

**Aviation Safety Investigation Report
199500950**

**British Aerospace Plc
BAe 146-200-11
Douglas Aircraft Co Inc
Skyhawk**

24 March 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.

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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: 199500950 **Occurrence Type:** Incident
Location: Darwin
State: NT **Inv Category:** 4
Date: Friday 24 March 1995
Time: 1250 hours **Time Zone** CST
Highest Injury Level: None

Aircraft Manufacturer: British Aerospace Plc
Aircraft Model: BAe 146-200-11
Aircraft Registration: VH-JJW **Serial Number:** E2110
Type of Operation: Air Transport Domestic High Capacity Passenger
Scheduled
Damage to Aircraft: Nil
Departure Point: Kununurra WA
Departure Time:
Destination: Darwin NT

Aircraft Manufacturer: Douglas Aircraft Co Inc
Aircraft Model: A4E
Aircraft Registration: **Serial Number:**
Type of Operation: Non-commercial Other (including military)
Damage to Aircraft: Nil
Departure Point: Darwin NT
Departure Time: 1250 CST
Destination: unknown

Approved for Release: Tuesday, August 8, 1995

The aircraft was cleared for a visual approach to the duty runway (RWY) 11 and joined a 7km final from a right base position. The crew were advised by ATS of several military fighter aircraft taking off from RWY 29.

The captain advised ATS of his position and that a traffic confliction was about to occur as he saw two of the six fighter aircraft pass above and to the left of his aircraft. The last of the section of fighters passed within 1,000 metres of the aircraft at the same level.

Subsequent investigation revealed that a request for the use of a non-duty runway (RWY29) had been agreed to previously for the military aircraft, but there had been a delay with their departure. The radar controller failed to note that a non-duty runway was marked on the flight strips. Reflected radar returns were being experienced on the Surface Movement Radar and the controller misidentified these reflected returns as those of the military aircraft, and being relatively inexperienced cleared the military aircraft to take off in confliction with the approaching aircraft.

