



National Transportation Safety Board Aviation Accident Data Summary

Location:	West Palm Beach, FL	Accident Number:	ERA15LA288
Date & Time:	07/22/2015, 1410 EDT	Registration:	N613PJ
Aircraft:	CANADAIR CL-600-2B16	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Analysis

According to the captain, the pilots were "rushed" as they performed their preflight preparations of the jet and forgot to close the baggage door. Ground personnel noticed the discrepancy and drove an all-terrain vehicle (ATV) out to the airplane so that they could advise the crew. After dismounting from the ATV, which they had parked about 10 ft in front of the airplane's left wing, they warned the captain, who left the cockpit to close the baggage door. Once the door was closed, he returned to the cockpit. The captain then looked out the side window and noticed that the airplane was rolling forward, and he asked the first officer what she was doing. About that time, the airplane struck the ATV. The flight crew stated that once they realized the airplane was moving, they attempted to apply the brakes, but it was not until they shut down the engines and re-applied the parking brake that the airplane came to a stop. A postaccident functional check of the airplane's hydraulic and braking systems did not reveal any anomalies.

Review of the airplane's cockpit voice recorder revealed that the crew did not verbally follow the airplane's before start checklist, which required them to verify hydraulic system pressure, and that the parking brake was set before starting the engines. Had the flight crew followed this procedure, monitored the airplane's motion during and immediately after the engine start, and been more cognizant of the objects surrounding the airplane, it is likely that the ground collision would have been avoided.

Flight Events

Taxi - Ground collision

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The flight crew's failure to properly use the before start checklist, to monitor the airplane's motion, and to see and avoid objects around the airplane, which resulted in an inadvertent roll into a ground vehicle.

Findings

Personnel issues-Task performance-Use of equip/info-Use of checklist-Flight crew - C
 Personnel issues-Psychological-Attention/monitoring-Task monitoring/vigilance-Flight crew - C
 Personnel issues-Psychological-Attention/monitoring-Monitoring environment-Flight crew - C

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	68
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	(Estimated) 11926 hours (Total, all aircraft), 3324 hours (Total, this make and model), 10191 hours (Pilot In Command, all aircraft), 92 hours (Last 90 days, all aircraft), 77 hours (Last 30 days, all aircraft)		

Co-Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	40
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine
Flight Time:	1800 hours (Total, all aircraft), 105 hours (Total, this make and model), 300 hours (Last 90 days, all aircraft), 65 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CANADAIR	Registration:	N613PJ
Model/Series:	CL-600-2B16	Engines:	2 Turbo Fan
Operator:	On file	Engine Manufacturer:	GE
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	CF34-3A
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KPBI, 21 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 5500 ft agl	Wind Speed/Gusts, Direction:	7 knots / , 250°
Temperature:	34° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	West Palm Beach, FL (PBI)	Destination:	Opa Locka, FL (OPF)

Airport Information

Airport:	Palm Beach International (PBI)	Runway Surface Type:	
Runway Used:	N/A	Runway Surface Condition:	Dry
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	26.685556, -80.092778 (est)		

Administrative Information

Investigator In Charge (IIC):	Daniel P Boggs	Adopted Date:	05/01/2017
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=91657		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.