Aviation Safety Investigation Report 199700417

Israel Aircraft Industries Ltd Westwind

13 February 1997

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:	199700417	Occurrence Type:	Incident
Location:	93km WSW Brisbane, Aerodron	ne	
State:	QLD	Inv Category:	4
Date:	Thursday 13 February 1997		
Time:	0845 hours	Time Zone	EST
Highest Injury Level: None			
Aircraft Manufacturer Aircraft Model: Aircraft Registration: Type of Operation: Damage to Aircraft: Departure Point: Departure Time: Destination:	r: Israel Aircraft Industries Ltd 1124A VH-NJW S Charter Passenger Nil Brisbane QLD 0822 EST Jackson QLD	Serial Number: 315	

Approved for Release: Tuesday, March 25, 1997

Amberley airspace was de-activated during the previous night and was to become active for military operations at 0800 local time. At 0747 a controller at Amberley co-ordinated the activation with the Brisbane Approach Planner. The planner informed the radar operators and set the planner console to show pending status. The co-ordination was conducted by Amberley with the Sector 4 controller shortly afterwards. Between 0755 and 0815 the person filling the planner position changed on two occasions. The Brisbane Terminal Airspace Co-ordinator (TAC) had been expecting the Amberley airspace activation but had been in a conference during this time.

At 0815, the current planner received co-ordination on the departure of VH-NJW. The planner conducted the appropriate co-ordination with the Sector 4 controller. None of the radar maps were showing the Amberley airspace as active at this time. NJW subsequently departed and was transferred to the Sector 4 frequency. The Sector 4 controller had not queried the transfer as Amberley radar had been unserviceable and the controller assumed that the alternative had been to direct the aircraft to Sector 4. Amberley Approach later enquired as to whether the Sector 4 controller had a radar return in the area about 50 NM west of Brisbane. The approach controller was informed that the aircraft was VH-NJW. There was no breakdown in aircraft separation.

An investigation by Airservices Australia found that the TAC position was not occupied at the time of the airspace activation. In addition, the quick changes of staff in the planner position resulted in the loss of the information to the later staff. The activation times were routinely co-ordinated between Amberley Approach and the Brisbane planner position. This was considered the most appropriate method. The investigation found that the planner had not ensured that the radar maps were set correctly at 0800.

Procedures were changed to log the Amberley airspace activation and de-activation times in the Airways Operations Journal. Annotations confirming that the radar consoles had been set correctly were also to be entered.