

**Aviation Safety Investigation Report  
199402748**

**Robinson Helicopter Co  
R22  
Boeing Co  
B767**

**27 September 1994**

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](http://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:** 199402748                      **Occurrence Type:** Incident  
**Location:** 5km S Cairns  
**State:** QLD                      **Inv Category:** 4  
**Date:** Tuesday 27 September 1994  
**Time:** 0858 hours                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft** Boeing Co  
**Manufacturer:**  
**Aircraft Model:** 767-338ER  
**Aircraft Registration:** VH-OGO

**Serial  
Number:**

**Type of Operation:** Air Transport High Capacity International Passenger  
Scheduled  
**Damage to Aircraft:** Nil  
**Departure Point:** Sydney NSW  
**Departure Time:** 0620 EST  
**Destination:** Cairns QLD

**Aircraft Manufacturer:** Robinson Helicopter Co  
**Aircraft Model:** R22 BETA  
**Aircraft Registration:** VH-HSC                      **Serial Number:** 841  
**Type of Operation:** Instructional Dual  
**Damage to Aircraft:** Nil  
**Departure Point:** Cairns QLD  
**Departure Time:** 0854 EST  
**Destination:** Cairns QLD

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Commercial	1200.0	1500

**Approved for Release:** Wednesday, February 15, 1995

Sequence of Events

The crew of VH-OGO, when established on final approach to runway 33, reported a TCAS RA (Resolution Advisory) against an unknown aircraft indicating half a nautical mile west at the same level, 1,000 ft AMSL. The other aircraft, VH-HSC, a helicopter, was tracking west of the Cook Highway to the south-eastern training area. A breakdown in separation had occurred.

The pilot of the helicopter had been given a clearance by SMC (Surface Movement Control) to track to the western training area via Green Hill. The ADC (Aerodrome Controller) later amended this clearance for the aircraft to remain west of the Cook and Bruce Highways. The departure of the helicopter was not monitored by the ADC due to distractions in the Control Tower. The ADC expected the helicopter pilot to track directly to the south-western section of the Bruce Highway which is due south of the aerodrome. The pilot instead tracked west of the Cook Highway which closely parallels the final approach path to runway 33.

### Analysis

When the two aircraft passed each other, the helicopter which had not reached the junction of the two highways was still being operated within its clearance restriction of "west of the Cook Highway", although this was not what the ADC intended. The ADC failed to monitor the helicopter's departure thus did not ensure adequate separation of the outbound helicopter and the inbound passenger jet.

### Safety Action

As a result of this incident, a caution has been inserted in the Air Traffic Services Local Instructions stating that at a departure clearance west of the Cook Highway does not provide separation with final runway 33.

