

**Aviation Safety Investigation Report
199302120**

**Fokker B.V.
Fellowship**

07 June 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: 199302120 **Occurrence Type:** Incident
Location: Ballina
State: NSW **Inv Category:** 4
Date: Monday 07 June 1993
Time: 0810 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Fokker B.V.
Aircraft Model: F28 MK 1000
Aircraft Registration: VH-FKD **Serial Number:** 11026
Type of Operation: Air Transport Domestic High Capacity Passenger
Scheduled
Damage to Aircraft: Nil
Departure Point: Ballina NSW
Departure Time: 0813 EST
Destination: Sydney NSW

Approved for Release: Wednesday, October 26, 1994

The captain complained of an instance where Brisbane Flight Service passed so much traffic to the aircraft during the taxiing phase and during the takeoff that the crew could not monitor the mandatory traffic advisory frequency (MTAF) adequately. All the traffic was assessed by the flight crew on the basis of the planned track but an amended clearance requiring a different track was issued when the aircraft had reached 500 feet soon after takeoff.