

**Aviation Safety Investigation Report
199501779**

**Swearingen Aviation Corp
Metro 2
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07 June 1995

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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: 199501779 **Occurrence Type:** Incident
Location: 70km SW Sydney, Aerodrome
State: NSW **Inv Category:** 4
Date: Wednesday 07 June 1995
Time: 0208 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Swearingen Aviation Corp
Aircraft Model: SA226-TC
Aircraft Registration: VH-ANJ **Serial Number:** TC-256
Type of Operation: Charter Unknown
Damage to Aircraft: Nil
Departure Point: Melbourne Vic
Departure Time: 0042 EST
Destination: Sydney NSW

Aircraft Manufacturer: Swearingen Aviation Corp
Aircraft Model: SA226-TC
Aircraft Registration: VH-WGW **Serial Number:** TC-284
Type of Operation: Charter Unknown
Damage to Aircraft: Nil
Departure Point: Sydney NSW
Departure Time: 0156 EST
Destination: Melbourne Vic

Approved for Release: Wednesday, November 8, 1995

VH-ANJ was tracking from over Canberra to Sydney at flight level 150. VH-WGW was tracking outbound from Sydney via Pager, Shelleys and over Canberra, climbing to flight level 140. VH-ANJ was turned right onto a heading of 050, for positioning on a 15 mile final approach for runway 34 at Sydney, and cleared to descend to flight level 130. This heading change put the two aircraft on opposing tracks.

To maintain separation, VH-WGW was turned to the right 20 degrees. At that time the two aircraft were nose to nose and 15 miles apart with a closing speed of 450 knots. VH-ANJ was then turned a further 10 degrees to the right, however separation reduced to 3.5 miles laterally and 700 feet vertically as the two aircraft passed.

The minimum separation required was five miles horizontal or 1000 feet vertical.

Significant Factors

The following factors were considered relevant to the development of the incident:

- 1 The controller did not take the appropriate action to ensure adequate separation was maintained.

