

**Aviation Safety Investigation Report
199801530**

**Beech Aircraft Corp
Duchess
British Aerospace Plc
BAe 146**

28 April 1998

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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.

Occurrence Number: 199801530 **Occurrence Type:** Incident
Location: Mackay, Aerodrome
State: QLD **Inv Category:** 4
Date: Tuesday 28 April 1998
Time: 0640 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Beech Aircraft Corp
Aircraft Model: 76
Aircraft Registration: VH-AZX **Serial Number:** ME-28
Type of Operation: Non-commercial Unknown
Damage to Aircraft: Nil
Departure Point: Mackay Qld
Departure Time:
Destination: Unknown

Aircraft British Aerospace Plc
Manufacturer:
Aircraft Model: BAe 146-200
Aircraft Registration: VH-NJU **Serial** E2073
Number:
Type of Operation: Air Transport Domestic High Capacity Passenger
Scheduled
Damage to Aircraft: Nil
Departure Point: Mackay Qld
Departure Time:
Destination: Brisbane Qld

Approved for Release: Thursday, November 19, 1998

CIRCUMSTANCES

VH-AZX, a Beech 76, was taxiing for takeoff at the same time as VH-NJU, a British Aerospace 146. Both aircraft had made the appropriate mandatory broadcast zone (MBZ) calls. While lining up for takeoff, the crew of NJU noticed AZX at taxiway E approaching the runway. The crew of NJU broadcast "rolling" and AZX stopped. Immediately, another voice broadcast that AZX had infringed the flight strip and suggested that the pilot should take off. This broadcast was acknowledged by the pilot of AZX, who taxied onto the runway and took off. The crew of NJU had only just commenced the take off roll and rejected the takeoff.

The other voice was that of the airport safety officer, who was in a vehicle near taxiway E. He saw AZX cross the holding point and enter the flight strip. He believed that the crew of NJU had not seen AZX, and that a dangerous situation existed. This was the basis for his radio transmission to the pilot of AZX.

The investigation found that there were no published procedures or guidelines for airport safety officers to follow in situations perceived to require immediate action. On this occasion, the safety officer made a radio transmission which the pilot of AZX interpreted as an air traffic control instruction and which he subsequently followed.

SAFETY ACTION

The Bureau of Air Safety Investigation is currently investigating a perceived safety deficiency that has been identified as a result of this occurrence. The deficiency involves the lack of published information available to airport safety officers on recommended radio usage. This information is necessary in order to provide safety officers with phraseology they can use to alert pilots to safety hazards, without using terms that could be interpreted as controlling or suggesting.

Any recommendation issued as a result of this investigation will be published in the Bureau's Quarterly Safety Deficiency Report.

