

**Aviation Safety Investigation Report  
199200142**

**Aeronautica Macchi S.P.A.  
Macchi**

**03 December 1992**

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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

**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](http://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:** 199200142                      **Occurrence Type:** Incident  
**Location:** Near WILLIAMTOWN 72W  
**State:** NSW    **Inv Category:** 4  
**Date:** Thursday 03 December 1992  
**Time:** 1050 hours                                      **Time Zone**                      ESuT  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Aeronautica Macchi S.P.A.  
**Aircraft Model:** MB-326  
**Aircraft Registration:**    **Serial Number:**  
**Type of Operation:** Non-commercial Other (including military)  
**Damage to Aircraft:** Nil  
**Departure Point:** Williamtown NSW  
**Departure Time:**  
**Destination:** Williamtown NSW

**Approved for Release:** Tuesday, July 27, 1993

#### Circumstances

Panther Cougar Section [4 X Macchi 32] were completing operations in Restricted Area R527. Williamtown air traffic control [ATC] commenced co-ordination procedures with Sydney Sector 2 for clearance to transit civil airspace in order to recover the section to Williamtown.

Due to Sydney ATC internal co-ordination requirements, Sydney Sector 2 were unable to issue a clearance immediately and themselves commenced co-ordination with Sector 1 and arrivals South. At the same time Sector 2 advised williamtown ATC to contact Sector 1 direct for further instructions.

Williamtown ATC then contacted Sector 1 only to be told to contact Arrivals South. After establishing contact with Arrivals South, Williamtown were then told to contact Sector 2.

As a result of this uncertainty the 4 X MC32 aircraft were diverted clear of civil airspace by Williamtown ATC and the extra flight time resulted in the aircraft landing with eight minutes endurance remaining.

#### Significant Factors

1. The internal co-ordination requirements for Sydney ATC were cumbersome and unnecessarily complex.

2.The Sydney Sector 1 controller did not obey the principles of point to point co-ordination as specified in the Manual of Air Traffic Services [MATS].