

**Aviation Safety Investigation Report  
199301016**

**Boeing Co  
B767**

**22 April 1993**

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](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:** 199301016                      **Occurrence Type:** Incident  
**Location:** 38km NW Cairns  
**State:** QLD    **Inv Category:** 4  
**Date:** Thursday 22 April 1993  
**Time:** 0815 hours                                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Boeing Co  
**Aircraft Model:** 767-238ER  
**Aircraft Registration:** VH-EAQ                                      **Serial Number:** 23896  
**Type of Operation:** Air Transport High Capacity International Passenger  
Scheduled  
**Damage to Aircraft:** Nil  
**Departure Point:** Darwin NT  
**Departure Time:**  
**Destination:** Cairns QLD

**Approved for Release:** Sunday, June 19, 1994

The aircraft was being radar vectored for a right turn onto the ILS (Instrument Landing System) final. It was also on descent to the Radar Lowest Safe Altitude of 4,500 ft and was experiencing moderate turbulence. Just before levelling out at 4,500 ft, its GPWS (Ground Proximity Warning System) Alert activated and the crew immediately initiated a maximum performance climb, levelling at 6,000ft. Air Traffic Control was notified immediately. The aircraft was in cloud at the time of the occurrence.

Investigation has revealed that the GPWS alert was a genuine warning occurring as the result of the aircraft's descent profile and the excessive closure rate to high terrain of Black Mountain which rises steeply from generally lower terrain to 3,493 ft above mean sea level.

A previous incident involving a regular public transport service jet took place some three months earlier where the GPWS gave an alert whilst the aircraft was approaching Black Mountain from the same westerly aspect.

Air Traffic Services has raised the Radar Lowest Safe Altitude from 4,500 ft to 4,700 ft in the area of Black Mountain with the expectation that this will reduce the incidence of alerts.