

## ***SUBMISSION***

### ***TO Senate Committee: Aviation Accident Investigation***

*As just one example where the ATSB investigation did not mention that non compliance by BOM (Bureau of Met) would have avoided the Pel-Air ditching at Norfolk Island I submit the following.*

*The WX station at Norfolk was not set up right. The station should have triggered a speci when the WX got below the alternate minimum OR 1500 feet agl which ever happened first. As the alternate minimum at Norfolk is 1289 feet it took until then for the speci to be triggered this was about 40 min later/after the cloud dropped below the 1500 feet point and the speci should have been issued. You can see this in the accident report but they seem to miss that the BOM did not issue a speci just a metar when the cloud dropped below 1500 feet. If a speci had been issued when is should have and was required then ATC would have past on the speci to the pilot and this would have happened up to 40 mins earlier.*

*Thus I would like to think the Senate Committee will pick this up,as it is all in the report and if you cross ref the met rules you can see the BOM did not follow the rules.*

*Thus the pilot seems to have to ware blame where BOM did not do their job correctly (following the rules) and thus Air Services did not inform the pilot.*

*I could mention other issues but it is all too involved. I do wish the committee every success in their inquiry.*

*Regards*

*Ian McPhee*

*PS I think [www.bom.gov.au](http://www.bom.gov.au) are a wonderful government division.*