

Folkerts Michael

From: Folkerts Michael
Sent: Monday, April 11, 2022 6:28 PM
To: Folkerts Michael
Subject: Operator Correspondence

From: Maurice Montgomery [REDACTED]
Sent: Tuesday, April 5, 2022 10:24 AM
To: Folkerts Michael [REDACTED]
Cc: [REDACTED]
[REDACTED]
Subject: RE: [EXTERNAL]CRJ jet blast vs. Cessna 172

Mike,

Please see actions taken by SkyWest following the subject jet blast event in IMT:

N699BR IMT - General Aviation Aircraft Damage

Event Date: July 24, 2021

Tail: N699BR SN_7801

Aircraft: CRJ 200

Event Location: Ramp

Airport: Ford Airport; Iron Mountain, Michigan (IMT)

Event Factual Summary:

On July 24, 2021, at approximately 11:40 CDT, a SkyWest CRJ 200 (N699BR) was involved in a jet-blast event while engine runs were being performed for operational checks of the wing anti-ice system. During the engine runs a general aviation aircraft C172 (N677A) taxied behind N699BR resulting in substantial damage to the Cessna. The following information was gathered from SkyWest maintenance and Safety department's investigation teams.

In August 2021, SkyWest conducted the initial reactive Safety Risk Assessment (SRA) for the 699BR IMT Jet Blast Event. Participants of the SRA meeting included representatives from the Maintenance and Safety Departments.

The following hazard was identified: "Performing engine run at uncontrolled airport".

Possible threats include:

- External threats:
 - Limited space/ options for run
 - Engines pointed toward taxiway
- Human Factors:
 - Failure to correctly announce high power runs over radio
- Communication not established between both parties (OO aircraft and approaching aircraft nearby)

It was determined these threats could result in accident/incident and employee or customer injury related consequences.

This was assessed as a Risk Level 2: Critical/Remote because when performing engine runs at an uncontrolled airport, there is potential for substantial damage to aircraft or property and/or injuries requiring ongoing treatment with no disability or loss of capacity in the event that communication is not established between both the OO aircraft and other approaching aircraft.

- Reinforcement during training of existing GMM and SOP for engine runs at non-tower airports require numerous precautions including selection of the safest / appropriate location, active communication on the CTAF frequency and notification to airport operations prior to conducting high thrust maintenance operations.
- Awareness/Shift Briefings: An awareness slide was put out on all MX monitors and a shift briefing will occur to educate all maintenance personnel on recent events and make them aware of the threats involved with performing an engine run at an uncontrolled airport.
MX Safety will measure this every 6 months for a year by pulling event investigations and determining if there have been incidents or accidents related to engine runs where communication was not established.

Residual Risk: The overall residual risk level of the SRA remains a Risk Level 2: Critical/Remote. With controls in place, the likelihood of these events will be maintained at remote.

Please contact me with any questions.

Best regards,

Monty

Maurice Montgomery JR
Manager | Safety Investigations
SkyWest Airlines

