

**Aviation Safety Investigation Report
199703636**

**Cessna Aircraft Company
402C
Cessna Aircraft Company
310K**

30 October 1997

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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.

Occurrence Number: 199703636 **Occurrence Type:** Incident
Location: 259km E Kalgoorlie/Boulder, Aerodrome
State: WA **Inv Category:** 4
Date: Thursday 30 October 1997
Time: 1240 hours **Time Zone** WST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 402C
Aircraft Registration: VH-LAE **Serial Number:** 402C0097
Type of Operation: Charter Passenger
Damage to Aircraft: Nil
Departure Point: Forrest WA
Departure Time:
Destination: Kalgoorlie WA

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	130.0	1500

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 310K
Aircraft Registration: VH-DWS **Serial Number:** 310K0057
Type of Operation: Charter Passenger
Damage to Aircraft: Nil
Departure Point: Kalgoorlie WA
Departure Time: 1200 WST
Destination: Forrest WA

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	ATPL	600.0	2500

Approved for Release: Tuesday, June 9, 1998

A Cessna 310, VH-DWS, was maintaining 7,000 ft outbound from Kalgoorlie to Forrest via the standard instrument flight rules (IFR) route. VH-LAE, a Cessna 402, was maintaining 10,000 ft from Forrest to Kalgoorlie, also on the standard IFR route. Both aircraft were between reporting points Sevsu and Seemo, in cloud, and were using high frequency (HF) radio to communicate with Perth Flight Service (FS). At approximately 1236 WST, the pilot of LAE requested traffic for descent to 6,000 ft because the aircraft had encountered icing conditions, but the HF communication conditions were poor and FS did not understand the request. The next 6 minutes were spent by FS trying to establish communications with LAE. In the meantime, LAE had commenced descent to clear the conditions, unaware of the existence of DWS. The pilot of LAE reported that he had made a general broadcast on HF and very high frequency (VHF) radios before commencing descent, although the broadcasts were not recorded by FS or heard by the pilot of DWS. At approximately 1243, DWS was given traffic information on LAE. The pilots of the two aircraft then contacted each other on the area VHF frequency and established that LAE and DWS had crossed and were now 11 NM apart at 6,000 ft. LAE had passed through DWS's level on a reciprocal track. The separation between the aircraft as they crossed could not be established.

In reviewing the Aeronautical Information Publication (AIP) communication procedures, it was noted that although dual (HF and VHF) area broadcast requirements are specified in the AIP Air Traffic Rules and Services (RAC) section, the Operations (OPS) section does not detail the same requirement. OPS 58 specifies the radio telephony requirements outside controlled airspace without including the dual broadcast procedures.

SAFETY ACTION

As a result of this investigation, the Bureau issued Safety Advisory Notice SAN980018 to the Civil Aviation Safety Authority (CASA) on 26 February 1998. This Safety Advisory Notice alerted CASA to the inconsistencies in the AIP regarding the requirements for radiotelephony reports on both HF and VHF radios in non-controlled airspace.

A response was received from the Civil Aviation Safety Authority on 12 May 1998, which stated:

"CASA has reviewed the information provided in the Safety Advisory Notice and will amend the AIP as BASI has proposed".

BASI response status: Closed - Accepted

