

Rapport "Stick shaker waarschuwing tijdens ILS nadering"
 Final Report "Stick shaker warning on ILS final"

Onderstaande reacties zijn niet overgenomen.
 The following comments were not incorporated in the report.

| Vliegbasis Eindhoven | | | |
|-------------------------|--|-----------------------|--|
| Opmerking | Paragraaf 3.3.2. Indien het radarpatroon op de normale manier was gevlogen had de bovenwind geen rol van betekenis gespeeld. | Reactie Raad | Opmerking is niet overgenomen. Zelfs indien het patroon op 'normale' wijze was gevlogen had een staartwind van 30 knopen op final aanwezig geweest. In relatie tot de relatief lage vliegsnelheid op final is dit een grote component en heeft in de mening van de Raad wel degelijk invloed op de daling van het vliegtuig. |
| Boeing Aircraft Company | | | |
| Comment | Paragraph 3.5 Flight Path Management and Automation (page 47, line 11-13) On final approach, if the flight crews would have had visual contact with the runway, had referenced the Vertical Situation Display (VSD), or had performed the crosschecks recommended in the Boeing FCTM, than it would have been clear to them that the descent performance of their aircraft would have been insufficient. | Reaction Safety Board | The comment is partly used. The aircraft had been equipped with a VSD, however, according to the guidelines of the company it should only be used if crews were trained for this. This flight crew concerned did not have VSD training and therefore did not use the VSD, in line with the guidelines of the airline. |