

# Aviation notification NA2022-04289

Notification Source	Other
Operator Reference Number	
Occurrence Date Time	8/1/2022 12:00
Occurrence Time Zone	AUS Eastern Standard Time
Location	Albury [YMAY]
State	NSW
Occurrence Class	Incident

Occurrence Category Level 1	Occurrence Category Level 2	Occurrence Category Level 3
Operational	Aircraft control	Stall warnings

Ground - Fatal	Ground - Serious	Ground - Minor	Ground - Total
0	0	0	0

Aircraft Registration	Section 47G(1)(b)
Manufacturer	S.A.A.B. AIRCRAFT CO
Model	340B
Flight Number	Section 47G(1)(b)
Operator	Section 47G(1)(b)
Operation Type	Part 121 – Australian Air Transport – Larger aeroplanes
Damage Level	Nil

Damage Description			
Crew - Fatal	Crew - Serious	Crew - Minor	Crew - Total
0	0	0	3
Passenger - Fatal	Passenger - Serious	Passenger - Minor	Passenger - Total
0	0	0	30

Summary
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Conducting VOR runway 25 Approach YMAY. Ice protection on, EAI on and Boots continuous. No ice on Aircraft  
Approaching Final Fix (6.5 DME YMAY) became visual.  
Just prior to selecting flap 20 ALTS capture 2600 speed reduce to 150 KIAS. Stick shaker very briefly activated with light turbulence.  
Tower had requested a call at FAF  
Pilot flying (Captain) Auto Pilot disconnected increased speed and called for flap 20.  
Continued visual approach with normal landing.

**From:** Section 47F(1)  
**To:** [ATSBASIR](#)  
**Cc:** Section 47F(1)  
**Subject:** ASIR 52066 KDQ  
**Date:** Wednesday, 3 August 2022 2:06:24 PM  
**Attachments:** [image001.png](#)  
[ASIR\\_52066\\_KDQ.PDF](#)

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Dear ATSB,  
Please find attached safety report for an incident that involved an aircraft operated by the Section 47G(1)(b).  
Kind regards,  
Section 47F(1)  
Section 47F(1)

**P** Section 47F(1)  
**E** Section 47F(1)  
**URL** Section 47G(1)(b)





# Aviation Accident or Incident Notification

Australian Government

Australian Transport Safety Bureau

Indicates information required for a wildlife strike.

### Personal particulars of reporter:

Your name:  Today's date:

Contact address:  State:  Code:

Telephone:  Facsimile:  Email:

Role of reporter in relation to the aircraft:

Crew  Air Traffic Controller  CASA  
 Owner  Rescue/fire service  Aerodrome operator  
 Operator  LAME

### Crew and operator particulars:

Name of pilot in command:  Nationality:  Type of licence held:  Licence number/ARN:  Telephone:

Name of pilot flying at the time of occurrence:  Nationality:  Type of licence held:  Licence number/ARN:  Telephone:

Name of additional crew (if applicable):  Nationality:  Crew position:  Telephone:

Aircraft registration:  Flight number:  Aircraft manufacturer and model:

Name of aircraft owner:  Aircraft operator (e.g. AOC holder/flying school):  If under hire name of aircraft renter/hirer:

Operator's telephone:  Facsimile:  Email:

### Accident/incident details:

Date of occurrence:  Local time:  Location:

Last departure point:  Departure time:  First point of intended landing:  Actual point of landing (if different):

Number of persons on board: If known, names and nationalities of all serious injuries and fatalities, please enclose additional page/s as necessary.

Total crew on board	No. with no injuries	No. of minor injuries	No. of serious injuries	No. of fatalities	Nationality	Name/s
<input type="text" value="3"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total passengers	No. with no injuries	No. of minor injuries	No. of serious injuries	No. of fatalities	Nationality	Name/s
<input type="text" value="30"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="Unknown"/>	<input type="text" value="Unknown"/>
Persons injured on the ground:		No. of minor injuries	No. of serious injuries	No. of fatalities	Nationality	Name/s
		<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="Unknown"/>	<input type="text"/>

Aircraft damage:  Destroyed  Substantial  Minor  Nil

Damage description:

Effect on flight:  None  Rejected takeoff  Precautionary landing  Engine/s shut down  Other

Weather conditions:  Wind (speed, direction and gusts):  Visibility:  Precipitation:  Cloud (type, amount and base):  Temperature:

Other information relevant to the event:

Flight rules:  VFR  IFR Flight conditions:  VMC  IMC Light conditions:  Daylight  Night  Dawn  Dusk

Aircraft standing  Taxiing  Takeoff  Climb  En-route  
 Manoeuvring  Descent  Approach  Landing  Other

Airspace designation:  Height/altitude of occurrence:  Runway number:

Type of operation:  Flying training - solo  Flying training - dual  Military  Sports aviation  Gliding  Air transport - passenger  
 \*Charter  \*Private  \*Agricultural  \*Aerial work  \*Other  Air transport - cargo

\*Purpose of flight:

**Wildlife strike:**

Was a bird or animal involved

No

Yes

No. of birds

Small

Medium

Large

Species

No. of animals

Species

**Please fully describe the accident or incident:**

All relevant documentation should be forwarded to ATSB. Include your suggestions as to how this type of occurrence could be prevented.

