

Probable causes of the Martinair crash at Faro airport:

Source: 1994 non-official English translation of the official DGAC-report (pages 129 and 130)

The commission of inquiry determined that the probable causes for the accident were:

- The high rate of descent in the final phase of the approach and the landing made on the right landing gear, which exceeded the structural limitations of the aircraft.
- The crosswind, which exceeded the aircrafts limits and which occurred in the final phase of the approach and during landing.

The combination of both factors determined stresses which exceeded the structural limitations of the aircraft.

Contributing factors to the accident were:

- The instability of the approach.
- The premature power reduction, and the sustaining of this condition, probably due to crew action.
- The incorrect wind information delivered by Approach Control.
- The absence of an approach light system.
- The incorrect evaluation by the crew of the runway conditions.
- CWS mode being switched off at approx. 80ft RA, causing the aircraft to be in manual control in a critical phase of the landing.
- The delayed action of the crew in increasing power.
- The degradation of the lift coefficient due to heavy showers.

Note by Cor ten Hove:

The official accident report restricts itself to 'probable' causes for the crash. The report does not state more firm conclusions on the cause.

This restraint is confusing. It leaves room for speculation. Worse, it also invites 'alternative truths' such as the Dutch claim of 'sudden windshear' as cause of the crash.

'Windshear' is not mentioned as (contributing) cause in the official investigation report (1994).

This Dutch claim was also refuted by the District Court of The Hague in January 2020.