



GE Aviation

Subject: GE Aviation Submission to Continental Airlines
Flight 1404 Runway Side Excursion Accident.
Denver International Airport
NTSB Docket Number DCA-09-MA-021

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Mail Drop: U60

March 1, 2010

To: Mr. Bill English
Investigator In Charge
National Transportation Safety Board
490 L'Enfant Plaza East, SW
Washington, D.C. 20594

Dear Bill:

As a Party to the Continental Airlines Flight 1404, B737-500 aircraft runway side excursion accident investigation, which occurred at Denver International Airport, Denver, Colorado on December 20, 2008, GE Aviation has completed its review of the applicable factual reports. Based upon the Airworthiness, Flight Data Recorder, Cockpit Voice Recorder, Aircraft Performance, Powerplants, Meteorology, Operations and Survival Factors Factual reports GE Aviation cannot identify any engine contribution to this runway side excursion accident.

Per the DFDR data the engines were operating normally through the start, taxi and application of takeoff power phases. The number 1 engine had become detached from the left hand wing during the accident sequence while the number 2 engine remained attached to the right hand wing. The aircraft came to rest on its fuselage bottom and number 2 engine. On-site examination of both engines revealed no evidence of any engine case uncontainments, or pre-event under cowl fire. All fan blades on both engines were present and exhibited varying degrees of damage consistent with engine fan rotation during the runway side excursion sequence. Engine number 1 ingested dirt and grass debris throughout its fan. Engine number 2 did exhibit fire damage to the inboard nacelle consistent with the post event fire that occurred on the right hand side of the aircraft.

If in the future, additional data is found to raise any engine questions, GE Aviation would be available to provide further analysis at that time.

Best Regards,

Ken Wolski
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