



National Transportation Safety Board

Aviation Incident Data Summary

Location:	Teterboro, NJ	Incident Number:	NYC061A075
Date & Time:	03/03/2006, 1415 EST	Registration:	N973M
Aircraft:	Dassault Aviation Falcon 900EX	Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

The Falcon 900EX, was being flown by the co-pilot from the left seat, and was landing on runway 24, a 6,013-foot-long, 150-foot-wide, asphalt runway. Witnesses reported the airplane touched down about halfway down the runway, the airplane then traveled off the end, and came to rest in mud, about 330 feet from the end of the runway. Tire marks consistent with the airplane's tires were observed to begin about 1,000 feet prior to the end of the runway. The airplane sustained damage to the landing gear assemblies, and the right outboard slat. Post-incident examination of the braking system did not reveal any evidence of a preimpact malfunction. It was noted that the landing gear tachometer generators were found to be out-of-tolerance during portions of a test procedure. The specific reason for the out-of-tolerance condition was not determined; however, it may be attributed to damage sustained during the overrun, or post incident disassembly. According to the airplane manufacturer, the out-of-tolerance conditions found with respect to the tachometer generators would have resulted in no significant adverse consequence (less than 1-percent) on the overall performance of the braking system. The airplane's flight data recorder showed that the flight crew did not utilize the airplane's air brake after touchdown, which would have reduced lift, and improved braking effectiveness during the high speed phase of the landing run. The airplane's total ground roll travel after touchdown was approximately 3,522 feet. A weather observation taken after the incident reported the winds from 330 degrees, at 19 knots, gusting to 26 knots. Post-incident friction tests conducted on the runway, revealed friction levels, which would not have required the issuance of a notice to airmen; however, some small patches of snow/ice were observed on the runway surface.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this incident to be: The co-pilot's failure to obtain the proper touchdown point, which resulted in an overrun. Contributing were the gusty wind conditions, the failure of the flight crew to utilize the air brake after touchdown, and a partially contaminated runway.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - COPILOT/SECOND PILOT
3. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
4. (F) FLIGHT CONTROL, SPEED BRAKE - NOT DEPLOYED

Pilot Information

Certificate:	Airline Transport	Age:	42
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	11500 hours (Total, all aircraft), 1500 hours (Total, this make and model), 9000 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Co-Pilot Information

Certificate:	Airline Transport	Age:	32
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine
Flight Time:	6500 hours (Total, all aircraft), 1200 hours (Total, this make and model), 4500 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Dassault Aviation	Registration:	N973M
Model/Series:	Falcon 900EX	Engines:	3 Turbo Fan
Operator:	Motorola, Inc.	Engine Manufacturer:	Garrett-AiResearch
Operating Certificate(s) Held:	None	Engine Model/Series:	TFE-731-60
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TEB, 9 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	19 knots / 26 knots, 330°
Temperature:	0° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Wheeling, IL (PWK)	Destination:	Teterboro, NJ (TEB)

Airport Information

Airport:	Teterboro (TEB)	Runway Surface Type:	Asphalt
Runway Used:	24	Runway Surface Condition:	Ice; Snow
Runway Length/Width:	6013 ft / 150 ft		

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Minor
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	40.846389, -74.071389		

Administrative Information

Investigator In Charge (IIC):	Luke Schiada	Adopted Date:	03/31/2008
Investigation Docket:	NTSB accident and incident docket serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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