

**Aviation Safety Investigation Report
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Swearingen SA226-T(B)

23 September 1986

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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.

to enter a valley with hills on either side above the level of the aircraft. The visibility was reported to have been 30 kilometres and there is no reason to believe that the pilot would not have been able to successfully steer the aircraft down the valley visually. Several other options were also available to the pilot to maintain his aircraft clear of terrain. It is a function of Air Traffic Control that where an aircraft has planned for flight in controlled airspace, as was the case with VH-AWU, that the clearance issued to the aircraft should be aimed to keep the aircraft in controlled airspace. If it is not possible to issue such a clearance aircraft can be delayed or the pilot asked if he will accept a clearance which will take the aircraft outside controlled airspace. In this case while the intent of the controller was to keep VH-AWU in controlled airspace, the clearance issued was such that, with the expected performance of the aircraft, there was no guarantee of achieving that aim. It is considered probable that other clearances could have been issued to both VH-AWU and the Boeing which would have achieved the required separation and been less restrictive to the operation of VH-AWU.