**Aviation Safety Investigation Report 199503618** 

Boeing Co B747 Cessna Aircraft Company Citation

28 October 1995

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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.

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: 199503618 Occurrence Type: Incident

**Location:** 13km SW Sydney, Aerodrome

State: NSW Inv Category: 4

**Date:** Saturday 28 October 1995

**Time:** 1902 hours **Time Zone** EST

Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company

Aircraft Model: 500

Aircraft Registration: VH-ICN Serial Number: 500-0024

**Type of Operation:** Charter Passenger

Damage to Aircraft: Nil

**Departure Point:** Bankstown NSW

**Departure Time:** 1902 EST **Destination:** Cobar NSW

Aircraft Boeing Co

Manufacturer:

**Aircraft Model:** 747-338

Aircraft Registration:VH-EBXSerial23688

Number:

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

Scheduled

Damage to Aircraft: Nil

**Departure Point:** Auckland New Zealand

**Departure Time:** 0546 EST **Destination:** Sydney NSW

**Approved for Release:** Thursday, May 2, 1996

The Sydney Approach (North) (APP(N)) radar controller observed a Cessna Citation infringe the Sydney control zone whilst departing Bankstown. At the same time, a Boeing 747 tracking towards Sydney on the runway 07 localiser had left 2,000 ft on descent. By the time the Citation was noticed by APP(N) the aircraft was approximately 2 NM abeam the 747, some 500 ft below, and travelling in the opposite direction. As APP(N) was about to inform the crew of the 747 of the conflicting traffic, the pilot of the 747 informed the controller that he had a TCAS Traffic Advisory of an aircraft 600 ft below and abeam. APP(N) advised the pilot of the 747 that the other aircraft was now clear of his track.

The pilot of the Citation later commented that, because the passenger charter flight was at night and in poor weather conditions, he was not prepared to undertake a steep turn after taking off in the 11 direction. He also believed his aircraft must have only just infringed the Sydney control zone as the DME indicated the aircraft had remained outside the zone.

A subsequent examination of recorded radar data indicated that the Citation had infringed the Sydney control zone, and that horizontal separation had been reduced to 1.26 NM, with a vertical separation of 800 ft. The required minimum separation standard was 3 NM horizontally or 1,000 ft vertically.