

**Aviation Safety Investigation Report
199202214**

**Embraer-Empresa Brasileira de
Aeronautica
Bandeirante
de Havilland Inc
Dash 8**

18 December 1992

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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.

Occurrence Number: 199202214 **Occurrence Type:** Incident
Location: Near PT MACQUARIE 20S
State: NSW **Inv Category:** 4
Date: Friday 18 December 1992
Time: 1350 hours **Time Zone:** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Embraer-Empresa Brasileira de Aeronautica
Aircraft Model: EMB-110P1
Aircraft Registration: VH-FCE **Serial Number:** 110-254
Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled
Damage to Aircraft: Nil
Departure Point:
Departure Time:
Destination:

Aircraft Manufacturer: de Havilland Inc
Aircraft Model: DHC-8-103
Aircraft Registration: VH-NID **Serial Number:**
Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled
Damage to Aircraft: Nil
Departure Point:
Departure Time:
Destination:

Approved for Release: Tuesday, June 22, 1993

Factual Information

All times are UTC.

VH-FCE [E110] departed Coffs Harbour for Williamtown at 0223 hours and climbed to cruise at 10,000ft.

VH-NID [DHC8] departed Port Macquarie for Sydney at 0244 hours and was on climb to FL180.

The tracks of the two aircraft crossed approximately 15nm south west of Port Macquarie and as the crew of FCE were performing a standard lookout scan they noticed NID climb through their level while crossing from left to right. It was estimated that the aircraft passed approximately 1000m from each other.

The crew of NID did not see FCE as they were passed that aircraft before the conversation between FCE and Sydney FS alerted them to the situation.

The weather conditions were approximately three to four octa of cloud with visibility in excess of ten kilometres.

The Sydney FSO failed to identify the confliction even though all the pertinent information was available and both aircraft made all the correct frequency transmissions. No traffic information was passed to either aircraft prior to the occurrence.

The FSO stated that certain personal problems were causing some preoccupation.