Aviation Safety Investigation Report 199501174

Embraer-Empresa Brasileira de Aeronautica Brasilia British Aerospace Plc BAe 146

19 April 1995

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Occurrence Number: 199501174 Occurrence Type: Incident

Location: Brisbane

State: QLD Inv Category: 4

Date: Wednesday 19 April 1995

Time: 0930 hours **Time Zone** EST

Highest Injury Level: None

Aircraft Manufacturer: Embraer-Empresa Brasileira de Aeronautica

Aircraft Model: EMB-120 ER

Aircraft Registration: VH-XFZ Serial Number: 120140

Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled

Damage to Aircraft: Nil

Departure Point: Brisbane QLD **Departure Time:** 0930 EST

Destination: Gladstone QLD

Aircraft British Aerospace Plc

Manufacturer:

Aircraft Model: BAe 146-200

Aircraft Registration: VH-NJG Serial E2170

Number:

Type of Operation: Air Transport Domestic High Capacity Passenger

Scheduled

Damage to Aircraft: Nil

Departure Point: Brisbane QLD **Departure Time:** 0929 EST

Destination: Rockhampton QLD

Approved for Release: Monday, March 4, 1996

VH-NJG departed unrestricted on the Runway 19 Kilcoy Standard Instrument Departure (SID). The next departure off Runway 19 was VH-XFZ departing on a heading of 220 degrees. The departure restriction was to accommodate an aircraft arriving from the west for runway 14.

The Departures Controller intended to turn the trailing aircraft (VH-XFZ) further right shortly after contact was made. However, there was a Secondary Survellance Radar (SSR) correllation problem with VH-XFZ in that its transponder did not operate until the crew recycled the selector. When VH-XFZ showed up on the SSR, it was less than 2 NM behind VH-NJG. However, the crew of VH-XFZ reported that they had VH-NJG in sight since takeoff.

The Departures Controller had assumed that the ADC would provide separation of two minutes or 3 NM for departing aircraft if their tracks diverged by less than 30 degrees.

As the crew of the trailing aircraft had visual contact with the preceding aircraft throughout their takeoff and initial climb, there was no risk of collision.

Analysis.

Under the circumstances, the Departures Controller's operational technique did not provide separation assurance. His assumption that the ADC would apply separation was the more significant factor in the breakdown of separation.

Safety Result.

Following the incident Local Operating Instructions were amended to define more clearly the responsibilities of both the ADC and Departure Controller in relation to initial departures.