



Australian Government

Australian Transport Safety Bureau

Near collision involving Piper PA-28, VH-BYE, and Cessna 152, VH-CRP

Bunbury Airport, Western Australia, 15 April 2016

ATSB Transport Safety Report
Aviation Occurrence Investigation
AO-2016-036
Final – 8 September 2016

Released in accordance with section 25 of the *Transport Safety Investigation Act 2003*

Publishing information

Published by: Australian Transport Safety Bureau
Postal address: PO Box 967, Civic Square ACT 2608
Office: 62 Northbourne Avenue Canberra, Australian Capital Territory 2601
Telephone: 1800 020 616, from overseas +61 2 6257 4150 (24 hours)
Accident and incident notification: 1800 011 034 (24 hours)
Facsimile: 02 6247 3117, from overseas +61 2 6247 3117
Email: atsbinfo@atsb.gov.au
Internet: www.atsb.gov.au

© Commonwealth of Australia 2016



Ownership of intellectual property rights in this publication

Unless otherwise noted, copyright (and any other intellectual property rights, if any) in this publication is owned by the Commonwealth of Australia.

Creative Commons licence

With the exception of the Coat of Arms, ATSB logo, and photos and graphics in which a third party holds copyright, this publication is licensed under a Creative Commons Attribution 3.0 Australia licence.

Creative Commons Attribution 3.0 Australia Licence is a standard form license agreement that allows you to copy, distribute, transmit and adapt this publication provided that you attribute the work.

The ATSB's preference is that you attribute this publication (and any material sourced from it) using the following wording: *Source:* Australian Transport Safety Bureau

Copyright in material obtained from other agencies, private individuals or organisations, belongs to those agencies, individuals or organisations. Where you want to use their material you will need to contact them directly.

Addendum

Page	Change	Date

Near collision involving Piper PA-28, VH-BYE, and Cessna 152, VH-CRP

What happened

On 15 April 2016, at about 1400 Western Standard Time (WST), the student pilot of a Piper PA-28-181 aircraft, registered VH-BYE (BYE), departed from Jandakot Airport on a solo navigation training flight to Bunbury Airport, Western Australia. At about 1500, when about 10 NM north of Bunbury Airport, the pilot broadcast on the common traffic advisory frequency (CTAF) that they were inbound for a straight-in approach to runway 07.

At the time, a Cessna 152 aircraft, registered VH-CRP (CRP), was conducting circuit training at Bunbury Airport. On board CRP were an instructor and a student pilot. The active runway at Bunbury was 07, and the crew were broadcasting on the CTAF when on the downwind, base and final legs of the circuit.

The instructor of CRP heard the pilot of BYE broadcast inbound at 10 NM to the north. About 5 minutes later, the instructor heard the pilot of BYE broadcast they were joining a long final approach for a straight-in approach to runway 07. CRP was then on final approach for runway 07 and expected BYE to be behind them, but the pilots did not see BYE. The pilot of BYE heard the student pilot of CRP broadcast they were on final approach for runway 07, but also did not see the aircraft at that time.

After completing a touch-and-go landing, CRP was upwind of runway 07, at about 300 ft above ground level, when the student sighted an aircraft ahead and alerted the instructor. The instructor sighted BYE on a reciprocal track – on short final for runway 25, and took control of the aircraft from the student. The instructor of CRP took avoiding action, turning right, and BYE passed about 50 to 100 ft below and to their left.

When on final approach, at about 400 ft above ground level, the pilot of BYE sighted the numbers marked on the runway threshold, and realised they were approaching runway 25 instead of 07. At the same time, the pilot saw CRP pass to their left. The pilot of BYE conducted a slight right turn and commenced a climb to 1,500 ft.

After the incident, both aircraft landed on runway 07.

