

**NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF AVIATION SAFETY
WASHINGTON, D.C.**

May 11, 2012

Errata to:

SURVIVAL FACTORS GROUP CHAIRMAN’S FACTUAL REPORT

A. Accident : **DCA11MA076**

LOCATION : Roswell, New Mexico
DATE : April 02, 2011
TIME : 0934 mountain daylight time (mdt)¹
AIRCRAFT : Gulfstream GVI (G650), N652GD
OPERATOR : Gulfstream Aerospace Corporation

B. Factual Information

The below revisions are to the Survival Factors Group Chairman’s Factual Report dated March 01, 2012.

Change the following:

Page 5, figure 2, change to:

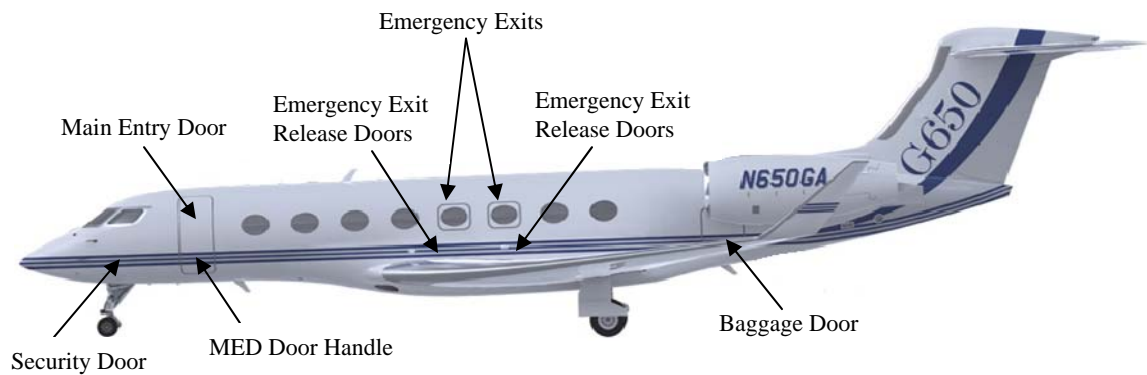


Figure 21: Early location of doors and access panels for exterior mechanical door operation similar to accident airplane.

¹ All times in this report are mountain daylight time, based on a 24-hour clock.

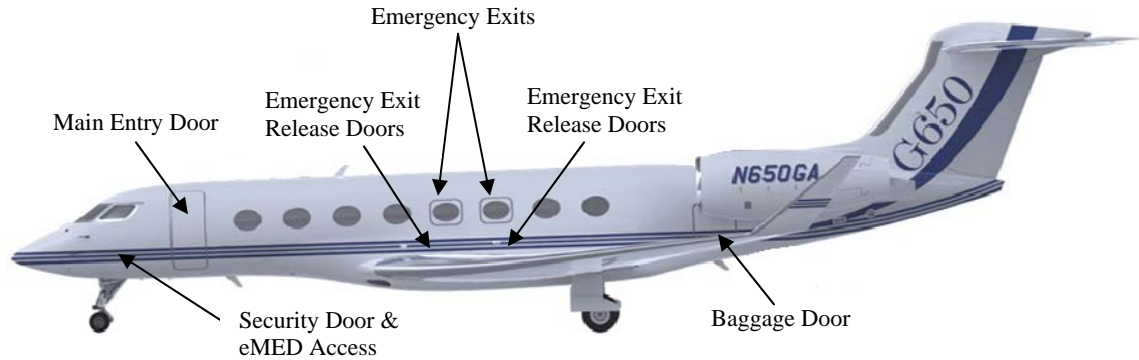


Figure 22: Intermediate location of doors and access panels for a sistership that had an exterior electric door operation, as of NTSB visit in August 2011.

