

**Aviation Safety Investigation Report
199701117**

**Embraer-Empresa Brasileira de
Aeronautica
Brasilia**

23 March 1997

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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: 199701117 **Occurrence Type:** Incident
Location: Townsville, Aerodrome
State: QLD **Inv Category:** 4
Date: Sunday 23 March 1997
Time: 2125 hours **Time Zone:** EST
Highest Injury Level: None

Aircraft Manufacturer: Embraer-Empresa Brasileira de Aeronautica
Aircraft Model: EMB-120 ER
Aircraft Registration: VH-XFQ **Serial Number:** 120 115
Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled
Damage to Aircraft: Nil
Departure Point: Mt Isa QLD
Departure Time:
Destination: Townsville QLD

Approved for Release: Wednesday, July 2, 1997

The aircraft was conducting an ILS approach to Townsville, which was under the influence of Cyclone Justin, centred about 180 km north. Weather conditions for the approach were a strong, gusting crosswind, moderate to severe turbulence, and heavy rain.

At the start of the approach the aircraft was high on the glideslope. As the approach progressed the aircraft descended until it was well below the glideslope. The first officer called the flying pilot's attention to the rate of descent, which was up to 3,000 ft/min. A short time later, when the aircraft was at 780 ft above ground level, about 500 ft below the glideslope, and with a descent rate of 2,000 ft/min, the first officer called for a go-around. The captain applied power and the descent was stopped at about 700 ft above ground.

The aerodrome controller cleared the aircraft to climb to 3,500 ft for a further approach. However the aircraft levelled initially at 4,000 ft before a descent to 3,500 ft was carried out. The aircraft landed off the second approach, conducted using the autopilot coupled to the ILS.