

SERIOUS INCIDENT

Aircraft Type and Registration:	Learjet 35, N860S
No & Type of Engines:	2 Garrett TFE 731 turbofan engines
Year of Manufacture:	1976, serial number 35-086
Date & Time (UTC):	4 March 2011 at 1235 hrs
Location:	Bermuda Airport, Apron 2
Type of Flight:	Commercial Air Transport (Non-Revenue)
Persons on Board:	Crew - 2 Passengers - 2
Injuries:	Crew - None Passengers - None
Nature of Damage:	Paint abrasion on left tip tank and navigation light lens and substantial damage to winglet
Commander's Licence:	Airline Transport Pilot's Licence
Commander's Age:	51 years
Commander's Flying Experience:	9,000 hours (of which 2,600 were on type) Last 90 days - 170 hours Last 28 days - 89 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot and subsequent enquiries by the local AAIB accredited agent

Synopsis

The aircraft taxied from the Executive Jet Centre and came into contact with a parked vehicle, sustaining damage to itself and the vehicle. The crew were unaware they had hit the vehicle until advised by Air Traffic Control when they called for clearance onto the runway. The aircraft returned to the Executive Jet Centre where it was declared unserviceable. Repairs were carried out locally and the aircraft was able to depart two days later.

History of the flight

The crew received flight plan clearance from ATC and were requested to call for taxi clearance when ready.

Whilst taxiing approximately 100 ft east on Apron 2 and prior to receiving taxi clearance, the aircraft came into contact with an unoccupied airside vehicle that was parked in front of the Executive Jet Centre and was owned and operated by the ground handling agency. When the crew called for clearance to taxi to the active runway, they were advised by the tower that they had hit two vehicles while maneuvering on the ramp area and that they were to return to the Executive Jet Centre. The crew advised that they were not aware they had struck any vehicle and had felt no impact. It was later discovered that only one vehicle had been hit.

Damage to the aircraft was limited to a deformed left winglet, navigation light lens and a scrape along the left tip tank. The vehicle suffered a broken driver's side brake light lens and assembly with an indentation along its right side.

The Senior Airworthiness Inspector from the Department of Civil Aviation declared the aircraft was unserviceable. The left tip tank dorsal fin was replaced, the maintenance release signed in accordance with FAA requirements and the aircraft departed Bermuda on 6 March 2011.