

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Supplementary Budget Estimates October/November 2005

Transport and Regional Services

Question no: ATSB 01

Division/Agency: Australian Transport Safety Bureau

Topic: Balurga Station incident

Hansard page: written question

Senator McLucas asked:

Was the Balurga station incident reportable to the ATSB and was it reported? If so, who reported it?

Answer:

The ATSB is unable to ascertain if the alleged Balurga Station incident on 21 July 2005 was reportable or not as the Bureau did not receive a report on this incident. A search of the ATSB database has not revealed evidence of any reported incidents at Balurga Station in Far North Queensland on 21 July 2005.

Revised answer (23/01/06):

At the time of the Senate question, the Australian Transport Safety Bureau (ATSB) was unable to ascertain if the alleged Balurga Station incident on 21 July 2005 was a reportable matter, as the Bureau had not received a report or any information about an incident at Balurga Station in Far North Queensland on that date. A search of the ATSB database did not reveal evidence of any reported incidents at Balurga Station on 21 July 2005. The ATSB subsequently contacted the property owner who advised that the mail plane had become bogged during taxiing. An engineer was flown to the Station to move and inspect the aircraft. As there was no damage, it was flown back to Cairns.

As the aircraft became bogged during taxiing and was not damaged, it does not meet the *Transport Safety Investigation Act 2003* requirements of a reportable matter.

Question no: ATSB 02

Division/Agency: Australian Transport Safety Bureau

Topic: Kowanyama incident

Hansard page: written question

Senator McLucas asked:

Was the incident reportable to ATSB, and was it reported? If so, who reported it?

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Answer:

Yes. The incident at Kowanyama, Queensland on 20 October 2005 involving a hydraulics failure was a routine reportable matter under Transport Safety Investigation Regulation 2.4.G (ii) which applies to Air Transport Operations occurrences that compromise or has the potential to compromise the safety of the flight due to a non-serious malfunction of an aircraft system.

The incident was reported to the Australian Transport Safety Bureau (ATSB) by the Civil Aviation Safety Authority (CASA) on 22 November 2005. The ATSB then contacted the pilot of the subject aircraft and the operator's chief pilot on 23 November 2005 and obtained further details of the incident.

The pilot did submit a written report of the incident to the operator's chief pilot in a timely manner and in accordance with the compliance requirements of the operator. The chief pilot informed the ATSB that the operator had not notified the ATSB of the incident as he did not believe the incident to be of a kind reportable to the ATSB. His belief was based on a conversation he had with officers of CASA regarding the incident. The relevant officers of CASA have advised that they did not advise the operator's chief pilot that the incident was not reportable to the ATSB.

The ATSB has reinforced the proper procedures for reporting incidents of this kind with both the operator and CASA.

Question no: ATSB 03

Division/Agency: Australian Transport Safety Bureau

Topic: Kowanyama incident

Hansard page: written question

Senator McLucas asked:

Was the incident reported immediately and was a written report received within the required 72 hours?

Answer:

No. The incident was a routine reportable matter and was reportable within 72 hours. It was not reported to the ATSB within 72 hours.