

Date: March 19, 2024

To: Tim LeBaron
Director, Office of Aviation Safety

Through: Kristi Dunks, Deputy Director for Regional Operations, Office of
Aviation Safety

From: Noel Coleman, Chief, AS-70
Jennifer Rodi, Deputy Regional Chief, AS-CEN

Subject: Request to change coding, analysis, and probable cause of
CEN22LA130

At the time CEN22LA130 was published, findings from an airplane performance study performed for the investigation suggested the likelihood of an insufficient air load on the elevators to induce rotation. Based on wind conditions, the pilot's callouts for takeoff decision speed and rotation speed, and the pilot's statement that the yoke did not have any air resistance when he pulled back and that the airplane did not rotate, the study had determined that it was likely that the accident airplane's airspeed had been insufficient to rotate.

Subsequent review of the investigation revealed that at the reported rotation speed and with the flight control continuity confirmed during the aircraft examination, the airplane should have been able to rotate. These calculations are not consistent with the crew's statement that the yoke did not have any air resistance when the yoke was pulled back, and an addendum to the airplane performance study reflects these findings. With this updated information, we propose revising language in the Tests and Research section of the factual, the analysis, and the probable cause, as shown in the attached revised report.

If approved, the changes will be reflected in the docket and the revised report will be republished.

Attachments:

Revised accident report (CEN22LA130)
Performance study addendum