

**Aviation Safety Investigation Report  
199003189**

**Airbus Industries A320-211**

**24 February 1990**

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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 CEO 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](http://www.atsb.gov.au).**

**Occurrence Number:** 199003189  
**Location:** Coolangatta QLD  
**Date:** 24 February 1990  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Incident

**Time:** 1210

	Fatal	Serious	Minor	None
Crew	0	0	0	0
Ground	0	0	0	-
Passenger	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Aircraft Details:** Airbus Industries A320-211  
**Registration:** VH-HYC  
**Serial Number:** 24  
**Operation Type:** Regular Public Transport  
**Damage Level:** Nil  
**Departure Point:** Sydney NSW  
**Departure Time:** N/K  
**Destination:** Coolangatta QLD

**Approved for Release:** 2nd March 1990

#### **Circumstances:**

A report was received from a member of the public concerning the approach flown by VH-HYC into Coolangatta. The report stated that the aircraft appeared from cloud and rain at a very low altitude, well west of the required track, and in an abnormally high nose attitude. It then commenced a rapid left bank accompanied by an increase in engine thrust to regain track and continue the approach to landing. The reporter considered that this had been a highly dangerous method of approaching Runway 14. Other reports were received alleging that the aircraft had landed heavily at Coolangatta. Following receipt of the complaint, the aircraft technical crew was interviewed. The crew reported that the approach was flown by the First Officer and proceeded normally to the Minimum Descent Altitude of 650 feet. When visual reference to the ground was not established approaching the Missed Approach Point, the First Officer increased engine power to commence the Missed Approach Procedure. However, as he did so, the Captain gained visual reference to the ground, took control of the aircraft, and continued to landing. The crew reported that the landing was normal. A readout of the aircraft's Digital Flight Data Recorder during the period of the approach and landing was completed. The readout showed that the approach had been flown in accordance with the published procedure for a pilot interpreted instrument approach to the runway. It also indicated that the approach was stabilised and that from the Minimum Descent Altitude, the aircraft was manoeuvred smoothly to achieve precise alignment with the runway. The landing was smooth with a light touchdown and there were no excessive deceleration forces. The investigation concluded that there was no evidence to support the allegations concerning the approach and landing, either from the aircraft technical crew, or the Flight Data Recorder readout.