



# Aviation Investigation Final Report

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<b>Location:</b>	Augusta, Georgia	<b>Accident Number:</b>	ERA20LA016
<b>Date &amp; Time:</b>	October 16, 2019, 11:30 Local	<b>Registration:</b>	N307KP
<b>Aircraft:</b>	Bombardier BD 700 1A10	<b>Aircraft Damage:</b>	None
<b>Defining Event:</b>	Prop/jet/rotor blast/suction	<b>Injuries:</b>	1 Serious, 2 None
<b>Flight Conducted Under:</b>	Part 135: Air taxi & commuter - Non-scheduled		

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## Analysis

The first officer of a Learjet was escorting passengers to the airplane, which was parked about 70 ft behind a Bombardier jet. A passenger was knocked over by the jet blast from the engines of the Bombardier as it began taxiing, resulting in serious injuries. Had the first officer waited to escort his passengers after the Bombardier had departed or maintained a safer distance from the Bombardier, it's likely the passenger would not have been injured.

The pilots of the Bombardier had shut down the left engine to deplane their passenger, restarted the engine, and were taxiing back to the runway for takeoff when the accident occurred. They stated the rotating beacon was on and the right engine was running the entire time.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The first officer's failure to maintain a safe distance from a large turbine-powered airplane while escorting passengers, resulting in a passenger encounter with jet blast.

## Findings

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**Personnel issues**

Unnecessary action - Pilot of other aircraft

## Factual Information

### History of Flight

Taxi	Prop/jet/rotor blast/suction (Defining event)
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On October 13, 2019, at 1121 eastern daylight time, jet blast during ground operations from a Bombardier BD-700-1A10, N307KP, seriously injured a passenger being escorted to another airplane at Augusta Regional Airport (AGS), Augusta, Georgia. The Bombardier airplane was operated as a Title 14 *Code of Federal Regulations* Part 135 flight.

According to the injured passenger, she and six other passengers were being escorted by one of their pilots to a Learjet. She stated that she was about 70 ft from the Bombardier when she was knocked over by the jet blast from the engine.

The first officer of the Learjet stated that he was walking to the airplane with two passengers, and the five remaining passengers were following behind them. As some of the passengers were about to board the airplane, he heard a loud roar and felt a strong, warm gust. He turned around and saw one of the passengers on the ground. He stated he initially thought the Bombardier only had its auxiliary power unit running and believed the airplane was far enough away.

The crew of the Bombardier reported to a Federal Aviation Administration inspector they landed at AGS to drop off a passenger. They shut down the left engine and deplaned the passenger, restarted the left engine, and taxied back to the runway. The captain stated that he used normal breakaway power to get the airplane out of the parking spot, then taxied at normal speeds.

## Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	66, Male
<b>Airplane Rating(s):</b>	Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 With waivers/limitations	<b>Last FAA Medical Exam:</b>	September 5, 2019
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	October 1, 2019
<b>Flight Time:</b>	13700 hours (Total, all aircraft), 1316 hours (Total, this make and model), 10971 hours (Pilot In Command, all aircraft), 104 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

## Co-pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	63, Male
<b>Airplane Rating(s):</b>	Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Unknown With waivers/limitations	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	15505 hours (Total, all aircraft), 4950 hours (Total, this make and model), 13363 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bombardier	<b>Registration:</b>	N307KP
<b>Model/Series:</b>	BD 700 1A10 No Series	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2002	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	9120
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	17
<b>Date/Type of Last Inspection:</b>	September 20, 2019 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	98000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo fan
<b>Airframe Total Time:</b>	4372.9 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Rolls Royce
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	BR710-A2-20
<b>Registered Owner:</b>	K & P Aviation Llc	<b>Rated Power:</b>	14750 Lbs thrust
<b>Operator:</b>	Elite Air Inc	<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	AGS,148 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	11:30 Local	<b>Direction from Accident Site:</b>	138°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 1600 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	270°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.75 inches Hg	<b>Temperature/Dew Point:</b>	24°C / 19°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Augusta, GA (AGS)	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>		<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	Augusta Rgnl At Bush Field AGS	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	145 ft msl	<b>Runway Surface Condition:</b>	Unknown
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	None
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	1 Serious	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 2 None	<b>Latitude, Longitude:</b>	33.371944,-81.971664(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hill, Millicent
<b>Additional Participating Persons:</b>	Greer Paramore; FAA/FSDO; Atlanta, GA
<b>Original Publish Date:</b>	April 6, 2022
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 3</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=100462">https://data.ntsb.gov/Docket?ProjectID=100462</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).