

**Aviation Safety Investigation Report
199700267**

**Boeing Co
B737**

29 January 1997

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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.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number:	199700267	Occurrence Type:	Incident
Location:	Brisbane, Aerodrome		
State:	QLD	Inv Category:	4
Date:	Wednesday 29 January 1997		
Time:	0817 hours	Time Zone	EST
Highest Injury Level:	None		
Aircraft Manufacturer:	Boeing Co		
Aircraft Model:	737-377		
Aircraft Registration:	VH-CZO	Serial Number:	24304
Type of Operation:	Air Transport Domestic High Capacity Passenger Scheduled		
Damage to Aircraft:	Nil		
Departure Point:	Brisbane QLD		
Departure Time:	0817 EST		
Destination:	Townsville QLD		

Approved for Release: Thursday, March 20, 1997

Sequence of Events

The aircraft had commenced its take-off run on runway 19 when the driver of an FAC car on the eastern side of the runway radiod the Surface Movement controller (SMC) with a request to cross the runway at taxiway Mike. The SMC who did not hear the transmission properly, assumed that the car was already on the western side of the active runway and approved what he thought was a clearance to enter the taxiway.

The driver of the car did not realise that the clearance did not contain the words "clearance to cross the runway" and subsequently did not question the SMC. He also did not stop the car at the holding point to check for air traffic. He did not see the approaching jet until the car had entered the runway. He attempted to accelerate the car out of the way. The aircraft became airborne about 200 m short of the car and overflowed at about 80 ft.

Analysis

The SMC did not follow standard ATS procedures. He did not ask for a repeat of the transmission from the FAC car driver and did not check the physical location of the vehicle before issuing a clearance. The clearance he issued did not comply with local operating instructions. The controller was moderately busy at the time.

The driver of the car did not follow ground safety instructions. He did not receive a correctly phrased clearance, nor did he stop at the holding point to check for any aircraft landing or taking off.

A collision between the aircraft and the car was avoided by good fortune only. The aircraft became airborne before reaching the taxiway.

