



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: September 24, 2015

In reply refer to: A-15-34

Mr. Mark Larsen
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National Business Aviation Association
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The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the National Business Aviation Association to take action on the safety recommendation being issued in this letter.

On September 9, 2015, we adopted our 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 three to the Federal Aviation Administration, one to the International Business Aviation Council, and the following recommendation to the National Business Aviation Association:

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).

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Work with existing business aviation flight operational quality assurance groups, such as the Corporate Flight Operational Quality Assurance Centerline Steering Committee, to analyze existing data for noncompliance with manufacturer-required routine flight control checks before takeoff and provide the results of this analysis to your members as part of your data-driven safety agenda for business aviation.

Vice Chairman DINH-ZARR and Members SUMWALT and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is 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 it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Chairman