



Australian Government

Australian Transport Safety Bureau

Loss of control involving a Jabiru J230, 24-7491

Broome Airport, Western Australia on 3 October 2014

ATSB Transport Safety Report
Aviation Occurrence Investigation
AO-2014-160
Final – 23 December 2014

Released in accordance with section 25 of the *Transport Safety Investigation Act 2003*

Publishing information

Published by: Australian Transport Safety Bureau
Postal address: PO Box 967, Civic Square ACT 2608
Office: 62 Northbourne Avenue Canberra, Australian Capital Territory 2601
Telephone: 1800 020 616, from overseas +61 2 6257 4150 (24 hours)
Accident and incident notification: 1800 011 034 (24 hours)
Facsimile: 02 6247 3117, from overseas +61 2 6247 3117
Email: atsbinfo@atsb.gov.au
Internet: www.atsb.gov.au

© Commonwealth of Australia 2014



Ownership of intellectual property rights in this publication

Unless otherwise noted, copyright (and any other intellectual property rights, if any) in this publication is owned by the Commonwealth of Australia.

Creative Commons licence

With the exception of the Coat of Arms, ATSB logo, and photos and graphics in which a third party holds copyright, this publication is licensed under a Creative Commons Attribution 3.0 Australia licence.

Creative Commons Attribution 3.0 Australia Licence is a standard form license agreement that allows you to copy, distribute, transmit and adapt this publication provided that you attribute the work.

The ATSB's preference is that you attribute this publication (and any material sourced from it) using the following wording: *Source:* Australian Transport Safety Bureau

Copyright in material obtained from other agencies, private individuals or organisations, belongs to those agencies, individuals or organisations. Where you want to use their material you will need to contact them directly.

Addendum

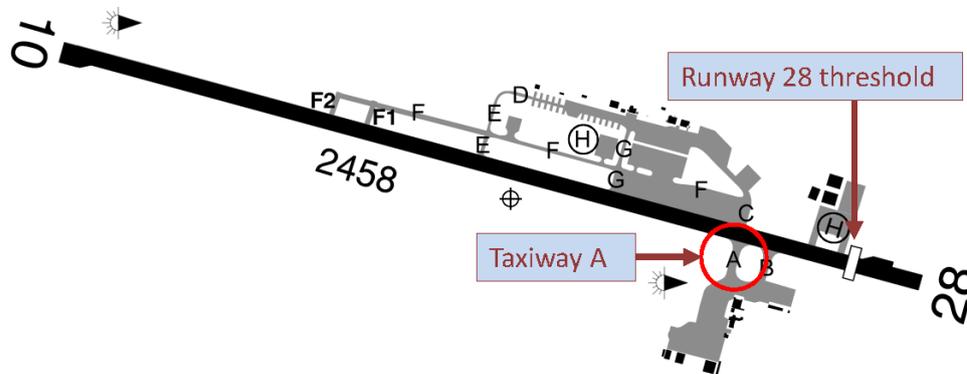
Page	Change	Date

Loss of control involving a Jabiru J230, 24-7491

What happened

On 3 October 2014, at about 0900 Western Standard Time, a Jabiru J230 aircraft, registered 24-7491, departed Cape Leveque for Broome, Western Australia, with a pilot and one passenger on board. When passing abeam Cape Boileau, about 15 NM from Broome Airport, the pilot contacted Broome Tower air traffic control advising that he was inbound to the airport. When at about 5 NM from the airport, the controller cleared the aircraft to join a right circuit for runway 28. The pilot reported that the approach and landing were normal and, at about 1022, the aircraft touched down on runway 28 just beyond the threshold, at a speed of about 70 kt.

Figure 1: Broome Airport extract from En Route Supplement Australia



Source: Airservices Australia

During the landing roll, the pilot was focused on looking for the correct taxiway to exit the runway for the itinerant parking bay. The aircraft was decelerating normally and the pilot did not apply brakes due to the length of runway remaining. The pilot detected the right wing rising slightly, possibly due to a crosswind. He then looked straight ahead and realised that the aircraft had veered off the runway centreline to the left. He applied right rudder in an attempt to return to the centre of the runway, but the aircraft continued towards the edge of the runway and taxiway A. He sighted a grass area and a drainage ditch ahead just off the runway which he wanted to avoid, along with a Fokker 100 aircraft that was stationary on taxiway A at the holding point for runway 28. The pilot elected to apply full left rudder to turn the aircraft around and remain on the sealed area.

The Jabiru aircraft's propeller and right wingtip struck the ground (Figure 2) and the aircraft came to rest upright and facing in the opposite direction to the landing and about 20 metres from the Fokker 100. The pilot and passenger were uninjured.

Pilot comments

The pilot provided the following comments:

- He became disoriented while looking for a taxiway to vacate the runway. He had not previously flown into Broome Airport and he felt that there were less visual cues to maintain direction, than at smaller, more confined aerodromes.
- He had to choose between veering off the runway and potentially colliding with a ditch; and ground-looping the aircraft and remaining on the runway.

Figure 2: Damage to 24-7491



Source: Airport operator

Safety message

The ATSB SafetyWatch highlights the broad safety concerns that come out of our investigation findings and from the occurrence data reported to us by industry. One of the safety concerns is the large number of incidents involving general aviation pilots www.atsb.gov.au/safetywatch/ga-pilots.aspx. There are procedures and methods that enable pilots to manage the hazards associated with some of the common avoidable accident types.



General details

Occurrence details

Date and time:	3 October 2014 – 1022 WST	
Occurrence category:	Accident	
Primary occurrence type:	Loss of control	
Location:	Broome Aerodrome, Western Australia	
	Latitude: 17° 56.98' S	Longitude: 122° 13.67' E

Aircraft details

Manufacturer and model:	Jabiru Aircraft J230-D	
Registration:	24-7491	
Serial number:	J750	
Type of operation:	Private	
Persons on board:	Crew – 1	Passengers – 1
Injuries:	Crew – Nil	Passengers – Nil
Damage:	Substantial	

About the ATSB

The Australian Transport Safety Bureau (ATSB) is an independent Commonwealth Government statutory agency. The ATSB is governed by a Commission and is entirely separate from transport regulators, policy makers and service providers. The ATSB's function is to improve safety and public confidence in the aviation, marine and rail modes of transport through excellence in: independent investigation of transport accidents and other safety occurrences; safety data recording, analysis and research; and fostering safety awareness, knowledge and action.

The ATSB is responsible for investigating accidents and other transport safety matters involving civil aviation, marine and rail operations in Australia that fall within Commonwealth jurisdiction, as well as participating in overseas investigations involving Australian registered aircraft and ships. A primary concern is the safety of commercial transport, with particular regard to fare-paying passenger operations.

The ATSB performs its functions in accordance with the provisions of the *Transport Safety Investigation Act 2003* and Regulations and, where applicable, relevant international agreements.

The object of a safety investigation is to identify and reduce safety-related risk. ATSB investigations determine and communicate the safety factors related to the transport safety matter being investigated.

It is not a function of the ATSB to apportion blame or determine liability. At the same time, an investigation report must include factual material of sufficient weight to support the analysis and findings. At all times the ATSB endeavours to balance the use of material that could imply adverse comment with the need to properly explain what happened, and why, in a fair and unbiased manner.

About this report

Decisions regarding whether to conduct an investigation, and the scope of an investigation, are based on many factors, including the level of safety benefit likely to be obtained from an investigation. For this occurrence, a limited-scope, fact-gathering investigation was conducted in order to produce a short summary report, and allow for greater industry awareness of potential safety issues and possible safety actions.