

**Aviation Safety Investigation Report  
199702792**

**Avions Marcel Dassault  
Falcon**

**22 August 1997**

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

**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).**

---

|                              |                             |                         |          |
|------------------------------|-----------------------------|-------------------------|----------|
| <b>Occurrence Number:</b>    | 199702792                   | <b>Occurrence Type:</b> | Incident |
| <b>Location:</b>             | 37km WSW Alice Springs, VOR |                         |          |
| <b>State:</b>                | NT                          | <b>Inv Category:</b>    | 4        |
| <b>Date:</b>                 | Friday 22 August 1997       |                         |          |
| <b>Time:</b>                 | 1305 hours                  | <b>Time Zone</b>        | CST      |
| <b>Highest Injury Level:</b> | None                        |                         |          |

|                               |                        |                       |     |
|-------------------------------|------------------------|-----------------------|-----|
| <b>Aircraft Manufacturer:</b> | Avions Marcel Dassault |                       |     |
| <b>Aircraft Model:</b>        | Falcon E               |                       |     |
| <b>Aircraft Registration:</b> | VH-HFJ                 | <b>Serial Number:</b> | 306 |
| <b>Type of Operation:</b>     | Charter                | Passenger             |     |
| <b>Damage to Aircraft:</b>    | Nil                    |                       |     |
| <b>Departure Point:</b>       | Cairns QLD             |                       |     |
| <b>Departure Time:</b>        | 0948 CST               |                       |     |
| <b>Destination:</b>           | Ayers Rock NT          |                       |     |

**Approved for Release:** Tuesday, September 2, 1997

### Circumstances

An aircraft was flight planned to track from Alice Springs direct to Ayers Rock. When the plan was being processed by flight data staff, the routing was checked with a supervisor. The staff were instructed to generate flight progress strips to indicate that the aircraft would track via ANGAS. (Preferred routes for the area are via ANGAS to Ayers Rock and direct to Alice Springs from Ayers Rock). Approaching Alice Springs the crew became aware that an aircraft was tracking from Ayers Rock to Alice Springs and would present a confliction for their descent. After passing Alice Springs, in order to give the controller adequate time to make arrangements, they informed the controller that their descent point would be 75 NM from Ayers Rock, whereupon the controller issued a descent clearance. The crew questioned whether the other aircraft would be a confliction. They indicated that their flight plan had been to track direct from Alice Springs to Ayers Rock. The aircraft was then issued with a clearance to track via ANGAS.

No operating limitation for the route from Alice Springs was evident on the enroute chart, so the pilot had planned via the direct track. After the incident he found that the preferred route was via ANGAS.