

## ATSB CORRECTION

'The ATSB has highlighted comments on "serious and imminent risk" and "reporting to ATSB and AMSA" made in last month's *Flight Safety* (page 60).

The relevant paragraph stated that "ATSB reports events and incidents which pose a 'serious and imminent risk' to maritime safety, to the Australian Maritime Safety Authority (AMSA), CASA's maritime equivalent". This is clearly an error. The reporting is the other way around. AMSA reports serious incidents to the ATSB. In most of these cases the incident has already occurred and there is no continuing risk.

In the aviation context, the ATSB routinely provides reports to CASA of most 'immediately reportable matters' as soon as practicable after the event and in accordance with the ATSB/CASA memorandum of understanding. The ATSB is normally notified of an accident or serious incident within one hour of the event

and, in turn, notifies CASA within 15-30 minutes after receiving the notification, allowing both the investigation and regulatory authority to take any necessary immediate action.

The intent of the passage by CASA was to compare arrangements in place for AMSA and those for CASA, arguably two similar regulators. In AMSA's case, incident alerts (collisions, groundings, fires, injuries, deaths et cetera) are required to be passed directly by the master of the vessel to AMSA within four hours of the event. This allows AMSA to take immediate safety action if and where necessary, rather than relying on the receipt of the report from another authority.

The point of the passage was that CASA would prefer to see the reporting obligation to the organisation able to take immediate safety action, the regulator, rather than the accident investigator, or to both. Such a direct reporting arrangement is not dissimilar to those in place in numerous other

nations; CAA NZ comes immediately to mind.

CASA apologises for any confusion this may have caused.'

## STEPHEN THOMPSON WRITES ABOUT THE CLOSE CALL - JUMBO JUMP, IN THE MAY-JUNE ISSUE.

I read with interest your article on page 43, particularly as we had just been discussing a similar occurrence in the early 1970s. TAA, the government-owned domestic airline, operated Boeing 727s, and as a departure was being made from Sydney for Perth, an aircraft (which from memory was a Canadian Pacific DC8) taxied across the runway in front of the accelerating Boeing. As with the UAL B737 captain, the TAA captain also elected to continue the take-off and attempt to clear the conflicting traffic. Unfortunately

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he didn't have the space available to avoid collision altogether, but struck the tail-fin of the DC8 with the under-belly of his aircraft. Thankfully the Boeing remained airborne and the crew were able to land safely after dumping fuel and dealing with loss of hydraulic fluid.

The captain was congratulated by the travelling public on the quick and sound decision that he made to avoid a dangerous attempt to stop off the runway, and I don't think that there would have been many (if any) pilots in the company willing to challenge his decision. However, it was pointed out by engineering staff at the time that the captain could have advanced the power levers and obtained extra thrust for the short emergency. This action would not have caused engine failure, but simply required a maintenance check with a possible reduction in engine times to run before overhaul. It was thought (with the benefit of hindsight) that such action might have enabled the Boeing to completely clear the other aircraft.

Pilots develop a natural resistance to 'over-boosting' of engines, but as most high performance aircraft use less than maximum power for take-off, the incidents serve as a timely reminder. After all, even if an engine does suffer damage through over-boosting at such a time it is surely preferable to being just a foot too low at the point of conflict!

### BODIE HEYWARD – QANTASLINK, EMAILED

As an avid reader of your magazine, I thought you might like this photo for your publication. I took this from



a Dash 8 shortly before descent into Brisbane a few months ago.

Unfortunately the photo doesn't do it justice; it looked a lot nicer in the air.

*ED: Thanks Bodie. We always like to hear from self-confessed 'avid readers of the magazine', and were especially pleased to receive this one. We forwarded it to our colleagues in the Bureau of Meteorology (BoM), where it apparently 'generated lots of email discussion. Andrew Treloar, one of their senior meteorologists,' indicated that the most likely explanation is that it is a 'hole-punch cloud'. He pointed us to a couple of USA websites:*

<http://apod.nasa.gov/apod/ap040112.html>

This web link gives quite a good explanation.

<http://shadowresearch.org/HolePunch%20Clouds/Hole%20Punch%20Cloud%20reports.htm>

<http://www.crh.noaa.gov/grb/?n=holepunch>

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