



National Transportation Safety Board

Washington, D.C. 20594

Safety Recommendation

Date: October 23, 2012

In reply refer to: A-12-62 through -63

Mr. Larry R. Flynn
President
Gulfstream Aerospace Corporation
Post Office Box 2206
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Savannah, Georgia 31402-2206

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating transportation accidents, determining their probable cause, and making recommendations to prevent similar accidents from occurring. We are providing the following information to urge your organization to take action on the safety recommendations in this letter.

On October 10, 2012, the NTSB adopted its report concerning the April 2, 2011, accident in which an experimental Gulfstream Aerospace Corporation GVI (G650), N652GD, crashed during takeoff from runway 21 at Roswell International Air Center, Roswell, New Mexico.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>.

As a result of this investigation, the NTSB issued 10 new recommendations, including five to the Federal Aviation Administration, three to the Flight Test Safety Committee, and the following two recommendations to Gulfstream Aerospace Corporation:

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Commission an audit by qualified independent safety experts, before the start of the next major certification flight test program, to evaluate the company's flight test safety management system, with special attention given to the areas of weakness identified in this report, and address all areas of concern identified by the audit.

¹ *Crash During Experimental Test Flight, Gulfstream Aerospace Corporation GVI (G650), N652GD, Roswell, New Mexico, April 2, 2011*, Aircraft Accident Report NTSB/AAR-12/02 (Washington, DC: NTSB, 2012).

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Provide information about the lessons learned from the implementation of its flight test safety management system to interested manufacturers, flight test industry groups, and other appropriate parties.

These recommendations are derived from the NTSB's investigation and are consistent with the evidence we found and the analysis we performed. Chairman HERSMAN and Members SUMWALT, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement these recommendations. When responding, please refer to the safety recommendations by their recommendation number. We encourage you to submit updates electronically to correspondence@ntsb.gov. If your response includes attachments that exceed 10 megabytes, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Sincerely,

[Original Signed]

Deborah A.P. Hersman
Chairman