

**Aviation Safety Investigation Report
199500404**

**Beech Aircraft Corp
Commuter C99**

08 February 1995

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.

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:	199500404	Occurrence Type:	Incident
Location:	Brisbane International		
State:	QLD	Inv Category:	4
Date:	Wednesday 08 February 1995		
Time:	0825 hours	Time Zone	EST
Highest Injury Level:	None		

Aircraft Manufacturer:	Beech Aircraft Corp		
Aircraft Model:	C99		
Aircraft Registration:	VH-OXE	Serial Number:	
Type of Operation:	Air Transport Domestic Low Capacity Passenger Scheduled		
Damage to Aircraft:	Nil		
Departure Point:	Brisbane QLD		
Departure Time:	0826 EST		
Destination:	Armidale NSW		

Approved for Release: Wednesday, June 12, 1996

A Boeing 747 had just landed on runway 19, and was in the process of vacating the runway. At the same time, a King Air aircraft was given a clearance to cross the runway at taxiway "M".

The pilot of a Beech 99 requested a take off clearance from the intersection of runway 19 and taxiway A4. The ADC (aerodrome controller) assessed that both the B747 and King Air would be clear of the runway in time and issued a take off clearance to the Beech 99. As that aircraft entered the runway, and commenced the take off run, the crew observed the King Air about to cross the runway. They rejected the take off and queried the take off clearance. The ADC saw no safety risk and recleared the aircraft for take off.

The ADC was probably surprised to a minor extent about the rolling take-off, however he judged that there were no safety implications in allowing the take off to continue. The distance between taxiway A4 and taxiway "M" was 1410 metres.