

**Aviation Safety Investigation Report
199904832**

**Cessna Aircraft Company
207A
Cessna Aircraft Company
C182**

14 October 1999

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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.

Occurrence Number: 199904832 **Occurrence Type:** Incident
Location: Ayers Rock, Aerodrome
State: NT **Inv Category:** 4
Date: Thursday 14 October 1999
Time: 1210 hours **Time Zone** CST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 182S
Aircraft Registration: VH-EWV **Serial Number:**
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Nil
Departure Point: Ayers Rock NT
Departure Time: 1210 CST
Destination: Kings Creek NT

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 207A
Aircraft Registration: VH-UAA **Serial Number:** 20700652
Type of Operation: Charter Passenger
Damage to Aircraft: Nil
Departure Point: Ayers Rock NT
Departure Time: 1210 CST
Destination: Ayers Rock NT

Approved for Release: Friday, September 1, 2000

The pilot of a Cessna 182, VH-EWV, while taxiing for departure at Ayers Rock, turned into an unserviceable taxiway in order to conduct engine checks before takeoff. The certified air ground radio operator at the aerodrome asked the pilot if his operations were normal, as this was not a normal procedure. The pilot confirmed that his operations were normal. A Cessna 207, VH-UAA, passed the other aircraft on the taxiway, and continued onto the runway.

The pilot of UAA broadcast his intentions and started the take-off run. The broadcast was heard by the radio operator, but not by the pilot of EWV, who also broadcast his intentions to enter the active runway. This broadcast was not heard by either the radio operator or the pilot of UAA. As EWV approached the runway, the radio operator instructed the pilot to hold position. The pilot did not hear the instruction, however, on seeing the other aircraft moving toward his position, stopped immediately near the runway strip.

The pilot of UAA continued the takeoff, passing at high speed and in close proximity to EWV.

The role of the certified air ground radio operator was to provide information, not to give instructions, however the radio operator considered his actions to have been appropriate.

The investigation found that the pilot of EWV understood the procedures to be used at the aerodrome. However, it was not possible to determine why communications to and from the pilot were not heard.