Conducting VOR runway 25 Approach YMAY. Ice protection on, EAI on and Boots continuous. No ice on Aircraft  
Approaching Final Fix (6.5 DME YMAY) became visual.  
Just prior to selecting flap 20 ALTS capture 2600 speed reduce to 150 KIAS. Stick shaker very briefly activated with light turbulence.  
Tower had requested a call at FAF  
Pilot flying (Captain) Auto Pilot disconnected increased speed and called for flap 20.  
Continued visual approach with normal landing.

**Factors contributing to the occurrence:**

Did this occurrence involve a false indication  No (e.g. instrument, landing gear, fire warning)  
 Yes

Do you think that maintenance of the aircraft was a factor  No  
 Yes

Did an aircraft component fail  No  
 Yes

Do you think aircraft design was a factor in this occurrence  No  
 Yes

Are there any human performance issues or deficiencies in the aviation system that may have contributed to this occurrence?

- No
- Yes 
  - Distracting events/interruptions
  - Environment (noise, visibility)
  - Equipment design
  - Fatigue
  - Interpersonal problems at work
  - Knowledge or experience
  - Medical/physiological factors
  - High workload
  - Pre-occupation
  - Training
  - Recency
  - Other

Results of operator's technical and/or operational investigation at time of submitting report or Chief Pilot /CFI comments where applicable  
If you require any further information please contact the [Section 47G\(1\)\(b\)](#) Safety Department on [Section 47F\(1\)](#)  
or [Section 47F\(1\)](#)

Action carried out by operator to prevent recurrence  
If you require any further information please contact the [Section 47G\(1\)\(b\)](#) Safety Department on [Section 47F\(1\)](#) or [Section 47F\(1\)](#)

**For accidents only:**

*For accidents (occurrences involving fatalities or serious injuries to any person in the aircraft or on the ground, substantial damage or destroyed aircraft) only, please include the following information:*

**Additional pilot in command details:**

Date of birth:	Total flying hours	Total hours last 90 days	Hours on type	Hours on type last 90 days
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

**ELT information:**

ELT manufacturer and model   Fixed  Portable

Manual activation  Automatic  Did not activate (why?)

ELT location  Cockpit  Cabin  Rear/tail  Other

Information may be disclosed to other organisations or individuals in the interests of safety. Where possible, the ATSB will remove information that directly identifies an individual (i.e. names, licence numbers and addresses). However, other indirect identifiers (i.e. times, dates and locations for the occurrence of incidents) will usually be disclosed in the interests of safety. If the information is the subject of an investigation it will only be used in accordance with the Transport Safety Investigation Act 2003. See also the ATSB's Privacy Policy at [www.atsb.gov.au](http://www.atsb.gov.au).

**When complete, post to: ATSB Notifications Reply Paid 967, PO Box 967, Civic Square, ACT 2608. No postage stamp required. Or Fax to 02 6274 6434**

# OA2022-03033 - Occurrence Details

## Occurrence

Logged date	8/3/2022 5:04:36 AM			
Status	Approved for release			
Occurrence class	Incident			
Highest injury				
Occurrence date	8/1/2022			
Occurrence time	12:00			
Public summary	During approach, the stick shaker momentarily activated.			
Property damage	No			
Property damage details				
Worst accident outcome	Injury accident or minor damage			
Defence effectiveness	Minimal			
Risk rating	Medium (20)			
ERC justification				
TSI reportable	Routine reportable			
Ground injuries	Fatal	Serious	Minor	Total
				0

## Location

Location	6.5 NM 69.75 degrees from Albury Aerodrome
Latitude	-36.03016238
Longitude	147.08336425
State	NSW
Country	Australia

## Aircraft

Registration	Section 47G(1)(b)
Type	Aeroplane
Manufacturer	S.A.A.B. AIRCRAFT CO
Model	340B
Engine type	Turboprop
Engine manufacturer	GENERAL ELECTRIC COMPANY
Engine model	CT7-9B
Number of engines	2
Landing gear type	Tricycle - Retractable

Fuel type	Kerosene
Year of manufacture	1992
Amateur built	
Maximum takeoff weight (kg)	13155
ELT Type	
ELT Fitted	
ELT Activated	

## Airspace

Controlling agency	Aust Civil
ATS service type	Procedural
ATS position	Approach
Airspace class	D
Airspace type	CTA

