

**Aviation Safety Investigation Report
199203060**

**Boeing Co
B737
Short Bros Pty Ltd
SD330**

11 December 1992

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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: 199203060 **Occurrence Type:** Incident
Location: 6km NW Brisbane
State: QLD **Inv Category:** 3
Date: Friday 11 December 1992
Time: 1430 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Boeing Co
Aircraft Model: 737-377
Aircraft Registration: VH-CZF **Serial Number:** 23658

Type of Operation: Air Transport Domestic High Capacity Passenger
Scheduled

Damage to Aircraft: Nil
Departure Point: Cairns QLD
Departure Time:
Destination: Brisbane QLD

Aircraft Manufacturer: Short Bros Pty Ltd
Aircraft Model: SD330
Aircraft Registration: VH-KNQ **Serial Number:**
Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled
Damage to Aircraft: Nil
Departure Point: Maroochydore QLD
Departure Time:
Destination: Brisbane QLD

Approved for Release: Monday, September 27, 1993

Due to smoke haze conditions, the senior tower controller had advised other controlling agencies some hours previously that the tower could not exercise visual separation in the circuit area. Aircraft were being provided with radar separation for landing.

When the two subject aircraft were approaching for a landing on runway 14, the slower aircraft was in front. That aircraft was asked to maintain its best possible speed and the following aircraft was slowed as much as possible. Separation reduced to below the radar limit when the aircraft were on final approach, with the second aircraft still unable to see the aircraft in front, about three miles ahead. Both aircraft landed safely.

The approach controller had not taken sufficient action to ensure that the aircraft were adequately separated during the approach to land.

FACTORS

1. Smoke haze reduced visibility.
2. The approach controller did not provide adequate separation to the landing aircraft.