Pilot comments – pilot of VH-BYE

This was the pilot's first solo navigation exercise. The pilot had done one touch-and-go at Bunbury about 4 weeks prior to the incident. The pilot had a briefing with their instructor prior to departing Jandakot, and discussed options for joining the circuit at Bunbury. The pilot had initially intended to join on the downwind leg of the circuit for runway 07, and could not recall why they amended the plan to make a straight-in approach.

ATSB comment

Pilots are encouraged to carefully consider options for joining the circuit during operations at non-towered aerodromes. With respect to straight-in approaches, Airservices Australia Aeronautical Information Package [En Route 1.1 – 48.6 Straight-in Approach](#) stated that 'Straight-in approaches, whilst not prohibited, are not a recommended standard procedure'.

Straight-in approaches often limit the opportunity for a pilot to sight other circuit traffic, and join the circuit in a manner that avoids inconveniencing other traffic. Importantly, straight-in approaches also limit the opportunity for a pilot to effectively assess the aerodrome conditions and the status of movement areas, and identify any unexpected hazards.

Safety message

Following receipt of a broadcast from another aircraft in the vicinity, pilots should carefully assess the significance of the information in the context of their own intentions. In the event that potentially conflicting traffic cannot be visually identified, pilots should communicate accordingly and adopt a conservative course of action.

This incident highlights the importance of thorough pre-flight planning and preparation. The [Flight planning kit – always thinking ahead](#), available from CASA’s online store, can assist pilots in preparing for flight.

General details

Occurrence details

Date and time:	15 April 2016 – 1500 WST	
Occurrence category:	Serious incident	
Primary occurrence type:	Near collision	
Location:	Bunbury Airport, Western Australia	
	Latitude: 33° 22.68' S	Longitude: 115° 40.62' E

Aircraft details: VH-BYE

Manufacturer and model:	Piper Aircraft Corporation PA-28	
Registration:	VH-BYE	
Serial number:	28-7790582	
Type of operation:	Flying training – solo	
Persons on board:	Crew – 1	Passengers – 0
Injuries:	Crew – 0	Passengers – 0
Aircraft damage:	Nil	

Aircraft details: VH-CRP

Manufacturer and model:	Cessna Aircraft Company 152	
Registration:	VH-CRP	
Serial number:	15283363	
Type of operation:	Flying training – dual	
Persons on board:	Crew – 2	Passengers – 0
Injuries:	Crew – 0	Passengers – 0
Aircraft damage:	Nil	

About the ATSB

The Australian Transport Safety Bureau (ATSB) is an independent Commonwealth Government statutory agency. The ATSB is governed by a Commission and is entirely separate from transport regulators, policy makers and service providers. The ATSB's function is to improve safety and public confidence in the aviation, marine and rail modes of transport through excellence in: independent investigation of transport accidents and other safety occurrences; safety data recording, analysis and research; and fostering safety awareness, knowledge and action.

The ATSB is responsible for investigating accidents and other transport safety matters involving civil aviation, marine and rail operations in Australia that fall within Commonwealth jurisdiction, as well as participating in overseas investigations involving Australian registered aircraft and ships. A

primary concern is the safety of commercial transport, with particular regard to operations involving the travelling public.

The ATSB performs its functions in accordance with the provisions of the *Transport Safety Investigation Act 2003* and Regulations and, where applicable, relevant international agreements.

The object of a safety investigation is to identify and reduce safety-related risk. ATSB investigations determine and communicate the safety factors related to the transport safety matter being investigated.

It is not a function of the ATSB to apportion blame or determine liability. At the same time, an investigation report must include factual material of sufficient weight to support the analysis and findings. At all times the ATSB endeavours to balance the use of material that could imply adverse comment with the need to properly explain what happened, and why, in a fair and unbiased manner.

About this report

Decisions regarding whether to conduct an investigation, and the scope of an investigation, are based on many factors, including the level of safety benefit likely to be obtained from an investigation. For this occurrence, a limited-scope, fact-gathering investigation was conducted in order to produce a short summary report, and allow for greater industry awareness of potential safety issues and possible safety actions.