## Operation

Registration	Section 47G(1)(b)
Operator	Section 47G(1)(b)
Flight number	Section 47G(1)(b)
Related runway	25
Phase of flight	Approach
PIC status	Employee
Pilot flying role	Pilot in command
Departure aerodrome	Sydney Aerodrome [YSSY]
Destination aerodrome	Albury Aerodrome [YMAY]
Actual landing	
Aerodrome proximity	Off aerodrome > 10 km
Operation type	Part 121 Australian air transport operations - Larger aeroplanes
Operation subtype	Standard Part 121
Activity group	Commercial air transport
Activity type	Scheduled
Activity subtype	Domestic
Flight rules	IFR
Flight conditions	VMC
Altitude type	AMSL (above mean sea level - ft)
Altitude	Exactly
Exact altitude	2600

Other information	
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### Occurrence category

Registration	Section 47G(1)(b)
Level 1	Operational
Level 2	Aircraft control
Level 3	Stall warnings

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### Damage level and injuries

Registration	Section 47G(1)(b)			
Injury level	<b>Fatal</b>	<b>Serious</b>	<b>Minor</b>	<b>Total</b>
Crew				3
Passengers				30
Aircraft damage level	Nil			
Post impact fire				
Damage description				

### Weather and environment

Cloud cover	
Visibility (km)	9999
Light conditions	Daylight
Wind direction	290
Average wind speed (kts)	12
Cloud base (ft)	
Visibility reduced by	
Turbulence conditions	
Icing conditions	
Precipitation type	
Precipitation intensity	
QNH	
Outside temperature	
Light and variable	No



(windspeed)	
Maximum wind speed (gust)	
Dew point	
CAVOK	
Effective cloud ceiling	
Weather phenomena	

### Safety factor

Level 1	
Level 2	
Level 3	

**From:** [ATSBFollowup](#)  
**To:** [Section 47F\(1\)](#)  
**Cc:** [ATSBFollowup](#)  
**Subject:** ATSB Request for further information. [SEC=OFFICIAL]  
**Date:** Wednesday, 3 August 2022 4:28:28 PM

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## OFFICIAL

Good afternoon [Section 47G\(1\)\(b\)](#)

The ATSB is seeking additional information for the following occurrences.

There appears to be several links between the [Section 22](#) occurrences:

- Anti-icing on
- Approximately 160KIAS
- Crew's receiving stick shaker activation.

Can you confirm if these occurrences are isolated errors, the result of a standard operating procedure, a technical defect, or other?

[Section 22](#)

[Section 47G\(1\)\(b\)](#)  
ATSB Ref: OA2022-03033  
Date/Time: 1Aug2022 1200 EST  
Location: 6 NM Albury,  
Aircraft Rego: [Section 47G\(1\)\(b\)](#)  
Summary: During approach, the stick shaker momentarily activated.

[Section 22](#)

**Could you please provide the requested information direct via return email.**

Should you have any questions please contact the ATSB via email ([ATSBfollowup@atsb.gov.au](mailto:ATSBfollowup@atsb.gov.au)) or call us on 1800 011 034.

Thank you for your assistance.

Kind regards,

Section 47F(1)

Safety Reporting

The logo for the Australian Transport Safety Bureau (ATSB) features the letters "ATSB" in a bold, white, sans-serif font. The text is centered within a dark blue rectangular background. Below the dark blue rectangle is a thin, light blue horizontal line.

**Australian Transport Safety Bureau**

Level 2, 12 Moore Street

Canberra ACT 2601

1800 011 034

[ATSBFollowup@atsb.gov.au](mailto:ATSBFollowup@atsb.gov.au); [ATSBReporting@atsb.gov.au](mailto:ATSBReporting@atsb.gov.au)

[www.atsb.gov.au](http://www.atsb.gov.au)

[@atsbgovau](https://www.instagram.com/atsbgovau)

**Australia's national transport safety investigator**

### Occurrence notes

OA2022-03033 + ☰ ...

Notes

**August 04<sup>th</sup> 2022**  
16:06:00 by **Section 47F(1)**

**Investigation decision - Thursday, August 04<sup>th</sup> 2022**  
16:06:00 by **Section 47F(1)** ✎ ✕

**August 03<sup>rd</sup> 2022**  
16:30:00 by **Section 47F(1)**

**Decision not to investigate. Evidence of knowledge of risks of icing in report and crew handled situation appropriately.** **Section 47F(1)**

**Administrative note - Wednesday, August 03<sup>rd</sup> 2022**  
16:30:00 by **Section 47F(1)**

**Section 22** similar events, I asked **Section 47F(1) (b)** for further information about all of them.  
Were these occurrences a result of isolated crew errors, result of a standard operating procedure, a technical defect, or other?

**Section 22**

OA2022-03033  
**Section 22**