



National Transportation Safety Board Aviation Incident Final Report

Location:	Salinas, CA	Incident Number:	GAA171A083
Date & Time:	11/28/2016, 2030 PST	Registration:	N22AF
Aircraft:	CESSNA 560	Aircraft Damage:	Minor
Defining Event:	Course deviation	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airline transport pilot was taxiing the airplane to the parking area and was concerned about an airplane parked on the left side of the taxilane. He maneuvered his airplane right of the taxiway centerline and struck a helicopter parked on the right side of the taxiway. Postincident investigation revealed that the taxilane object free area (TOFA) was 47.5 ft on either side of the taxilane centerline; Federal Aviation Administration (FAA) airport design standards indicate that the TOFA should have been 57.5 ft on either side of the centerline. Although the parked airplane was within the TOFA, sufficient distance between the airplane and the helicopter remained such that the incident airplane could have taxied safely between them.

Probable Cause and Findings

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

The pilot's failure to maintain clearance from a parked helicopter.

Findings

Aircraft

Personnel issues	Monitoring other aircraft - Pilot (Cause) Identification/recognition - Pilot (Cause)
-------------------------	---

Factual Information

This report was modified on October 23, 2018. Please see the docket for this accident to view the original report.

On November 28, 2016, at 2030 Pacific standard time, after landing and after transitioning from taxiway Foxtrot to a taxilane, a Cessna 560 airplane, N22AF, struck a helicopter, N530PJ, that was parked in a non-movement area at Salinas Municipal Airport, Salinas, California. The airplane sustained minor damage to the right-wing tip and the pilot was not injured, but the helicopter required major repair. The airplane was registered to Bill Massa Company Incorporated, Salinas, California, and was being operated by the pilot under Title 14 *Code of Federal Regulations* Part 91 as a night visual flight rules flight. The flight originated from Salinas, California, and had returned to Salinas.

According to the pilot, he landed the airplane and was taxiing to his hangar. The pilot reported that he used taxiway Foxtrot and made a right turn into the transient parking area heading southeast via the taxilane. He recalled that he was concerned with remaining a safe distance from an airplane that was parked on the left side of the taxilane and turned the airplane to the right, away from the taxilane centerline; the airplane's right wing struck a helicopter that was parked on the right side of the taxilane.

According to the Federal Aviation Administration (FAA), Salinas Municipal Airport is a category B-II airport. FAA Advisory Circular 150/530013A, *Airport Design*, page 124, Table 4-1 *Design Standards Based on Airplane Design Group (ADG)*, indicates that Group II airports have a 57-ft 6-inch Taxilane Object Free Area (TOFA) on either side of the taxilane centerline. FAA aviation safety inspectors measured the taxilane at Salinas Municipal Airport, and it was 47 ft 6 inches on either side of the taxilane centerline. The airplane that the pilot attempted to avoid was parked on the left side of the taxilane centerline within the limits of the TOFA. The perpendicular distance between the helicopter and the parked airplane was 80 ft (the absolute distance was not measured). The wingspan of the incident airplane was 56 ft 4 in.

History of Flight

Taxi-from runway	Course deviation (Defining event)
	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	74, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	01/16/2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	0 hours (Total, all aircraft), 0 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N22AF
Model/Series:	560 CITATION	Aircraft Category:	Airplane
Year of Manufacture:	1991	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	560-0129
Landing Gear Type:	Tricycle	Seats:	9
Date/Type of Last Inspection:		Certified Max Gross Wt.:	16300 lbs
Time Since Last Inspection:		Engines:	2 Turbo Fan
Airframe Total Time:		Engine Manufacturer:	P&W CANADA
ELT:		Engine Model/Series:	JT15D-5
Registered Owner:	BILL MASSA CO INC	Rated Power:	374 lbs
Operator:	BILL MASSA CO INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night
Observation Facility, Elevation:	KSNS, 77 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0453 UTC	Direction from Accident Site:	313°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	10° C / 6° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Salinas, CA (SNS)	Type of Flight Plan Filed:	None
Destination:	Salinas, CA (SNS)	Type of Clearance:	None
Departure Time:	PST	Type of Airspace:	Class D

Airport Information

Airport:	SALINAS MUNI (SNS)	Runway Surface Type:	N/A
Airport Elevation:	84 ft	Runway Surface Condition:	Dry
Runway Used:	N/A	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	36.662778, -121.606389 (est)

Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Report Date:	11/05/2018
Additional Participating Persons:	Kathy Cope; FAA; San Jose, CA John Mathieu; FAA; San Jose, CA		
Publish Date:	11/05/2018		
Note:	The NTSB did not travel to the scene of this incident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=94449		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).