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Dutch Safety Board

Mr. [REDACTED]
Head of Administrative affairs
and Communication
PO Box 95404 25 09 CK The Hague

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Naam:	Afdeling:

DE ONDERZOEKSRAD VOOR VEILIGHEID

Dear Mr. [REDACTED]

The Federal Air Transport Agency of Russia has investigated the report made by the Dutch Safety Board (DSB) concerning the results of the accident with the «Ryanair's» aircraft Boeing-737-800 EI-ENL on May 31, 2013 while operating flight from Palma de Mallorca to Eindhoven. The final report does not contain recommendations proposed to the Federal Air Transport Agency of Russia in accordance with Annex 13 to the Chicago Convention signed on December 7, 1944.

The additional report, named as «Pitch-up Upsets due to ILS False Glide Slope», contains a number of additional recommendations elaborated as it seems to be in line with the recommendation 5.4.1 of the Annex 19 to the Chicago Convention. These recommendations were sent to the aeronautical authorities of a number of states, including the Federal Air Transport Agency of Russia.

The proposed by DSB recommendations are brought to the attention of the relevant Russian organizations. In case of any additional information interesting Russian organizations, we will inform DSB immediately.

We would like to draw your attention to the fact that the provisions of paragraph 8.9.3.6 Doc 4444 are implemented in the Federal Aviation Regulations "Air Traffic Management in the Russian Federation" (paragraph 6.10.2). Moreover, in the Russian

Federation these recommendations are complemented by the requirement that the last given course should provide to the aircraft the final approach before landing at an angle not exceeding 45 degrees to horizontal flight mode, **at least 2 km (generally 3 - 5 km) before entering the glidepath.** In our opinion, this additional requirement allows to reduce the risk of false glidepath capture.

Reviewing the recommendations we felt wary by the fact that the report concerning the results of investigation of the accident with the Boeing-737-800 EI-ENL includes more than 60 comments, which have been recognized by DSB as non-effective. Following it and taking into account that the report «Pitch-up Upsets due to ILS False Glide Slope» contains the recommendations of a global international character, we suggest to consider their implementation in coordination with ICAO.

Yours sincerely,

Head of Department
for Inspection of Flight Safety



S. Masterov