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Thursday 16th October 2014

Head of Administrative Affairs & Communications
W. van der Weegan
Anna van Saksenlaan 50
2593 HT The Hague
The Netherlands

Dear Mr [REDACTED]

Ref : False Glideslope Capture EIN – 31/05/203

Dear Mr [REDACTED]

Your letter of 8th October to Michael O Leary refers . I have been asked by Mr O'Leary to respond to you directly.

I can confirm that Ryanair has implemented the safety recommendations published by the DSB that are applicable to Ryanair (No 3 and No 4) in relation to the report on the Stick Shaker Warning event that occurred on final approach to Eindhoven on 30th May 2013.

I would appreciate if you could confirm that the Ryanair follow-up action has addressed these safety recommendations and that this matter is now closed .

Yours sincerely,



Martin Timmons – Captain

Deputy Director of Safety & Security/Safety Manager

Stuknummer <small>OVV</small> 14001587	
Dossiercode:	
Registratie- datum:	23 OKT 2014
In behandeling bij:	
Naam:	Afdoening:

DE ONDERZOEKRAAD VOOR VEILIGHEID

MEMO

TO: All Pilots
FROM: Chief Pilot
DATE: 10th October 2014
SUBJECT: Dutch Safety Board (DSB) – EIN Report

Ladies and Gentlemen,

The Final DSB report into the false glide slope / pitch up event that occurred in EIN in 2013 was published in June of this year. The detail of this incident has been the subject of a specific crew training programme, Safety Alerts, revised SOP's and Chief Pilot Safety briefings presented throughout the base network since Dec 2013.

A safety recommendation arising from the report requires Ryanair to ensure that all stick shaker and pitch up events are reported by crew.

The text below will be included in the new Air Ops OMA effective 28th October. In the meantime crew are reminded to use *Crewdock-File a Report* to submit a SAIR for any stick shaker, pitch up or false glide slope events that are encountered and that in these cases, the CVR must also be preserved .

Revised OMA text:

11.3.4. List of Aircraft Occurrences to Be Reported

....
 24. Operation of any primary warning system associated with maneuvering the aircraft e.g. configuration warning, stall warning (stick shaker), over-speed warning etc. unless:

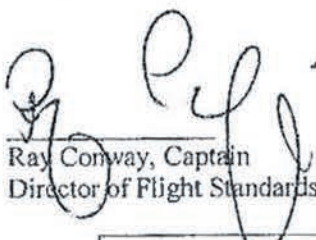
- a. The crew conclusively established that the indication was false and provided that the false warning did not result in difficulty or hazard arising from the crew response to the warning; or
- b. Operated for training or test purposes.

26. Pitch-up upset events / false glideslope capture.

11.7.5 List of MOR Requiring CVR Retention

....
 25. Stick shaker event.

26. Pitch-up upset events/ false glideslope capture.


 Ray Conway, Captain
 Director of Flight Standards & Chief Pilot

Valid Until: 28 th October 2014							
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