Duty Officer Summary	
Officer	Logged Date:
s. 47F(1)	22/04/20/20
Roster	
Business Hours Notifications	
Call Details Call-202000659	
Call Type*	Call Direction <sup>e</sup>
Notification: V	Incoming
m Call Date*	⊘ Call Time*
22 Apr 2020	0921 EST •
To/From	Phone Number
s. 47F(1)	s. 47F(1)
Employer	
s. 47F(1)	
Remarks	
3POB I pilot and 2 passengers. Passenger injuries unknown at this point. Helicopter coming into approach on short final and pilot suspects that the tail rotor hit a tree resulting in the helicopter spinni s. 47F(1) for operator report.	g and colliding with terrain.
S. 47 r(1) In operator report.	
Event Details	
mili Event Date*	ØEvent Time*
22 Apr 2020	Achial → 0613 EST →
Description	
Notification	
M202001175	

Duty Officer Summary	
Officer	Logged Date
s. 47F(1)	22/04/2020
Roster	
Business Hours Notifications	
Call Details Call-202000662	
Call Type*	Call Direction*
IRM group SMS   ✓	Outgoing
∰ Call Date*	⊙ Call Time*
22 Apr 2020	1019 EST V
To/From	Phone Number
s. 47F(1)	
Employer	
Remarks	
ATSB aviation msg. Update re: VH-NBR from operator. Helicopter was on final approach to Banks Peak, Moa Island Old when tail rotor struck a tree resulting in a spin and collision with terrain. Pax	charter, 3 POB. Pilot uninjured but being assessed, 2 pax with serious injuries. Substantial damage to helicopter. ATSB continuing to gather further info.
Event Details	
mevent Date	© Event Time
22 Apr 2020	Actual - 0000 EST ~
Description	
uescription	
Notification	
M202001175	

Duty Officer Summary		
Officer	Logged Date	
s. 47F(1)	22/04/2020	
Roster		
Business Hours Notifications		
Call Details Call-202000663		
Call Type*	Call Direction*	
Notification	Oulgoing	
≅ Call Date®	O Call Time*	
22 Apr 2020	1000 EST ∨	
To/From	Phone Number	
s. 47F(1)	s. 47F(1)	
Employer		
s. 47F(1)		
Remarks		
Called to confirm few details. Crosshired from GBR Helicopters, 1 pilot 2 passengers, charter flight, 2 passengers seriously injuried, pilot ok, substantial damage to destroyed.		
Event Details		
m Event Date*	⊘ Event Time*	
22 Apr 2020	Actual - 0813 EST V	
Description		
Notification		

M202001175

## **Document 4**

Juty Officer Summary		
officer	Logged Date	
s. 47F(1)	22/04/2020	
toster		
Business Hours Notifications		
Call Details Call-202000664		
Call Type "	Call Direction*	
General enquiry	Incoming	
∄ Call Date*	O Call Time*	
22 Apr 2020	1245 EST 🗸	
o/From	Phone Number	
s. 47F(1)	s. 47F(1)	
imployer		
s. 47F(1)		
Remarks		
s. 47F(1) just wanted to check whether we are investigating. s. 47F(1)		
Event Details		
ft Event Date	Ø Event Time	
22 Apr 2020	T-zone ♥	
Description		
л.ж.трион		
lotification		

## Document 5

Duly Officer Summary		
Officer	Logged Date	
s. 47F(1)	22/04/2020	
Roster		
Business Hours Notifications		
Call Details Call-202000665		
Call Type*	Call Direction*	
Notification follow-up	incoming	<b>v</b>
Call Date*	⊘ Call Time®	
22 Apr 2020	1128	EST 🗸
To/From	Phone Number	
s. 47F(1)		
Employer		
s. 47F(1)		
Remarks		
Update regarding VH-NBR s. 47F(1)  Rescue700 h	rading back to accident site to collect pilot. Photos will be sent to JRCC, who will forward to ATSBASIR email address.	
Event Details		
Event Date	O Event Time	
22 Apr 2020	Actual +	T-zone ♥
Description		
Notification		
M202001175		

