



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

February 26, 2024

REPORT NO.

23-004-TMB

NAME OF REPORTING FACILITY

Miami Executive ATCT (TMB)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

December 08, 2023

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1638 VJA334 contacted Tamiami (TMB) Flight Data/Clearance Delivery (FD/CD) requesting an Instrument Flight Rules (IFR) clearance. FD/CD acknowledged and advised VJA334 was cleared to St. Maarten Airport via radar vectors MEL LZ2 Departure, GLAMS Transition as filed, maintain 2,000 feet expect Flight Level (FL) 410 one zero minutes after departure, departure frequency is 125.5, squawk 4621. FD/CD asked VJA334 if they copied. VJA334 responded they did not. FD/CD repeated the instructions.
- 1639 VJA334 read back instructions correctly. FD/CD acknowledged. VJA334 advised FD/CD they had too much fuel on board and requested to burn some of it off. FD/CD instructed VJA334 to the run-up area located at Taxiway Whiskey down by Runway 9L. VJA334 acknowledged.
- 1642 VJA334 called TMB Ground Control (GC) requesting to taxi to Taxiway Whiskey run-up area. GC instructed VJA334 to stand by.
- 1644 VJA334 called GC and requested to taxi to the run-up area and was told to stand by again.
- 1645 GC asked VJA334 where they were parked. VJA334 responded they were at Signature Ramp. GC instructed VJA334 to stand by for taxi, Automated Terminal Informal System (ATIS) Information Echo was current. VJA334 responded they had Information Echo.
- 1647 GC instructed VJA334 to taxi to Taxiway Whiskey (run up area) via Taxiway Delta and to remain on the frequency. VJA334 acknowledged.
- 1656 PTC955 reported coming out of Spot 14, number two and requested to taxi with ATIS Information Foxtrot. GC advised PTC955 they were number two out of Spot 14, Taxiway Whiskey via Taxiway Delta remain on his frequency. PTC955 acknowledged.
- 1702 GC reached out to PTC955 and asked if they required any assistance. PTC955 responded they tried but could not make it. GC asked again if PTC955 needed assistance. PTC955 responded saying they will need the aircraft to be towed back to the ramp. GC responded by asking again if they need assistance and PTC955 responded affirmative.
- 1703 GC called Ramp 60 twice with no response. GC called Ramp 60 and 61 on frequency and communicated to them that an aircraft needed to be towed back to the ramp at Spot 14. RAMP60 acknowledged. VJA334 requested to



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taxi back to the Signature Ramp. GC asked VJA334 if they required any assistance and they responded negative, we were just burning fuel. GC asked VJA334 again you want to go back to the ramp. VJA334 responded affirmative we have to pick up our passengers. GC acknowledged and instructed VJA334 to make a 180 degree turn on Taxiway Whiskey via Taxiway Delta. VJA334 acknowledged.

1704 Ramp 61 asked GC if aircraft needed to be towed back to the ramp. GC verified yes the aircraft needed a tow back to the ramp. Ramp 61 asked if it was the Cessna (PCT955) and GC responded it was the Cessna west of Taxiway Whiskey, parking Spot 14.

1705 PCT955 notified GC they would be out of the exit area (Whiskey run-up area). GC acknowledged.

1706 Ramp 61 requested GC verify the call sign of the aircraft going back to Spot 14. GC responded N955PT (PTC955). Ramp 61 acknowledged.

1714 GC contacted Ramp 61, Ramp 61 acknowledged. GC asked Ramp 61 if he was on his way to the disabled aircraft. Ramp 61 verified he was putting them in Spot 12 right now. GC instructed Ramp 61 proceed via Taxiway Delta. Ramp 61 acknowledged.

1718 Ramp 61 called GC and asked for the N number for aircraft that was performing the run-up on Taxiway Whiskey.

1719 GC responded he had the call sign but no tail number. Ramp 61 advised there was damage to the aircraft (PTC955). GC asked Ramp 61 if there were any injuries and Ramp 61 responded no injuries on board but damage to the left wing of the aircraft.

1720 Ramp 61 called GC. No response.

1721 Ramp 61 to GC, GC acknowledged. Ramp 61 requested information on parking spot for VJA334.

1722 VJA334 called GC stated he was at Signature Ramp with ATIS Information Echo. GC requested registration number, VJA334 stated VJA334.

