**Aviation Safety Investigation Report 199501607** 

Boeing Co B747 British Aerospace Plc BAe 146-300

26 May 1995

## Aviation Safety Investigation Report 199501607

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at www.atsb.gov.au.

## **Aviation Safety Investigation Report**

199501607

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number: 199501607 Occurrence Type: Incident

**Location:** Canberra

State: **ACT Inv Category:** 

Date: Friday 26 May 1995

Time: 2005 hours Time Zone **EST** 

Highest Injury Level: None

Aircraft British Aerospace Plc

Manufacturer:

Aircraft Model: BAe 146-300

Aircraft Registration: VH-EWI Serial 3171

Number:

**Type of Operation:** Air Transport Domestic High Capacity Passenger

Scheduled

**Damage to Aircraft:** Nil

**Departure Point: Hobart TAS Departure Time:** 1853 EST **Destination:** Sydney NSW

Aircraft Boeing Co

**Manufacturer:** 

**Aircraft Model:** 747-300

Serial Aircraft Registration: ZK-NZY Number:

**Type of Operation:** Air Transport High Capacity International Passenger

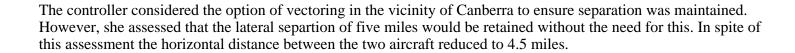
Scheduled

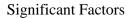
**Damage to Aircraft:** Nil

**Departure Point:** Nandi Fiji **Departure Time:** 1537 EST **Destination:** Melbourne Vic

Approved for Release: Monday, October 23, 1995

The sector 12 controller was responsible for ensuring separation was maintained between the two aircraft. ZK-NZY was tracking direct from over Sydney to Melbourne and this track took it close to over Canberra. VH-EWI was proceeding via over Cooma and Canberra to Sydney. Both were cruising at flight level 280. It was necessary to retain either 1000 feet of vertical separation or five miles horizontal separation.





The following factors were considered relevant to the development of the incident:

1 The controller did not take positive action to ensure that the minimum required separation was maintained.