

On premature power reduction and (excessive) descent rate of flight MP495

From accident report (non-official translation):

3.2. CAUSES, page 129

...

Contributing factors to the accident were:

...

The premature power reduction, and the sustaining of this condition, probably due to crew action .

2.2.3 Approach, page 108:

...

It was established that the descent rate, about 1000 ft per minute, exceeded the operational limits of the aircraft, which, according to the AOM, and considering maximum landing weight, should be 600 ft/min.

...

According to the commission, the most important reason for the occurrence of the high sink rate was the fact that the throttles were reduced to idle at a radar altitude of about 150 ft, when under normal circumstances the autothrottle should only initiate the retard mode at a radar altitude of 50 ft .

Since the hypothesis of a malfunction of the ATS is excluded, it is considered probable that an action of the crew took place in this respect

From Cockpit Voice Recorder:

06:55:54, Captain: 'you have to make it a positive touchdown then'

06:55:56, F/O (*pilot flying*): ja (*yes*)

06:56:11, F/O: 'soms gebeurt het ongewild wel eens' (*that happens sometimes, even if you don't want it.*)

Open thought after reading the above:

Is the in the accident report mentioned premature power reduction, perhaps

- ,at least partly, caused by the idea of a positive touchdown,
- inadequate training,
- a customary way of flying by the F/O,
- other,
- or a combination of all these?