1723 GC responded to VJA334 your N number and VJA334 responded N334JE. GC requested VJA334 to stand by. GC called Ramp 61 with no response.

1725 Ramp 60 called GC, GC acknowledged and instructed Ramp 60 to proceed via Taxiway Alpha. Ramp 60 read back correctly.

1726 VJA334 contacted GC requested to taxi. GC acknowledged and requested a



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minute.

1729 GC instructed VJA334 Runway 9R taxi via Taxiway Delta, Taxiway Juliett cross Runway 13. VJA334 read back correctly.

1731 GC called VJA334 and requested them to hold position. VJA acknowledged.

1733 GC called Ramp 60 and Ramp 61 acknowledged at Spot 13. GC requested Ramp 61 to call the Tower. Ramp 61 acknowledged.

1735 GC called VJA334 and VJA334 acknowledged. GC advised VJA334 they were going to taxi them back to the ramp due to Miami Dade Aviation needed to talk with them about an occurrence with a Cessna on Taxiway Delta. VJA334 acknowledged. GC contacted Ramp 61 and Ramp 61 acknowledged. GC advised there was an aircraft (VJA334) right off Taxiway Delta and asked if they wanted the aircraft to pull into Spot 14 or 13 and he could talk to them there. Ramp 61 agreed. GC instructed VJA334 to continue to Taxiway Delta to Spot 13 make a right turn and then the ramp vehicle would meet them there. VJA334 acknowledged.

1751 VJA334 called GC and requested to start engines again. GC instructed VJA334 to stand by. GC called Ramp 61 and Ramp 61 acknowledged. GC asked Ramp 61 if they could have the Challenger Jet taxi out now or do they still need them. Ramp 61 stated they were waiting on Flight Standards District Office (FSDO). GC asked Ramp 61 to say again and Ramp 61 stated stand by.

1752 VJA334 advised GC that they were told they were good to go. GC no response.

1753 VJA334 contacted GC and asked if they could start engines and taxi. GC responded he was checking with the ramp vehicle. Ramp 60 advised GC they were still waiting on FSDO to provide approval for aircraft to take off. GC acknowledged. VJA334 advised GC that the FSDO stated they could go.

1755 VJA334 advised GC he was starting engines and ready to taxi. GC instructed VJA334 to stand by he was waiting on approval for them to taxi out.

1759 VJA334 asked GC if there was any word. GC stated no reply still waiting.

1801 Ramp 61 requested from GC to start towing PTC955 back to Spot 13. GC asked Ramp 61 the status of VJA334. Ramp 61 responded he was waiting on FSDO to provide approval for VJA334 to taxi and requested GC to



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stand by.

1803 Ramp 61 with tow requested to proceed via Taxiway Delta to ramp. GC instructed Ramp 61 with tow to proceed via Taxiway Delta to ramp. Ramp 61 acknowledged.

1804 GC Position Relief Briefing occurred. GC advised VJA334 unable to depart per Ramp 61. VJA334 advised GC that FSDO told them they could depart by telephone. GC informed VJA334 they were trying to obtain approval from FSDO through Ramp 61. VJA334 acknowledged.

1807 VJA334 requested from GC the tail number of the other aircraft involved with event. GC responded N955PT. VJA334 acknowledged. GC issued instructions to Ramp 61 to give way to outbound aircraft out of Spot 13. Ramp 61 acknowledged.

1810 GC Position Relief Briefing occurred.

1816 VJA334 contacted GC at Spot 13 and requested to taxi back to Signature Ramp. GC advised VJA334 to stand by for taxi. VJA334 acknowledged. GC instructed VJA334 to wait for Cessna to pass left to right then taxi via Taxiway Delta.

1817 VJA334 read back Delta, Signature passing behind the Cessna. No further communications with VJA334.

Block 1. Aircraft Identification and Type, Continued.

Aircraft 2 - VJA334, CL30

Block 5. Type of Flight, Continued.

VJA334 - IFR Flight Plan

Block 6. Flight Crew, Continued.

VJA334 - Kirsten Helen Rasmussen, Pilot, Homer, AK, Uninjured

VJA334 - Craig Harrison Smyser, Co-Pilot, Abilene, TX, Uninjured

Block 7. Passenger Data, Continued.

VJA334 - Total: 0, Uninjured: 0, Injured: 0, Fatal: 0

Block 8. Aircraft Damage, Continued.

VJA334 - None

No More Follows