

WPR11IA055
Jackson Hole, Wyoming
November 22, 2010
~09:39 MST
Gulfstream 200, N718QS
NetJets Aviation, Inc.

Survival Factors Specialist's Factual Report


Attachment 1

Pilot Statements


2 Pages

NTSB Statement - NJA N718QS

First Officer: Matthew Gaeta

 Arrived at the FBO in KBZN, and dispatch notified us of the MU for KJAC was too low to be released. About an hour later received call from dispatch KJAC MU was good now for release to KJAC. Departed KBZN for KJAC at 1543z. On our flight down to KJAC we received delaying vectors for sequencing into KJAC for preceding traffic. Received atis Yankee 1556z at KJAC WX and MU was good for landing (41/37/36 1330z). Ran appropriate checklists for approach and arrival. As per checklist item FMS/Avionics/VSpeeds reviewed FMS PERF & INT page (Approach). Programmed for RWY19 De-Ice & Anti-Ice on for proper VAPP and VREF speeds. Calculated RWY 19 length requirements, and added G200 contamination chart penalty requirements to original length required. Contacted tower while still on approach control to get a pirep of WX conditions during approach, and braking info from aircraft preceding us into KJAC. Aircraft reported braking action of fair, no icing, light chop, and picked up RWY 19 at 1.5 miles. Briefed PF of conditions, we continued on the approach. Received updated MU from tower that was taken at 1620z (40/42/40) our touchdown time was 1630z. Continued the approach inbound, picked up RWY at 1.8miles on speed and glide. Upon touchdown ground airbrakes deployed, TR's deployed, brakes were applied, antiskid started to pulse (normal), deceleration was slow, MAX Reverse detent entered, still deceleration was very slow. Approaching end of RWY 19 notified tower we were departing the end of RWY 19. Billy was able to steer slightly right to avoid lights upon departing RWY 19. Aircraft entered overrun straight, and aircraft came to rest approximately 20 to 25ft past overrun on smooth snowy surface. Notified tower we had come to a stop. After aircraft had come to stop we ran Afterlanding, and Shutdown Checklists. Exited aircraft through the main cabin door to meet ground personal and airport management. Evaluated aircraft in a post flight walk around and no damage was to be seen. Aircraft was at rest on top of solid surface. Walked over to RWY 19 surface to evaluate condition, runway looked to be covered by clear ice as far down the runway as I could see.

-----END OF STATEMENT-----


Matthew Gaeta
SIC, G200

Date 

On November 22nd myself, Billy Nickell, and Matt Gaeta were assigned aircraft N718QS. We had a 0548 local show for a 0648 go BZN – JAC. After arriving at the FBO, Fred from NJA Dispatch called and cancelled our release. He said that the MU report was in the 20's and that there was no braking action. He then said he would call back when things changed. Approximately one-hour later, he called back saying the MU report was now in the 40's and we were released. During cruise into JAC, we were given extended vectors and told to slow as much as possible for traffic we were to follow. ATIS was picked up and weather and runway conditions were okay for approach and landing. While being vectored for the final turn for the approach, ATC said tower was calling visibility ½ mile and to contact the tower. As we contacted the tower, the previous aircraft on approach said he had the runway in sight 1 and ½ miles out. The tower then gave us that same reported weather and we continued on the approach. The previous aircraft, upon landing, reported braking action was fair. Upon landing, I deployed the TRs, and applied the brakes. The ground/air slat lights indicated green and the Anti-skid started to pulse but the plane was not slowing. I put the reversers to full max, but that did not help. At that time, not only was I applying maximum pressure on the brakes, but my FO was also. Getting close to the end of the runway, I said, "We're going off" and was able to steer slightly to the right to keep from hitting the lights at the end of the runway. The aircraft stopped approximately 25 feet off the end of runway 19. We notified the tower and shut the aircraft down. Upon visual inspection by myself and maintenance personnel, there was no damage seen and the plane had not sunk into the ground. After the airport management talked with the company, the aircraft was towed out of the snow and back onto the runway. As the aircraft was being unhooked we both noticed the runway condition and saw a layer of ice covering the entire runway. When we were at the FBO, I dropped the flaps and did a thorough walk-around and did not find any damage or debris to any aircraft surface, engines or gear.

-----END OF STATEMENT-----

Billy Nickell
DICTOR

 Nov 28, 2010
DATE