

**Aviation Safety Investigation Report
199702786**

**Boeing Co
B737-400**

30 August 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.

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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.

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: 199702786 **Occurrence Type:** Incident
Location: Brisbane, Aerodrome
State: QLD **Inv Category:** 4
Date: Saturday 30 August 1997
Time: 1000 hours **Time Zone** EST
Highest Injury Level: None

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|-------------------------------|---|-----------------------------|
| Aircraft | Boeing Co | |
| Manufacturer: | | |
| Aircraft Model: | 737-476 | |
| Aircraft Registration: | VH-TJN | Serial Number: 24439 |
| Type of Operation: | Air Transport Domestic High Capacity Passenger Scheduled | |
| Damage to Aircraft: | Nil | |
| Departure Point: | Melbourne VIC | |
| Departure Time: | | |
| Destination: | Brisbane QLD | |

Approved for Release: Tuesday, September 2, 1997

Circumstances

The aircraft was being radar vectored to short final approach runway 01. ATC had advised that a Cessna 210 aircraft was conducting aerial work near the runway. The B737 crew could clearly see the Cessna, and it did not threaten safety. Just before turning on to final approach, a TCAS resolution advisory was triggered by the Cessna. The approach and landing continued uneventfully.