Outy Officer Summary	
Officer	Logged Date
s. 47F(1)	22/04/2020
Roster	
Business Hours Notifications	
Call Details Call-202000666	
call Type*	Call Direction®
General enquiry	Incoming
† Call Date*	⊙Call Time*
22 Apr 2020	1305 EST ✓
o/From	Phone Number
s. 47F(1)	s. 47F(1)
imployer	
s. 47F(1)	
Remarks	
Got a call from S. 47F(1) Fold him once decision is made, they will contact him. No one is on site due to wreckage blocking access and COVID-19 issues. Evacu	nation of injured people was done by winching operations. They are currently on route to pick up pilot. His number is S. 47F(1) and email S. 47F(1)
Event Details	
Event Date	© Event Time
22 Apr 2020	T-zone ✓
Description	
Actification	
4202001175	

## **Document 7**

Notification Source Details		
Loaded		
ATS-0176690		
ATC		
Unknown		
CIRRIS		
24 Apr 2020 00:10:04		
No		
21 Apr 2020 22:23:00		
Simpson		
Simpson		
NBR aircraft accident on Kubin Island		
At 2211 JRCC advised that NBR had activated their ELT in the Torres Straight Islands.? Comms checks were conducted but no contact was made with the aircraft.? At 2223 JRCC advised that NBR had crashed on Kubin Island.? Pilot was OK but two passengers had been injured.? RSCU700 was then tasked to provide assistance.? JRCC advised the ATSB of the aircraft accident.		
Aircraft Accident		
/Class G		
Airservices		
Not Applicable		
YBAU		
0		
0		
0000:00:00 East		
Civil Australian Registered		
NBR		
NBR		
egistered Aircraft Details		
NBR		
NBR		
s. 47F(1)		
B06		

ADES			
Typeof Flight			
Aircraft Owner	s. 47F(1)		
ATIS	ATIS		
Aircraft Accident			
Typeof Accident Unknown			
View Original Email			

Australia	n Government			Document 8
Australian	Transport Safety Bu	ıreau	<b>A</b> viation	Notification Form
Notification Office			Phon	
All orange fields ar		ess information is not a	vailable from Report	er 
Reporters Name:	s. 47F(1)	Role:		Employer s. 47F(1)
Report date:	21/04/2020	Report time:	0825	Phone: S. 47F(1)
Registration:	VH-NBR	Flight No:	Aircraft Typ	e: Bell 206L
Occurrence type:		sion with terrain	Operation Typ	e: Aerial work eg.charter pax, mustering, private
Occurrence Date:	21/04/		rence Time: 2208	O Local • UTC
Occurrence locatio	n: NE side of Mo	a Island (Kubin Island), T	orres Strait	State: Other
Latitude/Longitude			142 17.70E	
Aircraft Operator:	s. 47F(1)	lents away from aerodromes	]	
Injuries	Fatal	Serious Minor	Nil	
Cre	w	2	1	
Passenger				
Groui				
Damage description	1.			
Description of occu	rrence and Addi	itional Information: (Pres	s ALT + ENTER for a new p	paragraph)
0825 - notification from JRCC - B206L VH-NBR has collided with terrain while involved in sling operations. 3 POB, 2 are reportedly badly injured. JRCC detected ELT at 212208 UTC, ELT coordinates align with Spider Tracks. North East side of Moa Isalnd (which is also sometimes called Kubin Island). Local Police were notified via 000 call. Rescue helicopter en route from Horn Island - departing in about 15 minutes - expected flight time 20 minutes. Operated by on cross hire from Nautilus Aviation.  0834 - received a call from s.47F(1) - apparently Cairns Police Comms tried to call notification number but couldn't get through (likely while I was speaking with JRCC). Their contact was (Comms) s.47F(1) - Thursday Island Police en route. Aviation _Description				
FIt Recs Quaranting	edo Yes O No	ELT Disabled	○ Yes ② No	Guard: ○ Yes ○ No
Passed on: Date	Time	Name	Date	Time Name
COR: ######	## 0830	s. 47F(1)	WebSMS:	
Other:			Other:	

