

Statement regarding ramp incident October 16, 2019

On October 16, 2019, I was the captain on Global Express N307K. My license number is [REDACTED] The first officer was Stephen Gignac.

At approximately 1020 am local time we departed KPIE for KAGS. At approximately 1120 local time we arrived at KAGS. Prior to our arrival, we radioed the FBO (Aviation Services) and advised them that we were dropping one passenger and would need no services.

On arrival, the FBO line person marshalled us into a parking spot, we opened the door and one passenger disembarked. We then closed the door, started the engine (the right engine was already running), called and received taxi clearance, and taxied out. I applied normal breakaway power to get the aircraft out of the parking spot and then taxied at normal speeds (basically idle power) The red beacon was operating the entire time the engines were running.

Just prior to clearing us to takeoff, the tower advised us that there were some people behind our aircraft when we taxied out and that our jet blast knocked someone over and they were hurt.

I don't believe we did anything wrong and don't understand why the captain of the aircraft behind us would have allowed his passengers to walk behind an aircraft with its engines running and its red beacon on. Further, I don't understand why the FBO would allow passengers on the ramp immediately behind a jet taxiing out. The line guy who marshalled us in was still there when we taxied out and gave no indication that we should hold our position.

We had no way of knowing that passengers were going to walk immediately behind us as we taxied out.

This concludes my statement.

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Global Express N307K
Pilot Statement.

Gray Gibbs

[REDACTED]

[REDACTED]