

**Aviation Safety Investigation Report
199503176**

**Fokker B.V.
F50 (Fokker 50)
Airbus
A300-B4-203**

15 September 1995

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.

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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: 199503176 **Occurrence Type:** Incident
Location: Sydney, Aerodrome
State: NSW **Inv Category:** 4
Date: Friday 15 September 1995
Time: 1255 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Airbus
Aircraft Model: A300-B4-203
Aircraft Registration: VH-TAC **Serial Number:** 157
Type of Operation: Air Transport Domestic High Capacity Passenger
Scheduled

Damage to Aircraft: Nil
Departure Point: Coolangatta QLD
Departure Time:
Destination: Sydney NSW

Aircraft Manufacturer: Fokker B.V.
Aircraft Model: F27 MK 50
Aircraft Registration: VH-FNC **Serial Number:** 20108
Type of Operation: Air Transport Domestic High Capacity Passenger
Scheduled

Damage to Aircraft: Nil
Departure Point:
Departure Time:
Destination: Sydney NSW

Approved for Release: Monday, April 15, 1996

The Airbus A300 aircraft was intercepting the runway 16R localiser for an ILS approach. During the intercept and while the A300 was on final approach in cloud, ATC requested its pilot to slow his aircraft. On the final request, the pilot was informed that his aircraft had a closure rate of 60 kts on a preceding F50 aircraft. When the A300 broke out of cloud at 1,300 ft, its pilot saw that the F50 aircraft was only about two miles ahead. He suggested to ATC that he side step his aircraft to approach for runway 16L but the aerodrome controller directed a go-around.