Notification So	ource Details		
Notification source:	Web		
Status:	Loaded		
Status date:	24 Apr 2020		
Registered By	s. 47F(1)		
E-Mail Address	s. 47F(1)		
Phone Number	s. 47F(1)		
Role	Other		
When and Whe	ere		
Occurrence Date Time	22 Apr 2020 08:08		
Location	Banks Peak, Moa Island QLD, QLD		
Injury and Dai	mage		
Injury Level	Serious		
Damage Level	Destroyed		
Damage Description	Destroyed		
Effect on Flight	Other		
Injuries			
_	Fatal Serious Minor Not Injured Total		
Crew	1 1		
Passengers	1 1 2		
Additional Crew Details	N/A		
Aircraft - VH-N	IBR		
Aircraft Manufacturer	Bell		
Aircraft Model	LongRanger		
Flight Number	Client Charter		
Operation - VH	I-NBR		
Flight Phase	Landing		
Departed From	Horn Island		
Destination	Banks Peak, Moa Island QLD		
Flight Rules	VFR		
Flight Conditions	VMC		
Operation Type	Charter		
Owner	s. 47F(1)		
Operator	Nautilus Aviation		
Airspace - VH-	NBR		
Airspace Class	G		
Airspace Type	ОСТА		
Altitude Type	Surface		
Text Summarie	es		
Summary	On April 22nd 2020 VH-NBR departed Horn Island for Kubin Island. At Kubin Island 2 passengers were collected to proceed to Banks Peak for works on the communication tower. On arrival to Banks Peak VH-NBR came in to contact with the ground resulting in a collision with terrain.		

Occurrence Type				
Safety Factors				
What Contributed? Unknown at this time				
Contributing factors description	Unknown at this time			
Further Preventative Action	Unknown at this time			
Environment				
Cloud Cover	Unknown			
Icing Conditions	Nil			
Lighting Conditions	Daylight			
Precipitation Intensity	Nil			
Precipitation Type	Nil			
Visibility	9999			
Visibility Reduced By	None			
Wind Gusting	Unknown			
Wind Direction	Unknown			
Wind Speed	Unknown			
Individual - Pil	ot in command			
Full Name	s. 47F(1)			
Date of Birth	s. 47F(1)			
Nationality	s. 47F(1)			
Primary Phone Number	s. 47F(1)			
Role	Pilot in command			
Licence Number	s. 47F(1)			
Licence Type	S			
Hours on all	s. 47F(1)			
Hours on all last 90 days	S			
Hours on Type	s. 47F(1)			

# **Aviation Occurrence Investigation** Web and Media Notification Form

Once completed please save as a PDF and email to your Branch Comms and CC: ATSB-Comms@atsb.gov.au

Start Date Level Investigation No. **Status Date Logged Expected completion date** 

22 Apr 2020 22 Apr 2020 AO-2020-023 Active 22 Oct 2020

IIC **Photos Available** Manager Type of Investigation

s. 47F(1) s. 47F(1) Nο Desktop

**Public Title** 

Collision with terrain involving a Bell 206L-1, VH-NBR, at Banks Peak, Moa Island, Queensland, 22 April 2020

Time **Occurrence Category Occurrence Type Occurrence Date Highest Injury** 

22 Apr 2020 8:13 EST Accident Collision with terrain Serious

Location State Country Latitude Longitude

Kubin (ALA), 37.96° T 12Km (Banks Peak, Moa QLD 10° 8.40'S 142° 17.40'E Australia

Island)

**VH-NBR** 

Rego **Manufacturer** Model **Serial Number** 

VH-NBR Bell Helicopter Co 206L-1 45232

Aircraft Type **Engine Type** Operator

s. 47F(1) Turboshaft Helicopter

**Departure Point** Intended Destination **Actual Landing Point** Operation

Unknown Banks Peak Moa Charter - Passenger

Island

Aircraft Damage **Country of Rego Altitude** 

Below 5000 ft Substantial Australia

AMSL

Persons on board: Injuries:

Fatal **Serious** Minor Nil Crew **Pax** 2

1

#### **Occurrence Summary**

During final approach, the tail rotor struck a tree and the helicopter collided with terrain resulting in substantial damage. Two passengers sustained serious injuries. The investigation is continuing.

