



National Transportation Safety Board

Washington, D.C. 20594

Safety Recommendation

Date: October 23, 2012

In reply refer to: A-12-54 through -58

The Honorable Michael P. Huerta
Acting Administrator
Federal Aviation Administration
Washington, DC 20591

On October 10, 2012, the National Transportation Safety Board (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 We are providing the following information to urge your organization to take action on the safety recommendations in this letter. 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 three to the Flight Test Safety Committee, two to Gulfstream Aerospace Corporation, and the following five recommendations to the Federal Aviation Administration:

A-12-54

Inform domestic and foreign manufacturers of airplanes that are certified under 14 *Code of Federal Regulations* Parts 23 and 25 about the circumstances of this accident and advise them to consider, when estimating an airplane's stall angle of attack in ground effect, the possibility that the airplane's maximum lift coefficient in ground effect could be lower than its maximum lift coefficient in free air.

A-12-55

Work with the Flight Test Safety Committee to develop and issue detailed flight test operating guidance for manufacturers that addresses the deficiencies

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).

documented in this report regarding flight test operating policies and procedures and their implementation.

A-12-56

Work with the Flight Test Safety Committee to develop and issue flight test safety program guidelines based on best practices in aviation safety management.

A-12-57

After the Flight Test Safety Committee has issued flight test safety program guidelines, include these guidelines in the next revision of Federal Aviation Administration Order 4040.26, *Aircraft Certification Service Flight Test Risk Management Program*.

A-12-58

Inform 14 *Code of Federal Regulations* Part 139 airports that currently have (or may have in the future) flight test activity of the importance of advance coordination of high-risk flight tests with flight test operators to ensure that adequate aircraft rescue and firefighting resources are available to provide increased readiness during known high-risk flight tests.

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