

From: [Kirsten Rasmussen](#)
To: [Dodd, Forrest G \(FAA\)](#); [Torrent, Michael H \(FAA\)](#); [William Mackinzie](#)
Subject: N334JE KTMB
Date: Thursday, December 14, 2023 12:18:27 PM
Attachments: [REDACTED]

Good afternoon,

We are N334JE a Challenger 300 that was advised by ground on taxi, that another aircraft had a issue, below is the report we sent to safety.

Our aircraft N334JE experienced over-fueling at Signature, leading to excessive fuel that would have made the aircraft overweight for takeoff. We asked if Signature could defuel and we're told they were unable.

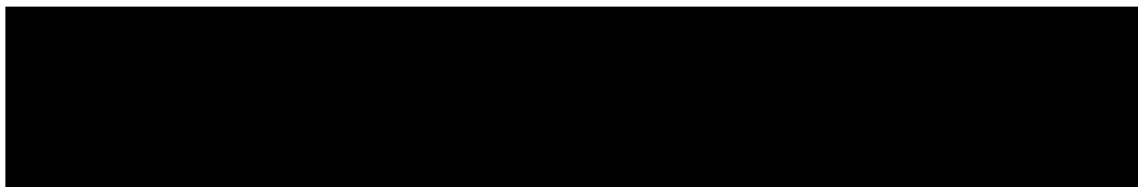
Following communication with ground control, advising them we needed to taxi to a runup area to burn excess fuel, ground control instructed us to taxi via Delta to the Whisky runup area, where we faced into the wind next to another aircraft that was also doing a runup. We burned off excess fuel in the Whisky Runup area, returned to Signature FBO to pick up passengers.

As we were taxiing for departure we were told by ground control to hold our position, eventually we were instructed to taxi to holding point 13. Where we shut down and spoke with a ramp agent regarding an aircraft that was damaged.

Kirsten Rasmussen



Kirsten Rasmussen
Captain



Our aircraft N334JE experienced over-fueling at Signature. The automatic shut-off panel was set at 11,300 lbs by the crew, but the fueller changed the panel to the manual mode and we did not catch it till it was 2000lbs over the set fuel amount. This made the aircraft overweight for takeoff. We asked the FBO if we could defuel and we were told they were unable. We then discussed as a crew the need to start engines and move the aircraft to a run-up area to burn off the excess fuel.

We contacted ground control and advised them specifically we needed to taxi to a runup area to burn excess fuel. Ground control advised us to taxi via Delta to the Whisky runup area, where we parked next to another aircraft that was also doing a runup. We were both facing into the wind. We spent 15 min burning off the excess fuel in the Whisky Runup area and then advised Ground we needed to return to Signature FBO to pick up our passengers.

As we were taxiing for departure, with taxi instructions all the way to the hold line, we were told to hold our position on the taxiway Delta. We then waited 5 min before we were told to exit the taxiway and consult with a ramp agent truck. We shut down our engines and the PIC opened the door and went and talked to the agent. It was at that time we learned that another aircraft had an incident and that they needed a statement from us. We started engines back up and taxied back to the FBO and let our passengers deplane.

Craig Smyser

