

**Question for written answer E-000091/2024
to the Commission**

Rule 138

Clare Daly (The Left)

Subject: Modern crew alert system requirement for all variant models of Boeing 737 Max aircraft

In December 2022, the US Congress exempted the Boeing 737 Max 7 and 10 variants from the requirement to install a modern crew alert system. The whole Boeing 737 Max generation has been allowed to continue operating a decentralised warning system at a 1977 standard. This backsliding on safety contradicts the recommendations issued by the US National Transportation Safety Board following twin international Boeing 737 Max 8 crash investigations, which were codified into US law in 2020. The European Union Aviation Safety Agency (EASA), as a member of the international Joint Authorities Technical Review group, must step in and stop this exemption to protect the public interest.

1. When is the EASA planning to officialise the requirement that a new modern crew alert system (compliant with the US Aircraft Safety & Certification Reform Act of 2020) be retrofitted to all variant models of the Boeing 737 Max generation of aircraft?
2. Why is the Boeing 737 Max not even required to have an engine indicating and crew alerting system (EICAS), which is standard on essentially all modern airliners?

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