

## 5 RECOMMENDATIONS

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Based on the findings and conclusions the Dutch Safety Board made the following recommendations.

The Safety Board made the following recommendations to the Minister of Defence (The Netherlands).

1. Ensure that approach control take into account the effect of upper winds during radar vectoring of civil air traffic in military airspace.
2. Ensure that when making the choice for the active runway, the influence of the upper winds during the approach should be part of the decision-making in addition to the effect of the surface wind.

The Safety Board made the following recommendations to the airline operator Ryanair.

3. Ensure that its list of reportable occurrences in the company Operations Manual specifically includes stick shaker and pitch-up upset events.
4. Ensure that when in doubt whether occurrences should be reported at first contact with the operator, to assess the occurrence properly including possible CVR and FDR retention.