

**Aviation Safety Investigation Report
199401407**

**Short Bros Pty Ltd
SD360
Cessna Aircraft Company
182E**

27 May 1994

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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: 199401407 **Occurrence Type:** Incident
Location: Proserpine
State: QLD **Inv Category:** 4
Date: Friday 27 May 1994
Time: 1515 hours **Time Zone:** EST
Highest Injury Level: None

Aircraft Manufacturer: Short Bros Pty Ltd
Aircraft Model: SD360
Aircraft Registration: VH-MVW **Serial Number:** SH3626
Type of Operation: Air Transport Domestic Low Capacity Passenger
Damage to Aircraft: Nil
Departure Point: Mackay QLD
Departure Time: 0458 EST
Destination: Proserpine QLD

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 182E
Aircraft Registration: VH-DBP **Serial Number:** 18253953
Type of Operation: Charter Passenger
Damage to Aircraft: Nil
Departure Point: Proserpine QLD
Departure Time:
Destination: Proserpine QLD

Approved for Release: Monday, September 19, 1994

The crew of VH-MVW reported that the Mackay-Proserpine leg was flown OCTA. They requested traffic from Flight Service prior to descent and were given no IFR traffic. Transfer to Proserpine MTAF was made at 15 DME and an inbound call made with no reply. A further call was made on entering downwind for runway 11. Again, there was no reply. When VH-MVW was on short final approach for runway 11, a Cessna aircraft was seen crossing from right to left at low altitude over the other end of the runway. As the aircraft turned off the runway, a parachutist was seen descending into the aircraft parking area opposite runway 06/24. The crew were not previously aware of the aircraft or the parachutist.

The pilot of the parachuting aircraft reported that he had been cleared to climb into controlled airspace to 8500 ft for the drop. He was given VH-MVW as traffic Mackay-Proserpine. His aircraft was equipped with only one VHF radio. He transferred to MTAF frequency three minutes prior to the drop advising intentions. After the drop, he transferred to the MTAF passing 4000 ft and advised his intentions. At no time did he hear a call from VH-MVW.

A significant aspect to this incident was that VH-MVW was on Flight Service frequency while the parachuting aircraft was on the area control frequency. The indications are that each aircraft crew was complying with procedures in terms of MTAF operations although it is puzzling that VH-MVW did not receive any of the calls reportedly made by VH-DBP on returning to the circuit area. The situation was exacerbated by the pilot of VH-DBP having only one VHF radio and not being able to maintain a continuous listening watch on the MTAF.

Parachuting has been in operation at Proserpine for approximately two months. At this stage, the relevant maps and charts do not display the parachuting symbol at the Proserpine location.

Safety Action

1. An arrangement has been established whereby the parachuting organisation will advise Flight Service when parachuting operations are going to take place. This will enable Flight Service to advise IFR aircraft of such operations.
2. The parachuting organisation has undertaken informally to ensure that aircraft engaged in parachuting operations are dual VHF equipped.
3. The question of map and chart amendment to show parachuting operations at Proserpine has been referred to Air Traffic Services.

