

**Aviation Safety Investigation Report  
199602696**

**Piper Aircraft Corp  
Aztec  
Boeing Co  
B737**

**27 August 1996**

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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).**

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:** 199602696                      **Occurrence Type:** Incident  
**Location:** Cairns, Aerodrome  
**State:** QLD    **Inv Category:** 4  
**Date:** Tuesday 27 August 1996  
**Time:** 1045 hours                                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Piper Aircraft Corp  
**Aircraft Model:** PA-23-250  
**Aircraft Registration:** VH-MBU                      **Serial Number:** 27-7304993  
**Type of Operation:**  
**Damage to Aircraft:** Nil  
**Departure Point:** Mareeba QLD  
**Departure Time:** 1040 EST  
**Destination:** Cairns QLD

**Aircraft Manufacturer:** Boeing Co  
**Aircraft Model:** 737-376  
**Aircraft Registration:** VH-TAK    **Serial Number:** 23485  
**Type of Operation:** Air Transport Domestic High Capacity Passenger  
Scheduled  
**Damage to Aircraft:** Nil  
**Departure Point:** Brisbane QLD  
**Departure Time:** 0857 EST  
**Destination:** Cairns QLD

**Approved for Release:** Friday, September 27, 1996

#### FACTUAL INFORMATION

A Piper PA23 aircraft, VH-MBU, on a right base leg for runway 15 conflicted with a Boeing 737 on left base leg as a result of a co-ordination breakdown.

VH-MBU was inbound from Stoney Creek and the Approach 2 controller co-ordinated with the Tower Controller to process the aircraft via right base leg behind a Boeing 747 on final approach for runway 15. The pilot was asked to sight the B747, which he did. The pilot was then told to contact the Tower. There was no co-ordination with Approach 1. The Approach 1 controller had transferred a Boeing 737 VH-TAK, to the Tower and asked Approach 2 what he was doing with MBU and should TAK be following MBU, to which he replied in the affirmative. TAK was turning left base on Tower frequency by this time. Co-ordination with the Tower Controller alerted him to the confliction. The Tower Controller advised MBU to orbit right base and TAK was allowed to continue with the visual approach.

Radar data confirmed that the two aircraft conflicted with a separation of 1.5 NM at the closest point of approach.

#### ANALYSIS

The Approach 2 controller failed to co-ordinate the landing sequence with the Approach 1 controller. The reason for this lapse in performance was not positively established but the controller's supervisor thought that a desire to provide an expeditious service may have been a contributing factor.

