

Kathryn Whitaker
Aviation Accident Investigator
Western Pacific Region

Date: March 16, 2026

Subject: WPR26LA122, Involving N71518

Contact: [REDACTED], Pilot/Owner of N71518

In emails and phone conversations, Mr. [REDACTED] stated the following:

- Prior to departing on the personal flight with a passenger, he contacted air traffic control (ATC) and was subsequently cleared to taxi from the hangars at the west side of the field and onto taxiway A at A6. He was not advised that the CRJ700 standing on the adjacent commercial ramp had running engines.
- Both he and his passenger were wearing headsets with active noise cancellation.
- He had seen CRJ700s with engines running near the terminal but had never seen or heard of one performing a high power engine run in that area. Previously, he had seen them utilize the runup area on the taxiway to perform engine runs.

Date: March 19, 2026

Subject: WPR26LA122, Involving N71518

Contact: [REDACTED] Safety Investigation Manager, SkyWest Airlines

Mr. [REDACTED] provided an internal Event Background Report that contained written statements by two mechanics who were performing maintenance on N609SK. Below is a summary of these statements:

- On the morning of March 6, 2026, the mechanics arrived at Flagstaff-Pulliam Airport (FLG) to troubleshoot a reported malfunction with N609SK's right engine thrust reverser. Inspection revealed this resulted from a defect with the airplane's throttle quadrant assembly.
- The mechanics replaced the throttle quadrant. The maintenance manual required that the engines needed to be run to confirm the throttle quadrant they installed was operating correctly and that the thrust reversers were both functional.
- The mechanics told one of the pilots and nearby ramp workers that they were going to run the engines at high power. They proceeded to start the engines and relied on the airplane's brakes, a set of chocks on the nosewheel, and the resistance provided by the tug to keep the airplane stationary.
- A component of the functional test was a power assurance check. The mechanics advanced the throttles until both engines reached 81% N1, which they indicated was "TOGA" or "max power." When they neared the conclusion of this check, one of the pilots ran into the cabin to tell them to throttle down because an airplane had been flipped over.

Mr. [REDACTED] stated that the general maintenance manual for engine run and taxi procedures requires that mechanics inform ATC before the engines are started.

Date: March 12 - 19, 2026

Subject: WPR26LA122, Involving N71518

Contact: [REDACTED] Air Traffic Manager, FLG

In an email conversation, Mr. [REDACTED] stated the following:

- Air Traffic Control (ATC) at FLG was not notified that the CRJ700, N609SK, would be running the engines at high power.
- In his observation, commercial pilots usually notify ATC prior to pushback from the passenger terminal. However, he noted that pilots seldom call ATC specifically to inform them that the engines were starting.
- Typically, commercial aircraft would be tugged into position so tailpipes faced northeast, away from movement areas, parallel to the runway and taxiway.

Date: March 6 - 22, 2026

Subject: WPR26LA122, Involving N71518

Contact: [REDACTED] Airport Director

In emails and phone conversations, Mr. [REDACTED] stated the following:

- Flagstaff City Code Chapter 8-06 contained rules and regulations for Flagstaff-Pulliam Airport (FLG).
- He was not aware of any policies that designated or described ground run up areas for aircraft at FLG. He did note Taxiway A had a pad between A2 and A3 that was sometimes used.
- There were no blast fences at the airport.