



MEMORANDUM FOR RECORD

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Air Safety Investigator
Eastern Region Aviation

June 23, 2020

Subject: NTSB investigation ERA20LA221, N373ML, Gulfstream G150, San Juan, Puerto Rico, January 24, 2020.

On June 23, 2020 Federal Aviation Administration Inspector Rafael Gonzalez of the San Juan Flight Standards District Office, provided the following information in an email (edited):

On the evening of January 24, 2020, N373ML skidded off runway 9 at Isla Grande Airport (SIG) impacting the airport's perimeter fence. The aircraft suffered damage to its starboard wing and wing slat. Additionally, several areas of the forward fuselage were damaged by the impact. There were four occupants on board. All deplaned uninjured.

01/27/2020 – FAA Inspector Jorge Echegoyen Jr. contacted via telephone the crewmembers of N373ML. The PIC the night of the event was Mr. Nicholas Castellino. He was assisted by Mr. Theodore "Cory" Rossi. They both stated that they departed Houston Hobby (HOU) on the afternoon of January 24, 2020 inbound nonstop to San Juan's SIG Airport. The flight was uneventful. Upon arrival to SIG at approximately 9:00 PM local (01:00z), they said that they approached the field visually. They recall that there were patches of light rain in the area and that the runway surface was wet. They stated that they touched down close to runway 9 aiming point markings. They also stated that the aircraft was properly configured upon touchdown. Their computed ref speed was 122KIAS. As the airplane decelerated through 70 KIAS they experienced a loss of directional control. The airplane skidded to the left of the runway centerline and then immediately to the right of the runway centerline vacating the runway and impacting the airport perimeter fence on the southeastern corner of the field. They mentioned that they may have had a very light tailwind upon touchdown.

01/28/2020 - According to the accident/incident report filed by the Puerto Rico Ports Authority (PRPA), the reporting supervisor states that there were heavy rain showers over SIG at the time of the occurrence. Additionally, the visibility was reduced to approximately 2 miles. There was no weather reported for SIG at the time of the event. The weather is reported at SIG only during tower operations (7:00 - 19:00 local). Estimated winds were blowing light from the northeast.

02/04/2020 - The investigation revealed that there have been numerous events between 2019 and 2020 where aircraft have had issues attempting to brake at SIG when the runway is contaminated with standing water. Apparently, several areas of the runway do not drain properly and there are several known issues with its surface. PRPA has gathered several reports from pilots that have experience this extreme braking degradation. These findings have been forwarded through office management to the FAA Airports Division.

02/20/2020 – FAA Inspectors Jorge Echegoyen and Rafael Gonzalez interviewed once again both airman through a conference call.

It was discussed through the course of the call that they executed an instrument approach into SIG that is limited to Category A and Category B aircraft. Their airplane had a Ref speed within Category C, technically making the RNAV RWY 9 unavailable to them.

[Category B aircraft are defined as having a Vref speed of 91 to 120 knots, Category C as having a Vref speed of 121 to 140 knots. A subsequent review of performance tables for the G150 revealed that for a landing weight of 18,400 lbs, as provided on NTSB form 6120, the Vref speed would have been 119 knots]

Furthermore, the contaminated ("standing water") performance numbers were marginal for runway 9 at SIG. When discussing landing rollout techniques and standard practices, it came to our attention that the non-flying pilot held the flight controls in the neutral position as the flying pilot transitioned to the tiller at approximately 80 KIAS.

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