



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: September 24, 2015

In reply refer to: A-15-30 through -32

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

On September 9, 2015, the National Transportation Safety Board (NTSB) adopted its report concerning the May 31, 2014, accident in which a Gulfstream Aerospace Corporation G-IV, N121JM, registered to SK Travel, LLC, and operated by Arizin Ventures, LLC, crashed after it overran the end of runway 11 during a rejected takeoff at Laurence G. Hanscom Field, Bedford, Massachusetts.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>, under report number NTSB/AAR-15/03.

As a result of this investigation, we issued five new recommendations, including one to the International Business Aviation Council, one to the National Business Aviation Association, and the following three recommendations to the Federal Aviation Administration:

A-15-30

Identify nonfrangible structures outside of a runway safety area during annual 14 *Code of Federal Regulations* Part 139 inspections and place increased emphasis on replacing nonfrangible fittings of any objects along the extended runway centerline up to the perimeter fence with frangible fittings, wherever feasible, during the next routine maintenance cycle.

A-15-31

After Gulfstream Aerospace Corporation develops a modification of the G-IV gust lock/throttle lever interlock, require that the gust lock system on all existing G-IV airplanes be retrofitted to comply with the certification requirement that the gust lock physically limit the operation of the airplane so that the pilot receives an unmistakable warning at the start of takeoff.

¹ National Transportation Safety Board, *Runway Overrun During Rejected Takeoff, Gulfstream Aerospace Corporation G-IV, N121JM, Bedford, Massachusetts, May 31, 2014*, NTSB/AAR-15/03 (Washington, DC: National Transportation Safety Board, 2015).

A-15-32

Develop and issue guidance on the appropriate use and limitations of the review of engineering drawings in a design review performed as a means of showing compliance with certification regulations.

Vice Chairman DINH-ZARR and Members SUMWALT 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, as required by 49 *United States Code* section 1135, detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number and submit your response electronically to correspondence@ntsb.gov.

[Original Signed]

By: Christopher A. Hart,
Chairman