

**Aviation Safety Investigation Report
199403783**

**Government Aircraft Factories
Nomad
Airbus
A300-B4-203**

10 December 1994

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.

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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: 199403783 **Occurrence Type:** Incident
Location: 74km SW Sydney, Aerodrome
State: NSW **Inv Category:** 4
Date: Saturday 10 December 1994
Time: 1500 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Airbus
Manufacturer:
Aircraft Model: A300-B4-203
Aircraft Registration: VH-TAA **Serial** 134
Number:

Type of Operation: Air Transport Domestic High Capacity Passenger
Scheduled

Damage to Aircraft: Nil
Departure Point: Melbourne VIC
Departure Time:
Destination: Sydney NSW

Aircraft Manufacturer: Government Aircraft Factories
Aircraft Model: N22B
Aircraft Registration: VH-SNX **Serial Number:** N22B-103
Type of Operation: Miscellaneous Parachute Jump
Damage to Aircraft: Nil
Departure Point: Wilton NSW
Departure Time:
Destination: Wilton NSW

Approved for Release: Monday, January 8, 1996

Approval was given to Melbourne Sector 12 by Sydney ATC for the Nomad to climb clear of the Sydney 230 radial for parachute dropping from FL125. At about the same time, an Airbus was inbound to Sydney from Melbourne via a Rivet STAR. As the Airbus was passing FL130 on descent, the Nomad was observed on radar by Sydney Arrivals, near the inbound track climbing through FL110, in potential conflict with the descending Airbus.

The Arrivals Controller contacted Melbourne Sector 12 who confirmed that they would be separating the two aircraft. Although this was accepted, a short time later the aircraft were observed to pass within 4 NM of each other at the same level, when the minimum lateral separation required was 5 NM.

A subsequent investigation did not reveal any reason for the lack of positive control by Melbourne Sector 12. The incident was also the subject of a separate ATS Quality Assurance investigation.

