

**Question for written answer E-002710/2019
to the Commission**

Rule 138

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Subject: Boeing 777X test

A spokesperson for Boeing confirmed on 5 September 2019 that 'during final load testing on the 777X static test airplane, the team encountered an issue that required suspension of the test.'

Several press outlets¹ have reported that a cargo door on the aircraft exploded during the test.

This has occurred at a time when the company is engaged in finalising the modifications to the 737 Max that the Federal Aviation Administration (FAA) requires before it will consider renewing the aircraft's certification, suspended following the accidents in Indonesia and Ethiopia.

Boeing already has orders for the 777X from eight airlines, some of them European.

1. Is the Commission aware of these facts?
2. What role will the European Union Aviation Safety Agency (EASA) play in the FAA's safety certification process for this aircraft prior to its going into production and operation?
3. Would the Commission not agree that an in-depth investigation is called for into aircraft recently certified by the FAA and which fly in European skies, particularly in regard to safety components whose testing has been outsourced to a third party?

¹ <https://www.theguardian.com/business/2019/sep/08/boeing-777x-test-halted-after-reports-of-cargo-door-failure>