

**Aviation Safety Investigation Report
199504199**

**British Aerospace Plc
BAe 146-300
Saab Aircraft AB
340**

14 December 1995

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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.

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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.

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: 199504199 **Occurrence Type:** Incident
Location: 18km W Sydney
State: NSW **Inv Category:** 4
Date: Thursday 14 December 1995
Time: 1100 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Saab Aircraft AB
Aircraft Model: SF-340B
Aircraft Registration: VH-SBA **Serial Number:**
Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled
Damage to Aircraft: Nil
Departure Point: Sydney NSW
Departure Time: 1054 ESuT
Destination: Dubbo NSW

Aircraft Manufacturer: British Aerospace Plc
Aircraft Model: BAe 146-300
Aircraft Registration: VH-EWM **Serial Number:** E3179
Type of Operation: Air Transport Domestic High Capacity Passenger Scheduled
Damage to Aircraft: Nil
Departure Point: Hobart TAS
Departure Time:
Destination: Sydney NSW

Approved for Release: Sunday, March 3, 1996

After departing Sydney, the SAAB 340B was being radar vectored to intercept the 297 radial whilst maintaining 5,000 ft. The BAE146 was on a right circuit for runway 16R, and had been assigned 6,000 ft. The departures radar controller subsequently noticed the altitude readout of the BAE146 indicating 5,500 ft, and passed traffic information to the SAAB. The BAE146 was then observed to climb back to its assigned altitude.

An examination of recorded radar data indicated that the BAE146 had descended to 5,600 ft. As a result, vertical separation between the aircraft was reduced to 600 ft, with a horizontal separation of 1.4 NM. The required minimum separation standard was either 1,000ft vertically, or 3 NM horizontally.

The captain of the BAE146 subsequently reported that the first officer was the handling pilot, and was under training at the time of the incident. He had observed the aircraft to descend below the assigned altitude and informed the handling pilot of the error. The aircraft was then climbed back to its assigned altitude.

