



Australian Government

Australian Transport Safety Bureau

Runway incursion involving a De Havilland DH-82, VH-BJE and a Piper PA-34, VH-SEN

Redcliffe (ALA), Queensland, 8 September 2013

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Addendum

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What happened

On 8 September 2013, the pilot and passenger of a De Havilland DH-82A aircraft, registered VH-BJE (BJE), were conducting a local scenic flight from the Redcliffe aeroplane landing area (ALA).

At about 1615 Eastern Standard Time,¹ the pilot broadcast a taxi call on the common traffic advisory frequency (CTAF) and commenced taxiing via the eastern-most taxiway toward runway 07 (Figure 1). The pilot then reported broadcasting a call advising that he was entering and backtracking runway 07. The aircraft was backtracked on the grass on the southern side of the sealed runway.

At the same time, the pilot of a Piper PA-34 aircraft, registered VH-SEN (SEN), broadcast a taxi call on the CTAF and taxied from the eastern taxiway behind BJE, then turned onto the sealed taxiway to runway 07. When SEN arrived at the intersection between the western taxiway and runway 07, the pilot reported that he broadcast his intention to line up after an aircraft on final had landed.

The pilot of BJE reported taxiing off the flight strip, outside the gable markers, to allow the aircraft on final to land and vacate the runway. He then reported broadcasting a lining up and rolling call and lined up on the grass to the right of the sealed runway.

At about the same time, the pilot of SEN also broadcast a call advising he was entering, lining up and rolling on runway 07. The pilot of BJE heard the pilot of SEN broadcast the call. He looked back and observed SEN lined up on the sealed runway. He immediately broadcast a call requesting the pilot of SEN delay his take-off as BJE was within the confines of the flight strip. The pilot of SEN had also observed BJE about 100 m ahead on the grass, to the right, and reported rejecting the take-off and making a call to the pilot of BJE requesting his intentions. The pilot of BJE then commenced a turn towards the gable markers.

Shortly after, SEN recommenced the take-off. When SEN passed BJE, the pilot of BJE reported that his aircraft was still within the flight strip and estimated that the aircraft came within 10-15 m of each other.

The pilot of BJE did not hear the intention to line up call from SEN and the pilot of SEN reported not hearing the lining up and rolling call from BJE.²