**Ground Injuries** 

**Fatal Serious Minor** 

0 0

**Number of Investigators On-Site Investigator Specialities** 

LAME, Operations (helicopter), N/A

**Expected Days on Site ATSB Contributing Offices** 

Not Applicable Brisbane

Investigators expected onsite Witnesses requested

Yes

Investigation activities



# Request for Interview and/or Relevant Material

ATSE	Investigation No.	AO-2020-023			
The Australian Transport Safety Bureau is conducting an investigation into the following transport safety matter.					
	sion with terrain involv 2020	ing a Bell 206L-1, VH-NE	BR, at Banks Peak, Moa Island, Queensland, 22		
То	Name: s. 38(1)(b)(i) s		Organisation: s. 38(1)(b)(i)		
an inv	vestigation is to deterr	nine the circumstances of	pose of enhancing transport safety. The object of of the occurrence and to prevent similar event vestigation to determine blame or liability.		
sections sections	on 32 of the <i>Transport</i>	Safety Investigation Act	view and/or produce relevant material under the state of the serial that this request is made under erial that you provide is protected as restricted		
Desci s. 38(1)(		e required and any spec	ial instructions		
Evide	ence Required by: s. 38(1)	(b)(i)			
	•		nation is not an excuse for not complying with this tion 47 of the TSI Act is provided overleaf.		
Thanl	k you for your coopera	tion.			
Signa	ture of <del>Chief Commiss</del>	<del>ioner</del> /Delegate	Name of <del>Chief Commissioner</del> /Delegate :		
		•••••	Date Phone: s. 38(1)(b)(i)		
			5. 30(1)(D)(I)		

### Section 32—Require attendance to answer questions or produce evidence

For the purposes of an investigation, the ATSB can require a person to produce evidence or to attend and answer questions.

The ATSB must first give the person written notice, allowing a reasonable time to comply. Expenses may be paid for the cost of complying with a requirement to attend and answer questions (the amount is set by regulation).

Failure to comply is an offence. The penalty is a fine.

## Section 47-Self-incrimination no excuse

You cannot refuse to answer a question or produce evidence in accordance with a requirement under the Act on the ground that it might incriminate you.

# Request for Interview and/or Relevant Material

ATSE	3 Investigation No.	AO-2020-023		
	Australian Transport Sa y matter.	nfety Bureau is conductin	an investiga	ation into the following transport
	sion with terrain involv 2020	ing a Bell 206L-1, VH-NE	R, at Banks F	Peak, Moa Island, Queensland, 22
То	Name: s. 38(1)(b)(i)		Orgar s. 38(1)(b	nisation:
an in	vestigation is to deterr	nine the circumstances o	the occurrer	cing transport safety. The object of nce and to prevent similar event determine blame or liability.
sections sections	on 32 of the <i>Transport</i>	Safety Investigation Act	2003. The re	oduce relevant material under eason that this request is made under provide is protected as restricted
		e required and any speci	l instructions	3
s. 38(1)(				
Evide	ence Required by: s. 38(1)	(b)(i)		
reque		ng to section 32 and sect		n excuse for not complying with this TSI Act is provided overleaf.
Signa	ature of <del>Chief Commiss</del>	<del>ioner</del> /Delegate	Name of <del>Cl</del>	<del>nief Commissioner</del> /Delegate :
			s. 37	
			Date	Phone:
• • • • • •		•••••		s. 37