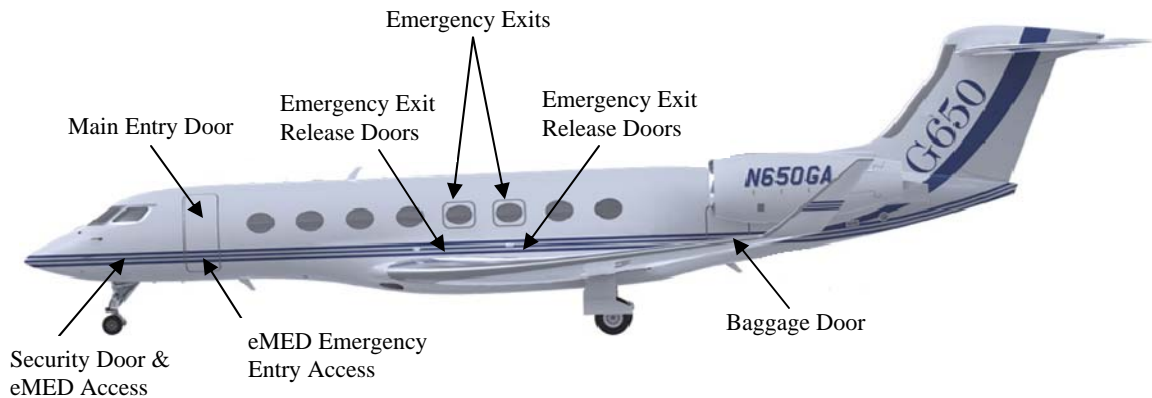


Figure 23: Final location of doors and access panels for exterior electric door operation on all production airplanes as provided by Gulfstream on April 5, 2012.

Page 5, figure 3 title, change “the” to “a typical”.

Page 9, paragraph 5, line 2 and continued onto page 10, based on information provided by Gulfstream on April 5, 2012: after “There were two emergency batteries on the G650, one located in left equipment rack in front of the forward bulkhead and one located in the baggage compartment” insert “The emergency battery located in the left equipment rack in front of the forward bulkhead provides power to the eMED on the G650.”

Page 15, paragraph 1, line 6, change “gone” to “consumed by fire.”

Page 16, section 3.2.3, paragraph 2, add new sentence at end of paragraph: “Further, the over-wing exit step-up distance was 25.03 inches and step-down distance was 35.11 inches.”

Page 18, section 4.1, paragraph 1, line 4, add to end of sentence “as verified by photographs taken during victim removal.”

Page 18, figure 7, replace figure and caption with:

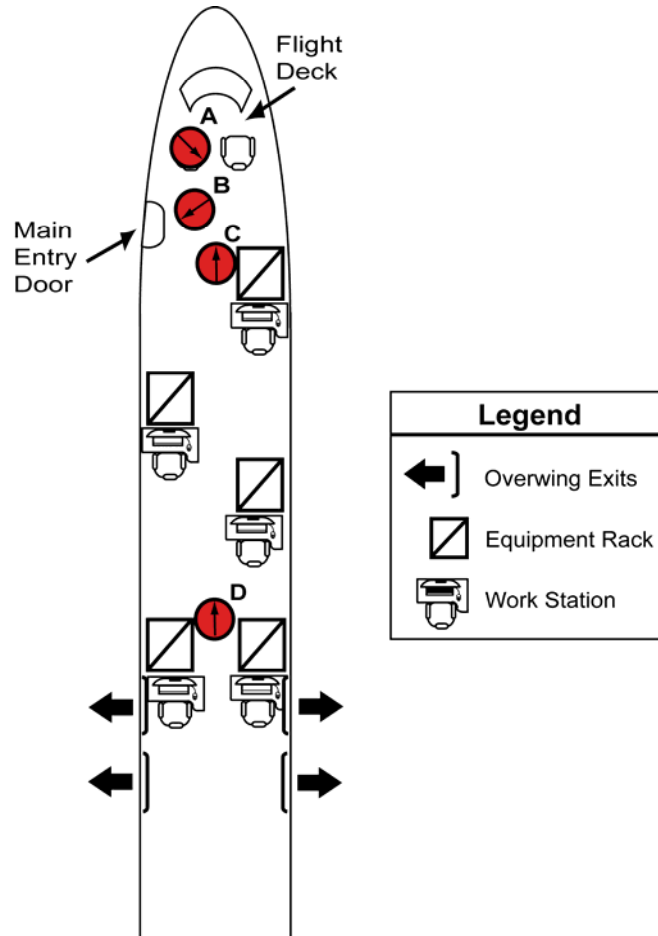


Figure 7: Approximate location of victims’ remains. Arrow indicates approximate orientation (figure not to scale).

Page 20, section 6.3, paragraph 4, line 6, add “,” after “accident”.

Page 20, footnote 22, change “will” to “would”.

Page 22, paragraph 1, line 1, after “tower” add “stopped all incoming traffic and”.

Page 22, paragraph 2, based on updated information provided by the Federal Aviation Administration (FAA), omit paragraph.

Page 22, paragraph 3, line 8, based on updated information provided by the FAA, omit last sentence.

Page 22, section 6.6, paragraph 2, line 3, based on a revision of the ACM dated February 02, 2012 to correct the error and provided to NTSB on April 5, 2012: change “1000 pounds” to “500 pounds”.

Page 26, first line of the timeline, after “Engine 2” add “(located off airport at time of call)”.

Attachment 1, photograph 5 title, change “opening” with “closing” and similar change to alt text.

Attachment 1, photograph 10, replace photograph with:



Attachment 4, page 2, paragraph 7, line 3, change “issues on the on” to “issued on the”.