VH-BJE

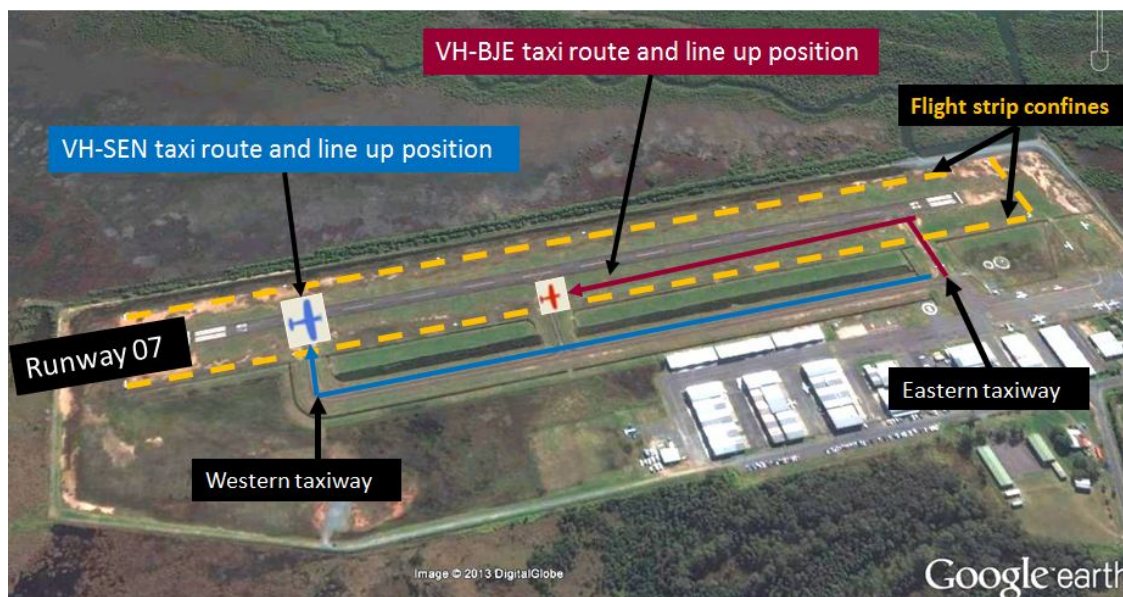


Source: Operator

¹ Eastern Standard Time (EST) was Coordinated Universal Time + 10 hours.

² Any radio broadcasts made by the pilots could not be verified as transmissions at Redcliffe were not recorded.

Figure 1: Approximate positions of VH-BJE and VH-SEN



Source: Google earth

Pilot comments (VH-BJE)

The pilot of BJE provided the following comments:

- As BJE does not have brakes, he operates on the grassed area as the aircraft is difficult to manoeuvre on the sealed area.
- He has been operating at Redcliffe for over 20 years and moves BJE outside the flight strip if an aircraft is on final and broadcasts a call advising that he is 'moving over'.
- The pilot of another aircraft in the circuit at the time of the incident reported that a broadcast for BJE and SEN had been over-transmitted and were therefore inaudible.

Pilot comments (VH-SEN)

The pilot of SEN provided the following comments:

- He knew BJE had been backtracking, but was not aware that it had turned to line up.
- After rejecting the take-off, he broadcast a call to BJE requesting the pilot's intentions, but did not receive a response. He did not hear any calls from BJE other than the taxi call.
- He did not believe there was sufficient room for BJE to be manoeuvred completely clear of the active runway and outside the gable markers.
- There was sufficient clearance to take-off once BJE had moved to the gable markers.

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 safety around non-towered aerodromes www.atsb.gov.au/safetywatch/safety-around-aeros.aspx.



In a study conducted by the ATSB, which reviewed occurrences at all non-towered aerodromes over a 6-year period from 2003-2008,³ researchers found that of the 709 occurrences, 60 were classified as serious incidents, and 6 were accidents. Two of the accidents were runway incursions.

³ [http://www.atsb.gov.au/media/2401920/ar2008044\(2\).pdf](http://www.atsb.gov.au/media/2401920/ar2008044(2).pdf)

While aircraft operating at the Redcliffe ALA are not required to have a radio, this incident highlights the importance of employing both unalerted and alerted see-and-avoid principles. Pilots should maintain a vigilant lookout for other aircraft, both airborne and on the ground, and maintain an awareness of other aircraft operating in the area. If an aircraft is fitted with a radio, pilots should broadcast their intentions clearly and communicate with others if they are unsure of their intentions.

General details

Occurrence details

Date and time:	8 September 2013 – 1625 EST	
Occurrence category:	Serious incident	
Primary occurrence type:	Runway incursion	
Location:	Redcliffe Aerodrome, Queensland	
	Latitude: 27° 12.40' S	Longitude: 153° 04.07' E

Aircraft details: VH-BJE

Manufacturer and model:	De Havilland Aircraft DH-82A	
Registration:	VH-BJE	
Serial number:	A17-97	
Type of operation:	Charter	
Persons on board:	Crew – 1	Passengers – 1
Injuries:	Crew – Nil	Passengers – Nil
Damage:	None	

Aircraft details: VH-SEN

Manufacturer and model:	Piper Aircraft Corporation PA-34-200	
Registration:	VH-SEN	
Serial number:	34-7250053	
Type of operation:	Charter	
Persons on board:	Crew – 1	Passengers – Nil
Injuries:	Crew – Nil	Passengers – Nil
Damage:	None	

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.