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ATSE	B Investigation No. AO-2020-023	
	Australian Transport Safety Bureau is cond y matter.	ducting an investigation into the following transport
	sion with terrain involving a Bell 206L-1, V I 2020	VH-NBR, at Banks Peak, Moa Island, Queensland, 22
То	Name: s. 38(1)(b)(i)	Organisation: s. 38(1)(b)(i)
an in	vestigation is to determine the circumstan	e purpose of enhancing transport safety. The object of nces of the occurrence and to prevent similar event an investigation to determine blame or liability.
sections	on 32 of the <i>Transport Safety Investigation</i>	interview and/or produce relevant material under in Act 2003. The reason that this request is made under material that you provide is protected as restricted
Loca s. 38(1)(	tion of interview (b)(i)	Interview Date Interview Time:  s. 38(1)(b)(i)  s. 38(1)(b)(i)
Desc s. 38(1)	cription of material, date required and any	special instructions
Evide	ence Required by: s. 38(1)(b)(i)	
	·	crimination is not an excuse for not complying with this d section 47 of the TSI Act is provided overleaf.
Than	k you for your cooperation.	
Signa	ature of <del>Chief Commissioner</del> /Delegate	Name of <del>Chief Commissioner</del> /Delegate:
•••••		Date Phone:    S. 38(1)(b)(i)

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	Australian Transport Sa y matter.	fety Bureau is conducting	g an investigation into the following transport
	sion with terrain involv 2020	ing a Bell 206L-1, VH-NB	R, at Banks Peak, Moa Island, Queensland, 22
То	Name: s. 38(1)(b)(i)		Organisation: s. 38(1)(b)(i)
an in occur In thi section	vestigation is to detern ring in the future. It is is context, you are requent on 32 of the <i>Transport</i>	nine the circumstances of not the object of an invuired to attend an intervi	ose of enhancing transport safety. The object of f the occurrence and to prevent similar event estigation to determine blame or liability.  ew and/or produce relevant material under 2003. The reason that this request is made under
inforr	mation under the Act	the information or mater e required and any speci	rial that you provide is protected as restricted
s. 38(1)(	•		
Evide	ence Required by: s. 38(1)	(b)(i)	
reque	est. Information relation	ng to section 32 and sect	ation is not an excuse for not complying with this ion 47 of the TSI Act is provided overleaf.
Than	k you for your coopera	tion.	
Signa	eture of <del>Chief Commiss</del> s. 38(1)(b)(i)	<del>ioner</del> /Delegate	Name of Chief Commissioner / Delegate :  s. 38(1)(b)(i)  Date Phone:
•••••		• • • • • • • • • • • • • • • • • • • •	32/04/2020 s. 38(1)(b)(i)

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ATSB	Investigation No.	AO-2020-023		
	Australian Transport Sa y matter.	afety Bureau is conducti	ng an investigation	nto the following transport
	sion with terrain involv 2020	ring a Bell 206L-1, VH-N	IBR, at Banks Peak,	Moa Island, Queensland, 22
Го	Name: s. 38(1)(b)(i)		Organisatio	on:
ın inv	vestigation is to deter		of the occurrence a	ransport safety. The object of nd to prevent similar event mine blame or liability.
ection ection	on 32 of the <i>Transport</i>	Safety Investigation Ac	t 2003. The reason	e relevant material under that this request is made under e is protected as restricted
Locat s. 38(1)(t	tion of interview		Interview D	s. 38(1)(b)(i)
Desci s. 38(1)(l	•	te required and any spec	cial instructions	
3. 30(T)(I	5)(1)			
Evide	ence Required by:	)(b)(i)		
eque	est. Information relati	ng to section 32 and sec		use for not complying with this act is provided overleaf.
hanl	k you for your coopera	ation.		
Signa	s. 38(1)(b)(i)	<del>sioner</del> /Delegate	s. 38(1)(b)(i)	ommissioner/Delegate :
••••			Date	Phone: s. 38(1)(b)(i)

