

Erick Ferrandez
Acting Head of Safety Intelligence & Performance
Department

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Cologne,

08. JUNI 2018

Dutch Safety Board (DSB)
Mr Kas Beumkes
Senior Investigator
P.O. Box 95404
2509 CK Den Haag
THE NETHERLANDS

Subject: Safety recommendations related to the event to BOEING - 737 registered XX-XXX, on 18/09/2014, at Groningen Airport Eelde, EHGG - Netherlands and to the event to BOEING - 737 registered XX-XXX, on 03/12/2015, at Lisbon Airport, LPPT - Portugal

Dear Mr Beumkes,

Following the Safety Recommendations mentioned above addressed to the European Aviation Safety Agency, please find thereafter the Agency's response.

Yours sincerely,



Erick Ferrandez

Copy: Certification - Cert. Policy & Safety Information
Certification Director
Flight Standards Director
Strategy & Safety Management Director

Subject: BOEING - 737 registered XX-XXX, on 18/09/2014, at Groningen Airport Eelde, EHGG – Netherlands and BOEING - 737 registered XX-XXX, on 03/12/2015, at Lisbon Airport, LPPT - Portugal

Reply to Safety Recommendation NETH-2018-002 received on 13/03/2018

Safety Recommendation:	To, in cooperation with other regulatory authorities, standardisation bodies, the aviation industry and airline operators, start the development of specifications and the establishment of requirements for Take-off Performance Monitoring Systems without further delay.
Final response:	<p>A EUROCAE Working Group (WG-94) was convened in 2012, at the request of, and with the participation of EASA, with the aim to undertake preparative work to establish the feasibility of the development of EUROCAE standard(s) defining the requirements for a Take-Off Performance Monitoring System (TOPMS) that will provide a timely alert to flight crew when the achieved take off performance is inadequate for the given aircraft configuration and aerodrome conditions. WG-94 issued their report in February 2015, concluding that the development of standards to define performance requirements and operational conditions for TOPMS is not currently feasible. This was due to a multitude of factors, including the maturity of the technology, a lack of real-time data (e.g. environmental parameters, runway conditions, airport databases, etc) and/or suitable aeroplane performance models, a lack of consensus in design criteria and testing methods.</p> <p>Although it is recognised that the industry continues investigating technical solutions and, for example, since 2015, some progress has been made in the domain of airport data availability and associated applications, the Agency considers that the overall feasibility of TOPMS has still not been demonstrated, and no specifications can be developed at this stage.</p>
EASA Status:	Closed – Disagreement

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