

**Aviation Safety Investigation Report
199602225**

**Beech Aircraft Corp
Baron
McDonnell Douglas Corporation
Hornet**

17 June 1996

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.

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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:	199602225	Occurrence Type:	Incident
Location:	57km S Darwin, Aerodrome		
State:	NT	Inv Category:	4
Date:	Monday 17 June 1996		
Time:	1614 hours	Time Zone	CST
Highest Injury Level:	None		

Aircraft Manufacturer:	Beech Aircraft Corp		
Aircraft Model:	58		
Aircraft Registration:	VH-BSE	Serial Number:	TH-526
Type of Operation:	Charter	Passenger	
Damage to Aircraft:	Nil		
Departure Point:	Unknown		
Departure Time:			
Destination:	Darwin NT		

Aircraft Manufacturer:	McDonnell Douglas Corporation		
Aircraft Model:	F/A-18A		
Aircraft Registration:	VIKING 51	Serial Number:	
Type of Operation:	Non-commercial	Other (including military)	
Damage to Aircraft:	Nil		
Departure Point:	Unknown		
Departure Time:			
Destination:	Unknown		

Approved for Release: Friday, July 26, 1996

Two foreign military F18 aircraft entered the Darwin CTA without prior warning, or an airways clearance, 57 km south of Darwin and were observed on radar climbing to 9,000 ft.

A Beech Baron aircraft, in the exact same locality, had just been cleared to descend from 8,500 ft to 3,000 ft. A breakdown in separation occurred as the aircraft passed.

The aircrews of the foreign aircraft were rebriefed on Australian ATC procedures and requirements.

