

**Aviation Safety Investigation Report  
199900018**

**de Havilland Canada  
Dash 8**

**05 January 1999**

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**NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at [www.atsb.gov.au](http://www.atsb.gov.au).**

**Occurrence Number:** 199900018                      **Occurrence Type:** Incident  
**Location:** Darwin, Aerodrome  
**State:** NT    **Inv Category:** 4  
**Date:** Tuesday 05 January 1999  
**Time:** 0950 hours                              **Time Zone** CST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** de Havilland Canada  
**Aircraft Model:** DHC-8-202  
**Aircraft Registration:** VH-JSH    **Serial Number:** 411  
**Type of Operation:** Air Transport Domestic Low Capacity Passenger Scheduled  
**Damage to Aircraft:** Nil  
**Departure Point:** McArthur River NT  
**Departure Time:** 0815 CST  
**Destination:** Darwin NT

**Approved for Release:** Thursday, August 19, 1999

While on final approach to runway 36 at Darwin, the pilot observed a crane operating slightly east of the extended runway centreline. The pilot avoided the crane but its location and height concerned him. The pilot reported that he had not received notification about the crane from air traffic control.

When the Civil Aviation Safety Authority (CASA) in Darwin was made aware of the crane's existence by Darwin ATC, the CASA District Aerodrome Inspector checked the information and found that the crane protruded 4.6 m through the Obstacle Limitation Surface (OLS) for the approach to runway 36. The crane operator had informed the aerodrome operator about the crane but the aerodrome safety officer who received the call had miscalculated the location and height of the crane, believing it to be just under the OLS.

When the safety officer realised his mistake, he informed air traffic control. The crane has since been removed.

#### LOCAL SAFETY ACTION

CASA Darwin has advised that the District Aerodrome Inspector is reviewing the processes used by the aerodrome operator, from initial notification to the final output, to reduce the likelihood of a similar occurrence.

