

**Aviation Safety Investigation Report
199401979**

**Lockheed Georgia Co
Hercules
de Havilland Canada
Dash 8**

22 July 1994

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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: 199401979 **Occurrence Type:** Incident
Location: 55km NW Townsville
State: QLD **Inv Category:** 4
Date: Friday 22 July 1994
Time: 1336 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: de Havilland Canada
Aircraft Model: DHC-8-102
Aircraft Registration: VH-TNX **Serial Number:** 033
Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled
Damage to Aircraft: Nil
Departure Point: Townsville QLD
Departure Time: 1328 EST
Destination: Cairns QLD

Aircraft Manufacturer: Lockheed Georgia Co
Aircraft Model: C-130
Aircraft Registration: STALLION 080 **Serial Number:**
Type of Operation: Non-commercial Other (including military)
Damage to Aircraft: Nil
Departure Point: Townsville QLD
Departure Time: 1325 EST
Destination: Townsville QLD

Approved for Release: Friday, August 26, 1994

Following takeoff from runway 01 at Townsville, the military aircraft, Stallion 080, was instructed to turn right and climb to flight level (FL) 120. VH-TNX departed from the same runway and was instructed to turn left to intercept the track to Cairns. When Stallion 080 reported at FL120 the Townsville controller requested the level of VH-TNX. The pilot of that aircraft replied passing FL110 and was instructed to report leaving FL130, and to climb at the best rate of climb. The controller then asked Stallion 080 to report sighting VH-TNX, after a short delay the pilot reported that the aircraft was in sight and that he would maintain separation visually.

Subsequently, Stallion 080 passed VH-TNX on the left side at about the same level, approximately 200 metres away.

The method by which the Townsville controller attempted to maintain separation between the two aircraft was not correct for the situation. The Manual of Air Traffic Services does not allow for one aircraft to visually separate itself from another aircraft at the level the aircraft were operating. However, there were a number of other techniques, that could have been employed by the controller, to maintain the required separation between the two aircraft.

The pilot of Stallion 080 reported that he was unable to manoeuvre his aircraft to pass further from VH-TNX as this would have required abrupt action and may have resulted in injury to standing passengers in his aircraft.

