

**Aviation Safety Investigation Report
199401138**

**Fokker B.V.
Fellowship**

28 April 1994

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:	199401138	Occurrence Type:	Incident
Location:	Rockhampton		
State:	QLD	Inv Category:	4
Date:	Thursday 28 April 1994		
Time:	1550 hours	Time Zone	EST
Highest Injury Level:	None		
Aircraft Manufacturer:	Fokker B.V.		
Aircraft Model:	F28 MK 4000		
Aircraft Registration:	VH-EWA	Serial Number:	11195
Type of Operation:	Air Transport Domestic High Capacity Passenger Scheduled		
Damage to Aircraft:	Nil		
Departure Point:	Brisbane		
Departure Time:	1502 EST		
Destination:	Rockhampton		

Approved for Release: Sunday, June 25, 1995

A Rockhampton City Council airport vehicle had been cleared by the Aerodrome Controller (ADC) to enter all movement areas for a runway inspection. This clearance enabled the driver to enter any runway without obtaining further clearance. Subsequently, a Fokker F28 VH-EWA was cleared to land on runway 15. When the aircraft was on short final the pilot noticed a vehicle on the runway approximately 1400 metres from the runway threshold. The pilot commenced a go-round and the ADC instructed the vehicle to vacate the runway immediately. The vehicle then cleared the runway, and the F28 made a normal circuit and landing.

The ADC stated that he had inserted the "runway occupied" strip into the active display board as is normal procedure when runway inspections are in progress. When the F28 turned base he scanned the runway, and as he did not sight the vehicle on the active runway he cleared the F28 to land. When the aircraft was on short final, another scan of the runway revealed that the vehicle had moved into view from behind two obstructions, a window mullion in the tower and a concrete light tower on the edge of the apron. The lighting tower is some distance from the tower cab and requires considerable physical displacement by the controller to effectively see behind it. Local procedures have been changed as a result of this occurrence. Vehicles on the movement area are now required to obtain a specific clearance before entering a runway.

Relevant Factors

1 The vehicle was not required to obtain specific clearance to enter the runway and entered the runway without the controller noticing.

2. The vehicle stopped on the runway in a position which was obscured by obstructions.
3. The controller failed to adequately scan the full length of the active runway before clearing the F28 to land.

