



International
Civil Aviation
Organization

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Международная
организация
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авиации

منظمة الطيران
المدني الدولي

国际民用
航空组织

Tel.:

Ref.: AN 6/26

General Secretary
The Dutch Safety Board
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Dear

I wish to refer to your letter dated 6 May 2010, reference OVV 10500690, regarding safety recommendation No. 5 addressed to the International Civil Aviation Organization (ICAO) contained in the final report of the accident investigation involving a Boeing 737 near Amsterdam Schiphol Airport, the Netherlands on 25 February 2009.

The safety recommendation requested some organizations, including ICAO, to “change their regulations in such a way that airlines and flying training organizations see to it that their recurrent training programmes include practicing recovery from stall situations on approach”.

The safety recommendation was carefully evaluated taking into account the information contained in the final report. Please note that ICAO requirements for recurrent training and checking are addressed in Annex 6 — *Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes*, 9.3.1 and 9.4.4, or in Part III — *International Operations — Helicopters*, 7.3.1 and 7.4.3, and mandate “proper flight crew coordination and training in all types of emergency and abnormal situations or procedures caused by power plant, airframe or systems malfunctions, fire or other abnormalities”.

In addition, to facilitate stall recovery and other training, ICAO will develop guidance material that will detail a number of upset recovery training manoeuvres within and beyond the normal flight envelope for which the use of flight simulation training devices is suitable, with a target for availability by end of 2012.

Finally, I wish to inform you that ICAO is developing evidence-based training guidance that will describe generation-specific recurrent training for inclusion in a manual to be available by the end of 2011. At a later time, generation-specific type-rating programmes will be added to the aforementioned manual.

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I trust that the foregoing information meets with the intent of the safety recommendation of the Dutch Safety Board.

Director
Air Navigation Bureau

cc: ICAORD, Paris