

Karman, Robert (FAA)

From: [REDACTED]
Sent: Wednesday, February 07, 2018 7:32 AM
To: Karman, Robert (FAA)
Subject: N570TM - Middleton SIC report

> The route was TEB to BKL, burke lakefront in Cleveland ohio. Prior to departing the crew had acceptable time to plan and execute our preflight planning, evaluation and clearances. The planning included information on meteorological conditions at the time of arrival being marginal VFR, runway NOTAMS with a FICON of 5/5/5, and the ILS approach into 24R would be our planned approach with runway analysis done to calculate the landing distance if wet and dry. Enroute there were no occurrences other than light chop. In the descent the PM received the weather at BKL and both pilots determined that the ILS 24R would be the most suitable for a full stop landing because the winds were out of the west straight down the runway with limited marginal cloud coverage.

> Around 4,000 ft MSL ATC advises the crew that the winds have shifted and he will clear the aircraft for a north circle from 24R to 6L for landing. New weather was received and the winds had significantly changed direction to the north, 340 at 10 kts with gusts. The crew concluded to try the circling approach. The aircraft was vectored very close, essentially directly onto the FAF 600 ft high, 3000 ft MSL compared to the 2400 ft MSL that is depicted on the approach chart. This is where the aircraft first encountered icing. At a safe airspeed, the PF descended until the airport became visible at 1800 ft MSL. The PM and PF concluded that a circle north would be acceptable, although if the PF loses sight of the aircraft the right seated PM will receive the controls. At this time no reports had been received about any braking or status reports for the runway from the tower.

> The aircraft circled north of the runway and upon reaching the base to final turn concluded we were too low and too close due to the northern winds to the downtown area to safely turn onto the final approach path. The aircraft executed a missed approach and received a heading of 360 to 3000 ft MSL and was transferred to Cleveland Approach. Approach asked for the crews intentions and requested the straight-in ILS 24R due to the winds affecting the ability to safely circle to the non approach equipped runway, runway 6L.

> Anticipating that ATC would once again give close vectors to the FAF the aircraft was slowed to approach speed and flaps fully extended prior to the FAF, where we intercepted approximately 1nm before the FAF. The approach was accomplished with the autopilot to minimums, although the runway was in sight at 1700-1800ft MSL.

> During the approach tower cleared us to land on runway 24R and gave sporadic wind check warnings throughout the descent, none of which included raining, icing reports, runway analysis or braking action. The autopilot was flown to minimums of 200ft AGL. At that time the PF turned off the autopilot and yaw damp and started the final segment of the approach.

> Above the threshold the winds died down and PF landed on the centerline and in the touchdown zone. PF began applying brakes gradually then forcefully when PF noticed that it wasn't sufficient enough the PM assisted. The anti-skid attempted to kick on but the aircraft simply wasn't slowing down due to lack of traction. Around the 1500' markers the PM and PF tried their hardest to stop the aircraft with what was left, failed to decelerate, and slid into the EMAS. The aircraft rolled to a stop and settled. The PM took control and began shutting down the aircraft while the PF began to evacuate the passengers.

> That is when the aircraft was met with the airport authorities and emergency services who gave the two passengers and the PF a ride back to the terminal while the PM discussed with the authorities.

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> Additional notes:

> The fire department lieutenant upon arrival apologized for the delay due to the ice causing the fire truck to inadequately reach the aircraft in a timely manner.

> Upon exiting the aircraft both crew, passengers, and authorities were told to be careful due to slippery conditions and almost fell several times.

> From observation the ice had filled the scores in the runway and had a layer approximately 1/8" thick smoothing out the surfaces.

If you need anything else from me please feel free to email me or call.

Thank you
Blake Middleton
Travel Management Co.

Feb. 6, 2018

The route was TEB to BKL, Burke Lakefront Cleveland Ohio. Prior to departing the crew had acceptable time to plan and execute our preflight planning and clearance. The planning included information on meteorological conditions at the time of arrival being marginal VFR, runway NOTAMS, with a FICON of 5/5/5 wet, with a planned approach to runway 24R. Runway analysis was completed to calculate the landing distance if wet and dry.

In the descent, we received the weather at BKL and briefed that the ILS 24R would be the most suitable for a full stop landing with winds out of the west and marginal cloud coverage. Descending through 4000', ATC advised that the winds, (340@10G17) had shifted and we could expect the ILS 24R with a circle to 6L. At this time no reports had been received about any braking or field condition reports from the tower. The approach and circle were executed. Upon reaching the base to final turn to 6L, it was concluded that a missed approach be executed. Received vectors back to the ILS24R.

Executing the ILS24R, winds were closely monitored, still showing 340@17 with no gusts. Aircraft on the approach was stable, with very little crosswind correction. On short final, the winds died down, evident to zero crosswind correction, and aircraft landed in the touchdown zone on centerline. Braking was applied with no deceleration noted. Aircraft remained on the centerline until just prior to entering EMAS.

Aircraft entered EMAS and came to rest approx. 100 feet into the system. At that time, the aircraft was evacuated and shutdown waiting on fire rescue to arrive.

Upon arrival, the fire rescue Lieutenant apologized for late arrival to aircraft due to the trucks "slipping and sliding to our location"

Burke Lakefront airport operations manager conducted a runway and taxiway condition report, along with braking action report after passengers and crew were safely indoors.

From observation standing on the runway, the ice had filled the grooves and had approx. 1/8" thick layer resulting in a smooth surface.

From :
CHAREL ROBERTS
Sent to BAKER (NTSB)

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 3:00 PM	DATE 02/07/2018								
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Lt. Brad Black - KBKL Fire Rescue		ROUTING <table border="1"> <tr> <td>SYMBOL</td> <td>INITIALS</td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> </table>		SYMBOL	INITIALS						
SYMBOL	INITIALS										
SUBJECT Question on field conditions on February 4, 2018 after N570TM departed runway 24R and into EMAS.											
DIGEST I spoke with Mr. Black and asked him if I could speak with a responder to the accident that occurred at Burke Lakefront airport on 02/04/2018. He told me that I was speaking to one of the responders and identified himself as Lieutenant Brad Black. I asked him about the conditions at the airport at the time of the accident. He stated that leaving the station in the truck he could see why the aircraft exited the runway. He stated that the ramp area and taxiways were very icy. I asked him about the runway conditions. He stated that while they did not travel down the runway, the end of the runway was a sheet of ice as well as the surface of the EMAS. I asked him if he would be willing to submit a statement and he told me that he would have to ask his Chief. I thanked him and the conversation ended.											
CONCLUSION, ACTION TAKEN, OR REQUIRED Surfaces of the airport were covered in ice. Although they were not aware of the runway condition except for the end near the EMAS.											
DATE 02/07/2018	TITLE ASI	SIGNATURE 									