

ALERT BULLETIN

AB 2024:18/3-12

7/31/2024

2114490

TO: Gulfstream Aerospace Corporation

INFO: FAA (AVP-1, AVP-200, AFS-300, AFS-260, AFS-800, AFS-200, MKC-AEG, ANM-100, AIR-360), AMFA, AOPA, ASAP, ATSG, GAMA, IAM, IBT, ICASS, NBAA, NTSB, PAMA, TWU

FROM: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

SUBJ: Gulfstream G280 Stabilizer Trim Malfunction

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the following:

ASRS received a report from a Gulfstream G280 Captain describing a stabilizer trim malfunction in cruise flight. Reporter stated they were at FL450 when the autopilot disconnected because of an uncommanded stabilizer trim movement. The flight crew reportedly diverted safely to an alternate airport.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2114490

DATE / TIME

Date of Occurrence	202404
Local Time Of Day	1201 to 1800

PLACE

Altitude - MSL	45000
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AIRCRAFT / EQUIPMENT X

Make Model Name	Gulfstream G280
Operating Under FAR Part	91

COMPONENT 1

Aircraft Component	Horizontal Stabilizer Trim
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PERSON 1

Function - Flight Crew	Captain
ASRS Report Number	2114490

EVENTS

Anomaly	Aircraft Equipment Problem - Critical
Anomaly	Deviation - Speed - All Types
Detector - Person	Flight Crew
Result - Flight Crew	Diverted
Result - Flight Crew	Landed in Emergency Condition

NARRATIVE 1

Five hours into our flight cruising at FL450 .80 Mach, the autopilot disengaged due to an uncommanded STAB Trim. This caused a momentary overspeed as the Mach Trim Fail has a .78 speed max speed. We were unable to regain control of the STAB following all the QRH checklist. At this point we were not able to land at the destination ZZZZ1 due to short runway and diverted to ZZZZ and [requested priority handling] due to the loss of the primary and alternate trim to the STAB. We landed without incident and taxied to the stand under our own power. Post flight did not reveal any abnormal fluid etc on the tail.

SYNOPSIS

G280 flight crew reported a stabilizer trim malfunction in cruise. The crew diverted and landed without incident.