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	sion with terrain invol 2020	ving a Bell 206L-1, VH-NE	3R, at Banks Peak, Moa Island, Queensland, 22			
Го	Name: s. 38(1)(b)(i)		Organisation:			
an invoccur In thisectic	vestigation is to deter ring in the future. It s context, you are re on 32 of the <i>Transpor</i>	mine the circumstances of is not the object of an inv quired to attend an interv t Safety Investigation Act	pose of enhancing transport safety. The object of of the occurrence and to prevent similar event vestigation to determine blame or liability. Fiew and/or produce relevant material under 2003. The reason that this request is made under trial that you provide is protected as restricted			
Desci	ription of material, da	te required and any spec	ial instructions			
s. 38(1)(						
Evide	ence Required by: s. 38(	1)(b)(i)				
Section reque	on 47 of the TSI Act p	ing to section 32 and sec	ation is not an excuse for not complying with this tion 47 of the TSI Act is provided overleaf.			
Sian-	ture of <del>Chief Commis</del>	sianan /Dologata	Name of Chief Commissioner /Delegate:			
signa	s. 38(1)(b)(i)	<del>sioner</del> / Delegate	Name of Chief Commissioner / Delegate :    S. 38(1)(b)(i)			
••••	• • • • • • • • • • • • • • • • • • • •	******	22/04/2020 s. 38(1)(b)(i)			

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	sion with terrain involv 2020	ing a Bell 206L-1, VH-NB	R, at Banks Peak, Moa Island, Queensland, 22		
То	Name: s. 38(1)(b)(i)		Organisation: s. 38(1)(b)(i)		
an in۱	estigation is to deterr	nine the circumstances of	ose of enhancing transport safety. The object of f the occurrence and to prevent similar event estigation to determine blame or liability.		
sectio sectio	on 32 of the <i>Transport</i>	Safety Investigation Act	ew and/or produce relevant material under 2003. The reason that this request is made under rial that you provide is protected as restricted		
Descr s. 38(1)(t	•	e required and any specia	al instructions		
3. 30(1)(1					
Evide	nce Required by: s. 38(1)	(b)(i)			
reque		ng to section 32 and sect	ation is not an excuse for not complying with this ion 47 of the TSI Act is provided overleaf.		
Signa	ture of <del>Chief Commiss</del> s. 38(1)(b)(i)	<del>ioner</del> /Delegate	Name of Chief Commissioner / Delegate:  s. 38(1)(b)(i)  Date Phone:  24/04/2020  s. 38(1)(b)(i)		

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	sion with terrain involv 2020	ving a Bell 206L-1, VH-NE	BR, at Banks Peak, Moa Island, Queensland, 22		
То	Name: s. 38(1)(b)(i)		Organisation:		
In thi section section	is context, you are recond 32 of the <i>Transport</i> on 32 is to ensure that mation under the Act	quired to attend an interv Safety Investigation Act	vestigation to determine blame or liability.  iew and/or produce relevant material under 2003. The reason that this request is made under rial that you provide is protected as restricted		
s. 38(1)(t	tion of interview		Interview Date Interview Time:  s. 38(1)(b)(i)  s. 38(1)(b)(i)		
			ation is not an excuse for not complying with this tion 47 of the TSI Act is provided overleaf.		
Thank	k you for your coopera	ation.			
Signa	s. 38(1)(b)(i)	<del>sioner</del> /Delegate	Name of <del>Chief Commissioner</del> /Delegate:		
			Date Phone:		
•••••		•••••	24/04/2020 s. 38(1)(b)(i)		

