

**Aviation Safety Investigation Report
199501471**

**Cessna Aircraft Company
C-152
Boeing Co
B727**

18 May 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.

Occurrence Number: 199501471 **Occurrence Type:** Incident
Location: Canberra
State: ACT **Inv Category:** 4
Date: Thursday 18 May 1995
Time: 0950 hours **Time Zone:** EST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 152
Aircraft Registration: VH-CSZ **Serial Number:** 15283081
Type of Operation: Instructional Dual
Damage to Aircraft:
Departure Point: Canberra ACT
Departure Time:
Destination: Canberra ACT

Aircraft Manufacturer: Boeing Co
Aircraft Model: 727-277
Aircraft Registration: VH-ANA **Serial Number:** 22641
Type of Operation: Air Transport Domestic High Capacity Passenger
Scheduled
Damage to Aircraft:
Departure Point: Canberra ACT
Departure Time:
Destination: Sydney NSW

Approved for Release: Friday, January 5, 1996

FACTUAL INFORMATION

When the pilot of the Boeing 727 requested a taxi clearance from bay two for runway 17, the Aerodrome Controller (ADC) issued a clearance to the Surface Movement Controller (SMC) for the Boeing to cross runway 12. The SMC cleared the Boeing to taxi and issued the clearance to cross runway 12.

Other traffic requirements then became the priority for both the SMC and Co-ordinator.

While the SMC was issuing the Boeing 727 pilot with the clearance, the Cessna 152 pilot reported ready for takeoff to the ADC. As both aircraft were on different frequencies, neither pilots heard the other. After a short delay, the Cessna was cleared for takeoff.



Over the 30 seconds following the issuing of the take-off clearance, the ADC became involved in the co-ordination of three other aircraft. He then noticed that the Cessna had not taken off and reissued the take-off clearance. The Cessna pilot replied 'We've got the 727 crossing'. At this point the ADC saw the Boeing crossing the runway and instructed the Cessna to hold position.

The second ADC was involved in discussions with surveyors during the entire sequence.

Due to the weather conditions, runway 17 was designated for arrivals and departures, while runway 12 was used for circuit traffic. This runway configuration is not often used in Canberra.

ANALYSIS

The ADC forgot that he had issued the Boeing with the clearance to cross. He was distracted by the presence of visitors in the tower and the busy workload.

The non-standard runway configuration may have had some influence on the ADCs procedures, resulting in a runway scan different to that which he normally would use.

FINDINGS

1. The ADC issued the SMC with a clearance for the Boeing 727 to cross runway 12.
2. The SMC issued that clearance to the Boeing 727 pilot.
3. The ADC issued the Cessna 152 pilot with a take-off clearance from runway 12.
4. The Cessna 152 pilot reported holding while the Boeing 727 crossed the runway.

SIGNIFICANT FACTORS

1. The runway configuration was not standard for Canberra.
2. The ADC was distracted due to a busy workload and the presence of visitors.

