

Minister asks Dutch Safety Board to consider Faro disaster

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The Dutch Safety Board should still investigate the possible concealment of technical defects on the aircraft in the Faro disaster of 1992, which killed 56 people, mainly Dutch tourists. Minister Van Nieuwenhuizen writes to the House of Representatives that she will ask the OVV to review the matter again.

The central question in the investigation will be whether the then Ministry of Transport, Public Works and Water Management withheld information about technical defects in the Martinair aircraft in the aftermath of the disaster.

Van Nieuwenhuizen's predecessor, State Secretary Dijksma, had already promised such an investigation in 2016, after a broadcast of EenVandaag. It expressed doubts about the airworthiness of the DC10 built in 1975.

Partially liable

The OVV said at the time that it wanted to wait for an expert investigation into the disaster, which would be done in the context of a lawsuit that relatives had filed against the State. At the beginning of this year, the judge determined that the State [partly liable](#) is for the disaster at the airport of Faro, Portugal.

According to the official reading, the crash was caused by strong crosswind in combination with a wet runway. But according to the judge, it was never reported that the pilots also made mistakes. The Aviation Council, part of the ministry, should have done that.

The cabinet has not appealed against the verdict and the judgment of the judge is therefore irrevocable. According to Minister Van Nieuwenhuizen, this paves the way for the Dutch Safety Board to still consider the matter.

The Dutch Safety Board will review the minister's request.