

### **Accident Board Findings (Luxembourg Investigation Commission)**

1. The crew possessed the necessary licenses and qualifications to perform the flight,
2. The aircraft possessed a valid Certificate of airworthiness,
3. The Luxembourg authority has not approved the aircraft flight manual, originally approved by the Dutch authority.
4. The aircraft weight and balance were in the approved range.
5. There were no aircraft system malfunctions until the final descent,
6. Radio navigation aids functioned normally
7. RVR was below approved company minima during the initial and the intermediate approach,
8. During the approach, the crew deviated from the operator's SOP's,
9. Despite the fact that the meteorological conditions for a CAT II approach prevailed, none of the required prerequisites, to perform a CAT II approach, were taken by the crew.
10. The captain resumed the final approach after having announced a go-around, without co-pilot's reaction,
11. In order to achieve this goal, the crew performed several non-standard actions, amongst which the positioning of the power levers below flight idle. The AFM contained a limitation that prohibits the selection of ground idle in flight.
12. The selection of the landing gear down, triggered the deactivation of the second safety device (solenoid secondary stops) which was a possible malfunction identified by the manufacturer.
13. The aircraft's drag increased significantly and the aircraft's speed dropped as the rate of descent increased,
14. Both engines were shut down by cutting the fuel flow,
15. After engine shut downs, the two flight recorders stopped recording.