

**Aviation Safety Investigation Report  
199501607**

**Boeing Co  
B747  
British Aerospace Plc  
BAe 146-300**

**26 May 1995**

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**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](http://www.atsb.gov.au).**

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:** 4  
**Date:** Friday 26 May 1995  
**Time:** 2005 hours                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** British Aerospace Plc  
**Aircraft Model:** BAe 146-300  
**Aircraft Registration:** VH-EWI    **Serial Number:** 3171

**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 Manufacturer:** Boeing Co  
**Aircraft Model:** 747-300  
**Aircraft Registration:** ZK-NZY    **Serial 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 controller considered the option of vectoring in the vicinity of Canberra to ensure separation was maintained. However, she assessed that the lateral separation of five miles would be retained without the need for this. In spite of this assessment the horizontal distance between the two aircraft reduced to 4.5 miles.

#### Significant Factors

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.

