

**Aviation Safety Investigation Report
199401913**

**Cessna Aircraft Company
Titan
de Havilland Aircraft
Heron**

18 July 1994

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: 199401913 **Occurrence Type:** Incident
Location: Holroyd River
State: QLD **Inv Category:** 4
Date: Monday 18 July 1994
Time: 1505 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: de Havilland Aircraft
Aircraft Model: DH-114 2D/A1
Aircraft Registration: VH-NJI **Serial Number:** 14061
Type of Operation: Charter Passenger
Damage to Aircraft: Nil
Departure Point: Undarra QLD
Departure Time: 1318 EST
Destination: Weipa QLD

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 404
Aircraft Registration: VH-JOR **Serial Number:**
Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled
Damage to Aircraft: Nil
Departure Point: Aurukun QLD
Departure Time: 1440 EST
Destination: Cairns QLD

Approved for Release: Thursday, March 7, 1996

The DH114 was enroute Undara-Weipa, cruising at 10,000 ft and estimating abeam Cohen at 1505. The C402, Aurukun-Cairns was estimating Holroyd River at 1505, had planned at 9,000 ft but, approaching that level, the pilot advised climbing to 10,000 ft and requested traffic. The flight service operator mentally projected the track of the DH114 on the chart (the Aurukun-Cairns track had already been marked on the chart) and assessed that, based on the respective abeam Cohen and Holroyd River estimates, there would be no traffic conflict. Shortly after reporting abeam Cohen, the pilot of the DH114 advised that another aircraft had passed close by, in the opposite direction, and at the same level. This aircraft was later identified as the C402.

The flight service operator was working area 7 and area 5 combined. The level of activity in these areas had become very busy, but not unmanageably so, in the period leading up to the occurrence. The operator said, that when the pilot of the C402 requested traffic and he had assessed there would be no conflict, the track he had mentally plotted had been incorrect. One reason for this was that the track crossed two charts which were displayed at separate parts of his console. Another was that the position of Undara used by the operator was incorrect. The operator said that he had intended to plot the Undara-Weipa track on the chart to confirm his mental calculation but had forgotten to do this in the time available.

