

## **From The Hague Court verdict of January 2020 on possible windshear during approach.**

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

*Summary [by Cor ten Hove]:*

*The Court Experts, and also the Court, do not agree with the Dutch Aviation Safety Board's stated point of view of windshear as initiating cause of the Martinair crash at Faro airport.*

### **From the verdict, paragraph 2.28 on possible windshear during approach. In it's verdict, the court cites from the Court Expert's report .**

"The arrival at Faro on this day cannot be qualified as abnormal approach due to extreme weather conditions.

This being said, it is true that the approach was a difficult one, and all that could help the crew had to be positively considered.

(...)

A major change of meteorological conditions actually occurred during the very last part of the approach, inducing an instability of the flight.

The Expert's investigation shows that this instability has started at around 800 feet height.

The Dutch Aviation Safety Board considers this change of meteorological conditions to be a major contributing factor to the accident.

It relies on the studies conducted by the NLR to affirm that "the microburst, according to the calculations made by NLR, caused headwind to tailwind changes of a magnitude which would have triggered a windshear alert, if such a system had been installed in the aircraft."

The Experts prefer to be more cautious here. They estimate that the existence of windshear is possible, as the analysis by the NLR shows, but they do not feel confident enough to affirm that the intensity of this windshear was sufficient to be a contributing factor to the accident.

However, it is very likely, not to say certain, that the weather conditions at arrival disturbed the approach and that the crew could simply not control the aircraft in that conditions."