

[REDACTED]
Head of Safety Intelligence & Performance Department

Dutch Safety Board (DSB)
[REDACTED]
Investigation Manager
P.O. Box 95404 2509 CK Den Haag
THE NETHERLANDS

ACO/SSH/SM1.2
Cologne, Germany

Subject: Safety recommendation related to the event involving the Boeing 777 registered VT-JEW, on 21/04/2017, at Amsterdam Schiphol Airport, the Netherlands

Dear [REDACTED],

Please find enclosed the European Union Aviation Safety Agency's response with reference to the Safety Recommendation addressed to the Agency following the event mentioned above.

Yours sincerely,

[REDACTED]

[REDACTED]

Copy: Policy, Innovation & Knowledge Department
Certification Director
Flight Standards Director
Strategy & Safety Management Director



Subject: Boeing 777 registered VT-JEW, on 21/04/2017, at Amsterdam Schiphol Airport, the Netherlands

Reply to Safety Recommendation NETH-2020-001 received on 15/10/2020

<p>Safety Recommendation:</p>	<p>To European Union Aviation Safety Agency and the Federal Aviation Administration: To take the initiative in the development of specifications and, subsequently, develop requirements for an independent onboard system that detects gross input errors in the process of takeoff performance calculations and/or alerts the flight crew during takeoff of abnormal low accelerations for the actual aeroplane configuration as well as insufficient runway length available in case of intersection takeoffs. Take this initiative in close consult with the aviation industry, including manufacturers of commercial jetliners amongst which in any case The Boeing Company.</p>
<p>Intermediate response:</p>	<p>On 30 August 2023, the European Union Aviation Safety Agency (EASA) published the Terms of Reference (ToR) for Rulemaking Task RMT.0741: https://www.easa.europa.eu/en/document-library/terms-of-reference-and-rulemaking-group-compositions/tor-rmt0741</p> <p>The objective of this RMT is to mitigate, using on-board design means of protection, the risk of large aeroplane accidents or incidents caused by the use of erroneous take-off performance parameters, and by erroneous take-off positions.</p> <p>Taking into account design solutions that have been developed by industry to date, this objective should be achieved through the introduction of design requirements aiming at detecting and preventing these errors by providing a means of informing or alerting the flight crew.</p> <p>Design requirements will be considered to address new large aeroplane designs. An analysis and impact assessment will be conducted to assess the feasibility and the benefit of design requirements applicable to existing (already type certificated) large aeroplane designs.</p> <p>EASA held three workshops with stakeholders (including all major large aeroplane manufacturers (including Boeing) and foreign partner authorities) between November 2023 and May 2024.</p>

	<p>During these workshops, EASA presented proposed draft new certification specifications and discussed with industry the option of retroactive design requirements.</p> <p>It appears that some large aeroplane manufacturers have developed or are developing some or all of the envisaged functions to be mandated by design requirements.</p> <p>For those manufacturers which have not yet started a design function development phase, these workshops served as a means of encouraging them to take action regarding their aeroplane designs.</p> <p>In parallel, the European Organisation for Civil Aviation Equipment (EUROCAE) created Working Group WG-129 'Take-off Performance Monitoring System Strategy' that held a first meeting on 30 April 2024 with the participation of EASA. The WG is tasked with developing a minimum operational performance standard (MOPS) and/or a minimum aviation system performance standard (MASPS) in order to facilitate the introduction of a take-off performance monitoring system (TOPMS). A close relationship with RTCA is also ensured by EUROCAE in view of issuing a common standard. EASA will take into account the work done by this WG and ultimately consider any issued standard that could support the compliance demonstration with new EASA certification specifications.</p> <p>A Notice of Proposed Amendment (NPA) is being drafted with a publication for consultation currently expected in Q4 2024.</p>
EASA Status:	Open