

Martinair crash in Faro, need for a missed approach procedure

From verdict court The Hague of January 8th, 2020; page 7 '*Answers to the court by the independent experts*'

Verdict: <https://uitspraken.rechtspraak.nl/inziendocument?id=ECLI:NL:RBDHA:2020:4>

6.5. THE (ALLEGED) MISSING OF CALLS BY THE CREW

If this question calls for the Experts to evaluate the fact that the crew forgot the “500 feet” call out, the Experts confirm that the crew forgot it even if it was partially corrected by the F/E’ call out.

The instructions published by Martinair in its BIM indicate that, if the aircraft is not stabilized at this altitude, a missed approach procedure must be engaged.

This specific instruction is customary in most airlines.

The pilots call this window the “stabilization floor”.

The exact altitude of the stabilization floor may vary from one company to another, but it always has the same purpose.

What matters is not going through this window in a specific configuration, but to do it with respect to the trajectory as defined by the actual procedure.

The configuration will then be different whether the pilots carry-out a visual or an instrument approach.

Moreover, this stabilization floor means that all destabilization below this level should immediately be followed by a missed approach procedure.

In our case, the pilots should have initiated a missed approach procedure since the aircraft became destabilized, even at a very low altitude.

So, taking this into consideration, the fact that the pilots forgot to make the announcement verbally could be considered as a contributing factor to the accident: the announcement constitutes a verbal reminder of the procedure to follow, and it was not done.