

**Rural & Regional Affairs and Transport Legislation Committee**

**ANSWERS TO QUESTIONS ON NOTICE**

Additional Estimates February 2012

**Infrastructure and Transport**

**Question no.:** 110

**Program:** 1.1

**Division/Agency:** (ATSB) Australian Transport Safety Bureau

**Topic:** Accidents in the past 24 Months at Regional or Local Airports

**Proof Hansard Page/s:** 77 (14/02/2012)

**Senator Fawcett asked:**

**Senator FAWCETT:** How many accidents have there been in the last 24 months, say, of GA aircraft, or experimental category aircraft or home-builts, at regional or local airports? Has that information been fed into a risk analysis as part of this planning process for local government authorities or even people at places like Archerfield or Bankstown, where there are training facilities that may be wanting to bring more and more commercial development closer to the operating areas?

**Mr Dolan:** I would have to take the first part of your question on notice. I do not have available to me those figures, particularly when you throw in the recreational, experimental and home-built categories—

**Senator FAWCETT:** They tend to operate at the smaller airports, yes.

**Mr Dolan:** We can get those figures to you on notice, if you will allow that. As to the broader question, I am not aware—unless my colleagues are—of there being an explicit request to us for that information. We could certainly make the information we have available. We have got a database of all occurrences notified to us that is very reliable over the last 5 years and adequately reliable over the last 10.

**Answer:**

Based on clarification obtained from Senator Fawcett's office that regional or local airports are those owned by local government, there are 21 accidents recorded in the ATSB's database between 1 January 2010 and 28 February 2012 involving GA aircraft (including experimental and home-built) at regional or local airports.

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**Infrastructure and Transport**

**Question no.:** 111

**Program:** 1.1

**Division/Agency:** (ATSB) Australian Transport Safety Bureau

**Topic:** ATSB Investigation AO-2011-089: Incorrect aircraft configuration, Airbus A320, VH-VQA, 28 July 2011, Melbourne Airport, Victoria.

**Proof Hansard Page/s:** 79 (14/02/2012)

**Senator Heffernan asked:**

**Senator HEFFERNAN:** On the issue of the two Jetstar pilots where one thought the other was in charge and they were 51 metres well short of the runway, has there been an investigation into that? That was in Melbourne.

**Mr Dolan:** An A320 flight from Newcastle to Melbourne?

**Senator HEFFERNAN:** Yes. I just know that it is Jetstar.

**Mr Dolan:** We did an investigation and we have published a report, if it is the one that I am thinking of. I can get you details of the investigation.

**Answer:**

As indicated by Mr Dolan on 14 February, the ATSB did conduct an investigation into the occurrence involving a Jetstar Airways Airbus A320-232 aircraft, registered VH-VQA, that occurred at Melbourne Airport, Victoria on 28 July 2011. That investigation report is available at page 23 of the *Aviation Short Investigation Bulletin: Third Quarter 2011 (Issue 7)* that was published in December 2011 (attached). The investigation bulletin is also available on the ATSB website at <http://www.atsb.gov.au/media/3529338/ab2011128.pdf#page=30>.

**111 - Attachment A**

**Rural & Regional Affairs and Transport Legislation Committee**

**ANSWERS TO QUESTIONS ON NOTICE**

Additional Estimates February 2012

**Infrastructure and Transport**

**Question no.:** 112

**Program:** 1.1

**Division/Agency:** (ATSB) Australian Transport Safety Bureau

**Topic:** Independent investigation into the foundering of the Panama registered general cargo ship Tycoon at Christmas Island on 8 January 2012

**Proof Hansard Page/s:** Written

**Senator Edwards asked:**

1. When does ATSB anticipate the draft investigation report into the Tycoon will be finished?
2. When does the ATSB anticipate their final report into the Tycoon will be tabled?

**Answer:**

1. We anticipate the draft report into this investigation will be sent to Interested Parties around about the beginning of November 2012.
2. We anticipate that the final report would be released in January 2013.

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**Infrastructure and Transport**

**Question no.:** 113

**Program:** 1.1

**Division/Agency:** (ATSB) Australian Transport Safety Bureau

**Topic:** ATSB Investigation AO-2011-089: Incorrect aircraft configuration, Airbus A320, VH-VQA, 28 July 2011, Melbourne Airport, Victoria

**Proof Hansard Page/s:** Written

**Senator Heffernan asked:**

1. On 28 July 2011 two Jetstar pilots were directed to undertake remedial training after descending to 51m well short of Melbourne Airport.
2. Provide the findings of the investigation into this incident. If it has not been completed provide all available information about how this event occurred, and the response by the agencies.
3. Please describe the warning system which is used in situations such as this.
4. Why did it take two warning signals to be sent before the pilots realised that they had miscalculated their approach? Has the investigation answered this question? If so provide the answer.
5. It is thought that both pilots believed the other was monitoring altitude. Do you recognise this as a major concern for CASA and for Jetstar? If so what contingencies have been put in place to ensure that such an elementary mistake is not made by other pilots in the future?
6. Has there been any further reprimands for the pilots other than the remedial training which was ordered?

**Answer:**

1. As indicated by Mr Dolan on 14 February, the ATSB did conduct an investigation into the occurrence involving a Jetstar Airways Airbus A320-232 aircraft, registered VH-VQA, that occurred at Melbourne Airport, Victoria on 28 July 2011.
- 2 & 3. That investigation report is available at page 23 of the *Aviation Short Investigation Bulletin: Third Quarter 2011 (Issue 7)* that was published in December 2011 (attached). The investigation bulletin is also available on the ATSB website at <http://www.atsb.gov.au/media/3529338/ab2011128.pdf#page=30>.
4. As detailed in the report, the crew reacted to the first configuration warning and commenced a go-around immediately – the second warning sounded during the go-around procedure before the aircraft had transitioned to a positive rate of climb.
5. The final investigation report indicated that both pilots were aware of their own and one another's aircraft's altitude throughout the approach. CASA is satisfied there was no lack of altitude monitoring by the pilots in this event.
6. CASA has been advised that following the investigation, in addition to the remedial training, (which CASA would not regard as a 'reprimand'), both pilots underwent a formal debriefing by Jetstar Manager Flying Operations. CASA is unaware if the debriefing by the Jetstar Manager Flying Operations involved a 'reprimand.'