

**Aviation Safety Investigation Report
199200130**

**Piper Aircraft Corp
Chieftain
de Havilland Canada
Dash 8**

10 September 1992

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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: 199200130 **Occurrence Type:** Incident
Location: TAREE NSW
State: NSW **Inv Category:** 4
Date: Thursday 10 September 1992
Time: 1242 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-31-350
Aircraft Registration: VH-STO **Serial Number:** 31-7652148
Type of Operation: Air Transport Domestic Low Capacity Passenger
Damage to Aircraft: Nil
Departure Point:
Departure Time:
Destination:

Aircraft Manufacturer: de Havilland Canada
Aircraft Model: DHC-8-102
Aircraft Registration: VH-TQQ **Serial Number:** 204
Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled
Damage to Aircraft: Nil
Departure Point:
Departure Time:
Destination:

Approved for Release: Thursday, May 20, 1993

VH-STO [PA31] taxied at Port Macquarie for Williamtown at 0241 hours (UTC) and made his departure call on area frequency at 0246 hours.

VH-TQQ [DHC8] was enroute Sydney for Port Macquarie and passed overhead Williamtown at 0242 hours with an estimate for Port Macquarie of 0254 hours.

TQQ was under the control of Williamtown military ATC and the controller did not pass this position and estimate to Sydney FS in the required time. As a result the first the Sydney FS officer and the pilot of STO knew of TQQ was when the pilot of TQQ made his passing 10,000ft call on area frequency at 0247.30 hours.

The FSO immediately passed the two aircraft traffic on each other [at 0248 hours] and the Williamtown controller passed the coordination at 0249 hours, with an apology.

The two captains immediately initiated vertical separation until positive passing was established. TQQ maintained 5000ft on descent and STO maintained 4000ft on climb. This separation was established at 0249 hours and the two crews attained a mutual sighting at 0250 hours. The pilots state that the two aircraft were on track and over the same location at the time of passing.

Weather was cloudy with some breaks and both pilots report being in and out of cloud. TQQ did remain visual throughout the lower part of its descent but STO was in IMC most of the time.

Significant Factors

1. Williamtown ATC did not coordinate the Williamtown position report for TQQ to Sydney FS in the required manner.
2. Only appropriate and timely action by the Flight Service Officer and both crews avoided a separation incident.