

On departure of the Anthony Ruys with a faulty thrust reverser without permission

Source: AvioConsult *De grootste fouten van de door de rechtbank benoemde deskundigen in hun Final Report, dd. 18 april 2018*

<https://www.avioconsult.com/downloads/De%20grootste%20fouten%20van%20de%20DRBD.pdf>

Translation by Cor ten Hove, with the help of www.elanlanguages.com

5.65 ... In the Final Report § 1.6.3 the DGAC / Investigation Commission state "*However, dispatching the aircraft from Amsterdam with #2 Engine reverse unserviceable, violated the dispositions stated in the AOM (Dispatch Deficiency Guide [DDG]) which made landings in Amsterdam mandatory with 3 operating reverses.*"

The word "landings" is not correct, it must be "departures"; the DDG prescribes that 3 working reversers must be used to start from a repair station (Schiphol).

... Martinair should have asked the Department of Civil Aviation, then the RLD, permission to leave with only 2 reversers, but they did not. ...

Below: from the original Dutch text

5.65 ...In het RvO § 1.6.3 schreef de Commissie van Onderzoek: "*However, dispatching the aircraft from Amsterdam with #2 Engine reverse unserviceable, violated the dispositions stated in the AOM (Dispatch Deficiency Guide) which made landings in Amsterdam mandatory with 3 operating reverses.*" Het woord "*landings*" is overigens niet juist, dat moet "*departures*" zijn; de DDG schrijft voor dat met 3 werkende reversers moet worden vertrokken van een repair station (Schiphol).

... Martinair had aan de luchtwaardigheidsautoriteiten, toen nog de RLD, toestemming moeten vragen voor vertrek met slechts 2 reversers, maar dat deden ze niet. ...