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Australian Government

Australian Transport Safety Bureau

## Transport Safety Investigation Act 2003- Section 32

# Request for Interview and/or Relevant Material

ATSE	3 Investigation No. AO-2020	0-023				
	The Australian Transport Safety Bureau is conducting an investigation into the following transport safety matter.					
	sion with terrain involving a Bell 2020	206L-1, VH-NBR, at	Banks Peak, Moa Isla	and, Queensland, 22		
То	Name: s. 38(1)(b)(i)		Organisation:			
an in occur In thi	ATSB conducts investigations solvestigation is to determine the cring in the future. It is not the is context, you are required to a on 32 of the Transport Safety In	circumstances of the control object of an investigation an interview an	occurrence and to pro tion to determine bla d/or produce relevan	event similar event ame or liability. nt material under		
sectio	on 32 is to ensure that the information under the Act					
Loca s. 38(1)(	tion of interview		Interview Date s. 38(1)(b)(i)	Interview Time: s. 38(1)(b)(i)		
reque	on 47 of the TSI Act provides thest. Information relating to sect					
	k you for your cooperation.			-		
Signa	s. 38(1)(b)(i)	legate Nam s. 38(1		oner/Delegate : Phone:		
••••			04/2020	s. 38(1)(b)(i)		

### Section 32—Require attendance to answer questions or produce evidence

For the purposes of an investigation, the ATSB can require a person to produce evidence or to attend and answer questions.

The ATSB must first give the person written notice, allowing a reasonable time to comply. Expenses may be paid for the cost of complying with a requirement to attend and answer questions (the amount is set by regulation).

Failure to comply is an offence. The penalty is a fine.

## Section 47-Self-incrimination no excuse

You cannot refuse to answer a question or produce evidence in accordance with a requirement under the Act on the ground that it might incriminate you.



# Request for Interview and/or Relevant Material

ATSI	B Investigation No.	AO-2020-023	
	Australian Transport Sa y matter.	afety Bureau is conduction	ng an investigation into the following transport
	sion with terrain involv 2020	ing a Bell 206L-1, VH-N	BR, at Banks Peak, Moa Island, Queensland, 22
То	Name: s. 38(1)(b)(i)		Organisation: s. 38(1)(b)(i)
an in occur In th sections	vestigation is to deter rring in the future. It i is context, you are req on 32 of the <i>Transport</i>	mine the circumstances is not the object of an in juired to attend an interv Safety Investigation Act	rpose of enhancing transport safety. The object of of the occurrence and to prevent similar event vestigation to determine blame or liability.  view and/or produce relevant material under t 2003. The reason that this request is made under erial that you provide is protected as restricted
		te required and any spec	cial instructions
Evide	ence Required by: 29/	04/2020	
reque	est. Information relati	ng to section 32 and sec	nation is not an excuse for not complying with this ction 47 of the TSI Act is provided overleaf.
Than	k you for your coopera	ition.	
Signa	s. 38(1)(b)(i)	<del>sioner</del> /Delegate	Name of <del>Chief Commissioner</del> /Delegate :  s. 38(1)(b)(i)  Date Phone:

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ATSE	3 Investigation No.	AO-2020-023				
	he Australian Transport Safety Bureau is conducting an investigation into the following transport afety matter.					
	sion with terrain involv 2020	ving a Bell 206L-1, VH-NE	3R, at Banks Pe	eak, Moa Isla	and, Queensland, 2	22
То	Name: s. 38(1)(b)(i)		Organi s. 38(1)(b)(i)			
an in occur In thi section section	vestigation is to deter ring in the future. It is context, you are rec on 32 of the <i>Transport</i>	gations solely for the purpositions the circumstances of is not the object of an invaluate to attend an intervection of the information or mate the information or mate	of the occurrence of the occur	ce and to pro etermine bla duce relevant ason that thi	event similar even ame or liability. nt material under s request is made	t under
Locat	tion of interview		Intervie	w Date	Interview Time	<b>:</b> :
s. 38(1)(l	b)(i)		s. 38(1)(b)(i)		s. 38(1)(b)(i)	
		rovides that self-incrimining to section 32 and sect				this
Thanl	k you for your coopera	ation.				
Signa	ature of <del>Chief Commis</del>	<del>sioner</del> /Delegate	Name of <del>Chi</del>	<del>ef Commissi</del>	<del>ioner</del> /Delegate :	
			s. 38(1)(b)(i)		_	
			Date		Phone:	

