



AIRCRAFT SAFETY REPORT

GENERAL DATA

A/C MODEL	CE-525B	A/C REG	N784JS	A/C S/N	#50	PERSONS ON BOARD		0
EVENT DATE	05/03/15	EVENT TIME	14:10h	Local	A/C TT	7,483:44	A/C TC	5,377
DEP APT	N/A	ARR APT	N/A		FLIGHT No.	N/A	ATA	
RELATED WX AND/OR RWY CONDITIONS: Clear and Warm								

FLIGHT PHASE

PARKED		TOWING	X	PUSH BACK		TAXI OUT		TAKEOFF	
INITIAL CLIMB		CRUISE		DESCENT		HOLDING		APPROACH	
GO-AROUND		TAXI IN							
IAS / MACH: N/A		POSITION: KTEB		ALTITUDE: on the Ramp		CONFIG: Shutdown			

DESCRIPTION OF THE OCCURRENCE (INCLUDE DAMAGE AND INJURIES, IF ANY)

- Nose Gear collapsed under tow @ Meridian FBO, KTEB
- After being notified of the occurrence I went out to the ramp area, numerous line personal were standing by the Tug and N784JS
- The nose gear doors looked damaged, as the nose wheel was resting on the closed doors
- I went inside the aircraft to check that the Gear Handle was in the down position and the Park Brake was released, both were in the correct position
- The Gear Handle was in the down position and 3 green lights were illuminated on the Approach/Landing and confirmed via the Before Landing Checklist aprox.15 minutes prior to the occurrence
- The Park Brake was initially set as part of the Shutdown Checklist, then released (with chocks in) a few minutes after
- The aircraft was fully powered down, and no pilots or passengers were on the aircraft at the time of The Occurrence

ACTIONS TAKEN / OTHER RELEVANT INFORMATION:

- A Call was made to Mission Control to advise Mx Control
- A Call was made to Paul Proffett to advise him of the situation
- Photos were taken as requested, then sent to Mx Control and Paul Proffett
- A report was filled with the Port Authority of New York and New Jersey
 - The report number is 15N-6516
 - The Port Authority Officer was EVINER # [REDACTED]
 - The Meridan Manager on Duty was Victor Seda [REDACTED]



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DEP APT	N/A	ARR APT	N/A		FLIGHT No.	N/A	ATA	
RELATED WX AND/OR RWY CONDITIONS: Clear and about 25 deg C								

FLIGHT PHASE

PARKED		TOWING	X	PUSH BACK		TAXI OUT		TAKEOFF	
INITIAL CLIMB		CRUISE		DESCENT		HOLDING		APPROACH	
GO-AROUND		TAXI IN							

IAS / MACH:	N/A	POSITION:	KTEB	ALTITUDE:	on the Ramp	CONFIG:	Shutdown
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DESCRIPTION OF THE OCCURRENCE (INCLUDE DAMAGE AND INJURIES, IF ANY)

- Aircraft was parked and shutdown IAW JetSuite procedures.
- I exited the aircraft and helped our passenger deplane. Then I did a safety walk around of the aircraft IAW the JetSuite SOP
- The aircraft was locked and Brad and I left to get some food. We were called shortly after leaving the FBO premises in the crew car and informed the nose gear had collapsed. We quickly returned to Meridian
- When we arrived and went out to the ramp area, numerous line personal were standing by the Tug and N784JS. The tug was still connected to the tow bar and aircraft. The tow bar was connected to the back of the tug with the front of the tug facing away from the aircraft.
- The nose wheel was resting on the closed doors and the tow bar
- The left main gear had chocks in place.
- Brad and I remained by the aircraft until a JetSuite requested mechanic arrived.
- No one was on board the aircraft at the time of the occurrence and there were no injuries

ACTIONS TAKEN / OTHER RELEVANT INFORMATION:

- Brad immediately made a call to Mission Control to advise Mx Control
- Brad then called Paul Proffett to advise him of the situation
- Photos were taken, then sent to Mx Control and Paul Proffett
- A report was filled with the Port Authority of New York and New Jersey
 - Report number: 15N-6516
 - The Port Authority Officer was EVINER # [REDACTED]
 - The Meridan Manager on Duty was Victor Seda [REDACTED]

1. When a system malfunction occurs, affecting adversely the handling characteristics of the aircraft or renders it unfit to fly;
2. When an engine in-flight shutdown occurs;
3. When an emergency is declared;
4. When a malfunction occurs with safety equipment or procedures are inadequate;
5. When discrepancies occur in operating procedures or manuals;
6. When operating standards are degraded due to deficient ground support;
7. When an event occurs resulting in aircraft or property damage;
8. When a rejected take-off is performed;
9. When a runway excursion or incursion occurs;
10. Whenever significant aircraft handling difficulties are experienced;
11. When a significant navigation deviation from the intended track occurs;
12. When an altitude indication discrepancy occurs;
13. When there is an exceedance of the limiting parameters for the current aircraft configuration;
14. When communications fail or are impaired;
15. Whenever a go-around is performed;
16. Whenever a windshear warning or stall warning occurs;