

**Aviation Safety Investigation Report
199702266**

**Short Bros Pty Ltd
Shorts 360**

06 July 1997

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: 199702266 **Occurrence Type:** Incident
Location: Hervey Bay, Aerodrome
State: QLD **Inv Category:** 4
Date: Sunday 06 July 1997
Time: 1000 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Short Bros Pty Ltd
Aircraft Model: SD360-300
Aircraft Registration: VH-SUR **Serial Number:** SH3728
Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled
Damage to Aircraft: Nil
Departure Point: Maryborough QLD
Departure Time: 0955 EST
Destination: Hervey Bay QLD

Approved for Release: Monday, September 8, 1997

When approaching the aerodrome the crew made the appropriate CTAF calls, with no response. At 1,500 ft, just before turning crosswind, a single engined Cessna aircraft was observed about 800 m to the right and about 200 ft below. No response was heard after further calls on CTAF. The crew was unable to identify the aircraft.

The pilot suggested that the Hervey Bay / Maryborough area be made an MBZ due to the number of airline flights into the area each day, and the traffic density associated with the two aerodromes.

Advice of a safety deficiency has been raised and is being considered. The situation is common to other aerodromes subject to frequent airline operations.