Aviation Safety Investigation Report 199501783

British Aerospace Plc Jetstream

13 June 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:	199501783	Occurrence Type:	Incident	ţ
Location:	Coolangatta, Aerodrome			
State:	QLD	Inv Category:	4	
Date:	Tuesday 13 June 1995			
Time:	1605 hours	Time Zone	EST	
Highest Injury Level:	None			
Aircraft Manufacturer: British Aerospace Plc				
Aircraft Model:	4100			
Aircraft Registration:	VH-IMQ			Serial Number:
Type of Operation:	Air Transport Low C	apacity Passenger S	cheduled	
Damage to Aircraft:	Nil			
Departure Point:	Williamtown			
Departure Time:	1500 EST			
Destination:	Coolangatta QLD			

Approved for Release: Wednesday, March 13, 1996

The pilot reported that when on short final for runway 14, a golf ball passed from left to right, in front of, and higher than the nose of the aircraft.

SAFETY ACTION

The Federal Airports Corporation (FAC) was informed and the Airport General Manager discussed the occurrence with the local Council. A public park located beneath the approach path to runway 14 was frequently used for golf practice. The Council reacted promptly by prohibiting golf practice in the park and signs were placed to warn the public. FAC Duty Safety Officers were requested to increase patrols of the area to warn off anyone seen playing golf in the area. Subsequently, a golf practice area was established in an area nearby which is clear of the approach path to the runway and meets Civil Aviation Safety Authority regulatory requirements.