

Mr. John Ottney
FAA-FSDO #23

July 5th, 2013

[REDACTED]
Rochester, NY. 14624

Submitted within are my observations of the landing incident of Thursday, June 20th, 2013.

Gulfstream N500AG commanded by Steve Curton and First Officer Manuel Micolta were landing out of an ILS onto Runway 25 at KJHW (Jamestown, NY) on the first 135.299 flight check segment of a round robin from KROC (Rochester, NY). Observing from the jump seat and acting as the 299 Check Airman for the day was Jim Ursinole of the FAA. Riding along were myself and FAA ROC FSDO Inspector Chris Holliday. I was seated in the furthest rear forward facing seat on the right, Chris was seated directly in front of myself facing aft.

My personal observations of the landing incident:

1. The flare and touchdown appeared and felt "normal", I believe they landed just beyond the Touchdown Zone Marking as I fleetingly observed looking out the cabin window to my right.
2. During Landing Rollout I felt a noticeable yawing and a perception of the Braking and/or Anti-Skid cycling and releasing separately three times as the aircraft slowed down.
3. I did not "hear or feel" a pronounced application of Reverse Thrust.
4. The later stage of the rollout: A hard pull to the right just prior to a low speed exiting of the end of the runway, coming to rest approximately thirty feet into the sod.

As I am not Type Rated in the G200, the validity of my observations as to this aircrafts landing characteristics and pilot technique is at best, an observation. The de-briefing and observations of the FAA Check Airman holding the most value as to the nature of the pilot's technique during rollout.

In hindsight, the future choice to use a 5299' runway with a Distance Beyond Glideslope of 4282' should be weighed more carefully. The varied performance of the demonstrating aircraft in question verses an appropriate safety buffer for **that** particular aircraft may approach safe and unconsidered limits. The existing meteorological conditions that day were never a factor, but the healthy Vef Speed of 131 Knots suggests a narrow window for error, whether it be human or mechanical.

Regards

Neil Stoneman
Chief Pilot.
Taughannock Aviation. Ithaca, NY 14850