**Aviation Safety Investigation Report 199403770** 

Fairchild Industries Inc Metro 23 Fairchild Industries Inc Metro III

**13 December 1994** 

## Aviation Safety Investigation Report 199403770

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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.

## **Aviation Safety Investigation Report**

199403770

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: 199403770 Occurrence Type: Incident

**Location:** 9.25km SE Sydney, Aerodrome

State: NSW Inv Category: 4

**Date:** Tuesday 13 December 1994

**Time:** 0730 hours **Time Zone** ESuT

Highest Injury Level: None

Aircraft Manufacturer: Fairchild Industries Inc

**Aircraft Model:** SA227-AC

Aircraft Registration: VH-NEK Serial Number: AC-615B

**Type of Operation:** Air Transport Domestic Low Capacity Passenger Scheduled

Damage to Aircraft: Nil

**Departure Point:** Tamworth NSW

**Departure Time:** 

**Destination:** Sydney NSW

Aircraft Manufacturer: Fairchild Industries Inc

Aircraft Model: SA227-DC

Aircraft Registration: VH-DMO Serial Number: DC-870B

**Type of Operation:** Air Transport Domestic Low Capacity Passenger Scheduled

**Damage to Aircraft:** Nil

**Departure Point:** Parkes NSW

**Departure Time:** 

**Destination:** Sydney NSW

**Approved for Release:** Monday, January 8, 1996

Three aircraft were in the landing sequence for runway 34R at Sydney. VH-NEK, on right downwind as number three, was given an ATC instruction to "sight and follow" the second aircraft, VH-DMO, which was on a left circuit. However, VH-NEK was seen to follow VH-SMH, the first aircraft in the sequence which was also on a right circuit. Separation was lost between VH-NEK and VH-DMO before the Approach Controller could contact the pilot of VH-NEK, who had already changed to Tower frequency before being instructed to do so. As a result the aircraft came within 1 NM of each other before VH-NEK was vectored to follow VH-DMO.

Subsequent investigation indicated that VH-DMO, would have been in the "two o'clock" position from VH-NEK, at a range of about 10 NM, when the pilot of VH-NEK was instructed to follow the second aircraft. The first aircraft in the sequence, VH-SMH, would also have been at "two o'clock" from VH-NEK, but at a range of only 5 NM. VH-DMO was also nearly head on to VH-NEK at the time, and would have been difficult to see. As a result, the pilot of VH-NEK mistook VH-SMH for the second aircraft and turned inside VH-DMO, resulting in a loss of separation. In hindsight, the "sight and follow" instruction may not have been the most suitable for this particular situation.