

SUBJ: STATEMENT WRT SAFETY INVESTIGATION OF CESSNA AFFECTED BY DHC-8 PROP WASH

[REDACTED]
Yokota Air Base Japan / [REDACTED]
[REDACTED]

DATE OF INCIDENT: 15 DECEMBER 2019

TIME OF INCIDENT: APPROXIMATELY 1500-1700L

LOCATION OF INCIDENT: GOLF RAMP

PURPOSE OF AIRCRAFT MOVEMENT: HIGH POWER ENGINE RUNS FOR MAINTENANCE CHECKS

WEATHER: VFR WITH WINDS 060 DEGREES AND 7 KNOTS

A call for aircraft pushback from [REDACTED] was made at 1440L for movement onto Golf taxiway for subsequent aircraft engine start and taxi to Golf Ramp for high power engine runs. All requests for engine start, taxi and high power runs were coordinated through Yokota Ground on 133.2. We initially established ourselves facing nose out (heading South) towards Golf taxiway but tail winds prohibited high power engine runs. We re-positioned ourselves on Golf Ramp facing North with our tail facing Golf taxiway. A radio call was made to Yokota Ground and acknowledged that we had re-positioned on Golf Ramp to face into the wind. The aircraft was forward of the double dash line on Golf Ramp.

While performing high power engine runs, I heard a radio call for a Cessna receiving taxi clearance via Golf taxiway to intersection E2 for takeoff on runway 36. I did not hear any communications questioning our status or position with respect to any potential impact on aircraft taxiing behind us on Golf taxiway.

I became aware of a potential issue with the taxiing Cessna after they made a radio call to Yokota Ground requesting taxi back to their hangar and cancellation of their flight since they had been "flipped upside down" by the DHC-8. We witnessed the Cessna taxi back to their hangar and shut down.