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ATSE	3 Investigation No.	AO-2020-023				
	The Australian Transport Safety Bureau is conducting an investigation into the following transport safety matter.					
	sion with terrain involv 2020	ring a Bell 206L-1, VH-NE	R, at Ban	ks Peak, Moa I	Ísland, Queensla	ind, 22
То	Name:			rganisation:		
	s. 38(1)(b)(i)		S.	38(1)(b)(i)		
occur In thi sectic sectic inforr	ring in the future. It it is context, you are requested in 32 of the <i>Transport</i> on 32 is to ensure that mation under the Act	mine the circumstances of some the object of an invaluired to attend an intervection of the information or mate	estigatior ew and/o <i>2003.</i> Th ial that y	to determine r produce releve re reason that to ou provide is p	blame or liability  Vant material un  this request is merotected as rest	y. der nade under ricted
s. 38(1)(l	tion of interview			erview Date	Interview s. 38(1)(b)(i)	Time:
Section	on 47 of the TSI Act p	rovides that self-incrimin	ation is no	ot an excuse fo	r not complying	with this
reque	est. Information relati	ng to section 32 and sect	ion 47 of	the TSI Act is	provided overlea	af.
Thanl	k you for your coopera	ation.				
Signa	ature of Chief Commiss	<del>sioner</del> /Delegate		f <del>Chief Commi</del>	<del>ssioner</del> /Delegat	e:
	s. 38(1)(b)(i)		s. 38(1)(b)(i)			
			Date		Phone:	
•••••			24/04/	2020	s. 38(1)(b)(i)	

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	he Australian Transport Safety Bureau is conducting an investigation into the following transport afety matter.					
	sion with terrain involv 2020	ing a Bell 206L-1, VH-NB	R, at Banks Peak,	Moa Island, Queensland, 22		
То	Name: s. 38(1)(b)(i)	-	Organisati s. 38(1)(b)(i)	on:		
an in occur In thi section section inforr	vestigation is to deterring in the future. It is is context, you are requently on 32 of the <i>Transport</i> on 32 is to ensure that mation under the Act ription of material, dat	nine the circumstances of s not the object of an inv uired to attend an intervi Safety Investigation Act	f the occurrence a estigation to dete ew and/or produc 2003. The reasor ial that you provi	transport safety. The object of and to prevent similar event rmine blame or liability.  e relevant material under a that this request is made under de is protected as restricted		
Evide	ence Required by: s. 38(1)	(b)(i)				
		rovides that self-incrimina ng to section 32 and sect		cuse for not complying with this Act is provided overleaf.		
Than	k you for your coopera	tion.				
Signa	s. 38(1)(b)(i)	<del>ioner</del> /Delegate	Name of Chief Cos. 38(1)(b)(i)  Date	Commissioner / Delegate : Phone:		
••••	• • • • • • • • • • • • • • • • • • • •	•••••	12/05/2020	s. 38(1)(b)(i)		

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	Australian Transport Sa y matter.	afety Bureau is conductin	ng an investigation into the following transport
	sion with terrain involv 2020	ing a Bell 206L-1, VH-Ni	BR, at Banks Peak, Moa Island, Queensland, 22
То	Name: s. 38(1)(b)(i)		Organisation: s. 38(1)(b)(i)
an invoccur In thisectic	vestigation is to determing in the future. It is context, you are required on 32 of the <i>Transport</i> on 32 is to ensure that	mine the circumstances of an information of an information of an information of an interval of a	rpose of enhancing transport safety. The object of of the occurrence and to prevent similar event vestigation to determine blame or liability.  View and/or produce relevant material under transport 2003. The reason that this request is made under transport transport to provide is protected as restricted
	mation under the Act	e required and any spec	
Section reque		rovides that self-incrimir ng to section 32 and sec	nation is not an excuse for not complying with this ction 47 of the TSI Act is provided overleaf.
Signa	s. 38(1)(b)(i)	<del>ioner</del> /Delegate	Name of Chief Commissioner/Delegate:  s. 38(1)(b)(i)  Date Phone:  12/05/2020  s. 38(1)(b)(i)
			12/05/2020 s. 38(1)(b)(i)

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