

**Aviation Safety Investigation Report
199500109**

**Cessna Aircraft Company
Skyhawk
Saab Aircraft AB
SF-340A**

05 January 1995

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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: 199500109 **Occurrence Type:** Incident
Location: Devonport
State: TAS **Inv Category:** 4
Date: Thursday 05 January 1995
Time: 1335 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Saab Aircraft AB
Aircraft Model: SF-340A
Aircraft Registration: VH-EKD **Serial Number:** 155
Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled
Damage to Aircraft: Nil
Departure Point: Melbourne VIC
Departure Time: 1215 ESuT
Destination: Devonport TAS

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 172N
Aircraft Registration: VH-NIT **Serial Number:** 17271823
Type of Operation: Instructional Solo
Damage to Aircraft: Nil
Departure Point: Devonport TAS
Departure Time:
Destination: Devonport TAS

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Student	23.3	23

Approved for Release: Tuesday, January 31, 1995

On arrival at Devonport the crew of VH-EKD decided to make an NDB approach. Cloud was present, at or close to the minimum NDB descent altitude. Radio contact was made with two other aircraft, VH-WZJ and VH-MKQ, both of which were departing the MTAF. Separation was established VH-WZJ but no further contact could be made with VH-MKQ, after the initial contact, when the pilot advised he was climbing to 5500 feet. After turning inbound in the approach, separation with VH-WZJ was reaffirmed.

A call was then received from VH-NIT advising this aircraft was rolling on runway 32. In response the crew of VH-EKD advised they were established inbound. VH-EKD continued descent to the minima of 830 feet which was maintained until the aircraft was over the NDB. As the crew of VH-EKD was about to commence a missed approach, visual reference was established and VH-NIT was observed approximately 200 feet away to the right and slightly low. A roll to the left was made to increase the separation. VH-EKD continued in visual flight and landed on runway 24.

VH-NIT, which was flown by a student pilot, landed on runway 32. The operator of VH-NIT reported that their estimate of the cloud base was 1200 feet.

Significant Factors

The following factors were considered relevant to the development of the incident:

1. Ineffective communication between the crew of VH-EKD and the pilot of VH-NIT.
2. Inexperienced pilot in VH-NIT who did not comprehend the potential conflict when VH-EKD responded to his "rolling runway 32" call.
3. The NDB approach track at the minima took the aircraft through the circuit pattern.
4. Low cloud/cloud cover resulting in the crew of VH-EKD not having the opportunity to sight the other aircraft until they were in very close proximity to it.

