

**Aviation Safety Investigation Report
199400466**

**Cessna Aircraft Company
Citation II
Israel Aircraft Industries Ltd
Westwind**

22 February 1994

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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: 199400466 **Occurrence Type:** Incident
Location: 310km N Perth
State: WA **Inv Category:** 4
Date: Tuesday 22 February 1994
Time: 1421 hours **Time Zone:** WST
Highest Injury Level: None

Aircraft Manufacturer: Israel Aircraft Industries Ltd
Aircraft Model: 1124
Aircraft Registration: VH-AJJ **Serial Number:** 248
Type of Operation: Air Transport Domestic Low Capacity Passenger
Damage to Aircraft: Nil
Departure Point: Perth WA
Departure Time: 1304 WST
Destination: Telfer WA

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 550
Aircraft Registration: VH-WGJ **Serial Number:** 5500054
Type of Operation: Air Transport Domestic Passenger Scheduled
Damage to Aircraft: Nil
Departure Point: Wiluna WA
Departure Time: 1311 WST
Destination: Perth WA

Approved for Release: Sunday, June 19, 1994

VH-AJJ was climbing to Flight Level (FL) 370 (37,000 feet) whilst VH-WGJ was climbing to FL350 and the aircraft were under the procedural (non-radar) control of the Perth Sector 1 air traffic service controller. The aircraft were on reciprocal tracks and a vertical separation of 2000 feet was required at least 10 minutes before the aircraft passed. The climb profiles of the aircraft meant that the required separation would not be achieved by 10 minutes prior to passing. The controller did not recognise the potential confliction.

Nine minutes prior to the aircraft passing, VH-AJJ requested an amended level of FL350 but was given FL330 because the controller assumed VH-WGJ was already at FL350.

Seven minutes prior to passing, the controller ascertained that VH-WGJ was passing FL320. He then realised a conflict existed and instructed VH-WGJ to descend to FL310. VH-WGJ started its descent back to FL310 as VH-AJJ reached FL330 on the climb. The aircraft reached the standard vertical separation requirements approximately three minutes prior to passing.

Although the controller was an experienced procedural sector controller he had not been involved in this type of control for about 12 months, and had only recently been re-categorised.