

# RECOMMENDATIONS

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This investigation revealed that the airline's procedures were not effective to have flight crews timely notify the airline about the occurrence. Consequently, the crew continued the flight without discussing the safety implications of the occurrence and the follow up actions with the airline. Furthermore, continuing the flight also prevented that the cockpit voice recorder recordings were preserved.

The lack of cockpit voice recorder data hampered the investigation into the decision making process of the flight crew. In this case, to understand why the flight crew believed they were entering the runway and, thereafter, how the decision was made to continue the flight after the rejected takeoff.

The Dutch Safety Board has conducted other investigations, where the cockpit voice recorder recordings were not available. The Board emphasises the importance of cockpit voice recorder data to determine the facts as part of an air safety investigation into the cause of an occurrence and learn from it.

The European regulations regarding the duration of the cockpit voice recorder recordings have been amended to ensure that cockpit voice recorders will be capable of recording the preceding 25 hours instead of 2 hours. This requirement only applies to aeroplanes with a certificate of airworthiness issued on or after 1 January 2022.

The Dutch Safety Board therefore issues the following recommendations to:

## **Transavia**

Develop new procedures, or clarify existing procedures, that guide flight crews to consult with their airline at the earliest convenient moment, about abnormal situations that have had or may have significant flight safety implications, such as an aborted takeoff from a taxiway. Communicate to flight crews what range of occurrences are meant by these situations.

## **All Dutch airlines**

Replace or upgrade existing cockpit voice recorders currently in use to accommodate for a storage capacity of at least 25 hours on aeroplanes with a certified maximum takeoff mass of more than 27,000 kg and with a certificate of airworthiness issued after 31 December 2001, before 2028.

## **The International Air Transport Association**

Encourage the members of IATA to replace or upgrade their existing cockpit voice recorders currently in use to accommodate for a storage capacity of at least 25 hours on aeroplanes with a certified maximum takeoff mass of more than 27,000 kg and with a certificate of airworthiness issued after 31 December 2001.

**The European Union Aviation Safety Agency**

Mandate that EU registered commercial air transport aeroplanes, with a certified maximum certificated takeoff mass of more than 27,000 kg, and with a certificate of airworthiness issued after 31 December 2001, to be equipped with a cockpit voice recorder capable of retaining recorded data for at least 25 hours; implement this requirement as of 1 January 2028.

**The Integral Safety Management System Schiphol**

Foster a work environment at Amsterdam Airport Schiphol that encourages the stakeholders of the Integral Safety Management System to challenge each other about decisions that have had or may have significant safety implications.