

Report Title: AIRSHARE HAZREP - MAINTENANCE**General Information****Event Date/Time** 05/23/2023 15:45 GMT **Name (Optional)** Brian Weide**Submitter requests follow-up regarding this event (must provide name)** ☐**Location****Location (Facility)** AAO **Location (Area)** North Run up area at runway 18

Detailed Description of the Hazard/Event/Concern

I taxied N361AS to north runup area at the end of runway 18 to perform 5 point engine calibration runs. Spencer Adams was in the copilot seat writing down numbers and Wayne Smalley was in the cabin checking seat operation and cabin lights. The wind was variable at 3 knots. I positioned the aircraft facing south east and as far to the west of the taxiway as possible. During the engine runs, a beechjet taxied north toward my position to take off from runway 18. Someone came over the radio and said "the aircraft that is running, can I squeeze by?" Thinking I was replying to the beechjet 50 yards in front of me, I said "It looks like you have room" The beechjet crowded the east side of the taxiway and went by me, made the corner, and announced that he was taking off from Jabara 18. As the beechjet took off, the second he passed directly in front of N361AS, someone came over the radio shouting "shut it down". The engines were at 85% n1 and 95% n2. I put both engines at idle and set there trying to figure out what was going on. We couldn't figure out why the beechjet would have asked us to throttle down the engines. Then we thought maybe there was someone else so Wayne opened the entry door and directly behind us was a single engine Cessna. I taxied south to the next runup area. From our new position, it looked like there were several people around the Cessna looking at it. While finishing up the runs, two more single engine Cessnas taxied by us, stopped, and got out by the aircraft that was behind me. We discussed taxing back down there as well but there would not have been enough room for us to turn around with the other airplanes there. We went back to our hangar and completed the other maintenance tasks we needed to do. At about 3:45, Airport operations and Wichita Airport Police came looking for me and took my statement and information. They told me that the aircraft was from the flight school and that the thrust tipped the aircraft and struck a wingtip and prop against the ground. Everyone was okay and according to airport operations, they said that they are not upset with us and they messed up. I asked airport operations if I should run engines in a different location and they said that it was the correct location but maybe we could use the runup area that I moved to halfway through the engine run. I commented that it is next to the T hangars and also has a taxi way directly behind it and would potentially have the same outcome. They agreed and we discussed the need for a dedicated out of the way runup area.

Severity

Negligible

○ Probably would not affect personnel safety or health, but is in violation of a standard, or property loss less than \$10K.

Marginal

○ May cause minor injury, minor illness or property loss greater than \$10k.

Critical

● May cause severe injury, severe illness, or property loss greater than \$100k.

Catastrophic

○ The hazard may cause death, or property loss greater than \$1 mil.

Category

PPE ☐ Facility ☒ Hazmat ☐ Health ☐ Injury ☐ Equipment ☐
Personal Injury ☐ Evacuation ☐ Tools ☐

Activity Phase

Aircraft Maintenance ☒ Facility Maintenance ☐ Aircraft Movement ☒

Weather Factors

Temperature ☐ Icing ☐ Snow ☐ Rain ☐ Wind ☐ Fog ☐ Day ☐ Night ☐

Cause(s) of the Event/Hazard

Unclear/Misunderstood Instructions ☒ Situational Awareness ☒ Training ☒

Time Constraints ☐ Schedule/Long Duty Day ☐ Other

Equipment

Safety Performance Indicators**Aircraft Towing Error** ☐ **Damaged Equipment Incident** ☒ **Fatigue Related Error** ☐**First Aid Incident** ☐ **Heat Related Injury** ☐ **Lifting / Handling Injury** ☐**Lost Workday(s) Injury (OSHA Recordable)** ☐**Medical Treatment Injury (OSHA Recordable)** ☐ **Slip, Trip and Fall** ☐ **SOP Deviation** ☐**Spill and Release** ☐ **Unsafe Exposures** ☐ **Work Vehicle Incident** ☐**Date Submitted**

5/23/2023

Assigned To**Date Due**

5/26/2023

Corrective Action**Root Cause****Risk Level****Risk Status****Date Closed**