Aviation Safety Investigation Report 199502085

Boeing Co B737

20 June 1995

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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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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: 199502085 Occurrence Type: Incident

Location: 33km NE Adelaide, Aerodrome

State: SA Inv Category: 4

Date: Tuesday 20 June 1995

Time: 1909 hours **Time Zone** CST

Highest Injury Level: None

Aircraft Boeing Co

Manufacturer:

Aircraft Model: 737-377

Aircraft Registration: VH-CZA Serial 23653

Number:

Type of Operation: Air Transport Domestic High Capacity Passenger

Scheduled

Damage to Aircraft: Nil

Departure Point: Sydney NSW **Departure Time:** 1737 CST **Destination:** Adelaide SA

Crew Details:

Hours on

Role	Class of Licence	Type Ho	urs Total
Pilot-In-Command	ATPL	3500.0	6500

Approved for Release: Friday, September 20, 1996

The pilot received an airways clearance to track to Adelaide via Quarry. He was issued with air traffic control instructions to descend to 3,000 ft above sea mean level (AMSL) for an instrument landing system approach and to maintain 320 kt until 28 km from Adelaide. The pilot queried this requirement due to difficulty in scheduling the flaps and landing gear speeds in the distance remaining from the 28 km position to the landing. A more acceptable requirement to maintain 320 kt to 36 km was obtained.

At 33 km from Adelaide, while passing through 3,400 ft AMSL in cloud, with a sink rate of 1,300 ft/min and an airspeed of 310 kt, a ground proximity warning system (GPWS) mode 2 activation occurred. The pilot immediately followed company requirements by initiating a climb to 4,500 ft, being the lowest safe altitude for the area, and advised ATC accordingly. An uneventful instument approach and landing was then carried out.

The Adelaide Approach Controller advised that the aircraft had been maintaining ground separation in accordance with the radar terrain clearance standards prior to commencing the climb.

