

**Aviation Safety Investigation Report
199300530**

**Fokker B.V.
Fellowship**

15 March 1993

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.

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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: 199300530 **Occurrence Type:** Incident
Location: Geraldton
State: WA **Inv Category:** 4
Date: Monday 15 March 1993
Time: 1700 hours **Time Zone:** WST
Highest Injury Level: None

Aircraft Manufacturer: Fokker B.V.
Aircraft Model: F28 MK 1000
Aircraft Registration: VH-FKF **Serial Number:** 11008
Type of Operation: Air Transport Domestic High Capacity Passenger
Scheduled
Damage to Aircraft:
Departure Point: Exmouth WA
Departure Time:
Destination: Geraldton WA

Approved for Release: Saturday, October 30, 1993

A passenger reported that incorrect techniques were used when refuelling the aircraft, with respect to the earthing of the aircraft. The report was correct, however, investigations revealed that the petroleum company and the CAA were in the final stages of negotiation to change the relevant Civil Aviation Orders (CAO's). Although not in accordance with the CAO's, the procedure used was not dangerous, according to the petroleum company representative and was acceptable to the CAA.