

**Aviation Safety Investigation Report
199700376**

**Cessna Aircraft Company
Cutlass**

11 February 1997

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:	199700376	Occurrence Type:	Incident
Location:	Cairns, Aerodrome		
State:	QLD	Inv Category:	4
Date:	Tuesday 11 February 1997		
Time:	1633 hours	Time Zone	EST
Highest Injury Level:	None		

Aircraft Manufacturer:	Cessna Aircraft Company		
Aircraft Model:	172RG		
Aircraft Registration:	VH-KPL	Serial Number:	172RG0099
Type of Operation:	Non-commercial Pleasure/Travel		
Damage to Aircraft:	Nil		
Departure Point:	Cairns QLD		
Departure Time:			
Destination:	Cairns QLD		

Approved for Release: Tuesday, July 15, 1997

The aircraft was forced to go around from short final after three fire tenders were unable to vacate the runway as instructed. Four fire tenders were previously cleared to enter the movement area in order to conduct a response time test to the threshold of runway 33. The controller permitted the exercise after considering the aircraft traffic in the area. His expectation was that the tenders would be able to clear the runway (to grassed areas outside the flight strip) immediately when requested. When the controller instructed the tenders to vacate the runway he was advised that they were restricted to operations on the sealed areas only. The surrounding ground was too soft.

The aircraft landed safely a short time later, after the fire vehicles had moved to the taxiways.

Notification procedures were then put in place at Cairns, so that air traffic control staff would be made aware of any restrictions to the movement of fire vehicles due to surface conditions.