

Letter nº. 94 /2015/SRI-ANAC

May 28th, 2015

To The Dutch Safety Board
Mrs. [REDACTED] General Secretary
Anna van Saksenlaan 50
2593 HT The Hague
The Netherlands

Subject: **Final reports 'Stick Shaker Warning on ILS Final Eindhoven Airport, 31 May 2013' and 'Pitch-Up Upsets due to ILS False Glide Slope'**

Dear Mrs. [REDACTED]

1. On behalf of our Director President Mr. Pacheco dos Guarany's, I inform you that all involved areas of ANAC have analyzed the final reports issued by the Dutch Safety Board and the associated recommendations.
2. As a result, we recognized and processed all recommendations from DSB and, therefore, the main actions taken are listed in the following items:
 - 2.1. The Brazilian airlines have been officially informed of this incident and advised to implement preventive actions, especially concerning flight crews information and training. Among the aspects considered are the issuance of technical bulletins, safety presentations and revision of training programs and manuals. It has been reinforced the need of verification of initial and recurrent training curricula, and updating them as required.
 - 2.2. The airlines were requested to inform ANAC which operational procedures would be deployed in case of the interception of ILS Glide Slope from above.
 - 2.3. Regarding SMS, it has been requested to the airlines a reassessment on the preventive and recovery barriers already established, evaluating if the current methodology of report and analysis of hazards is effective.

- 2.4. ANAC's operational standards group (GNOS/GTNO) has initiated a study on national regulation RBAC 121 to identify possible improvements on initial and recurrent flight crew training requirements, addressing the issue of flight crew's situational awareness degradation due to the increase of aircraft automation.
 - 2.5. ANAC's aircraft certification group (GCEN/GGCP) is currently supporting technical discussions with manufacturers on the use of existing flight systems and the possibility of implementing additional embarked systems to enhance situational awareness of flight crews.
 - 2.6. Finally, ANAC informed the issue and the recommendations to ANSP in Brazil, Departamento de Controle do Espaço Aéreo – DECEA, and requested them to feedback information on whatever measures deemed necessary in this subject.
3. I take this opportunity to renew my compliments and reassure the expression of my highest consideration.

Yours sincerely,



BRUNO SILVA DALCOLMO
Superintendent of International Relations

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