

**Aviation Safety Investigation Report
199100615**

**Airbus A320
Boeing 767**

17 July 1991

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altitude indication for VH-HYF was showing the aircraft to be at FL 330. He therefore had no reason to believe that a breakdown in separation had occurred. A discussion had also been in progress during this period with other controllers regarding industrial matters. This situation was causing the controller considerable amount of anxiety and may have been a factor in this occurrence.

Significant Factors:

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

1. The controller applied inadequate separation standards so as not to cause inconvenience to the aircraft.
2. The controller expected that VH-HYF would maintain the same rate of climb to FL 330.
3. The controller was operating two positions on combine.
4. VH-HYF experienced windshear increasing the tailwind component and closing speed with VH-EAK.
5. In turbulent conditions the air speed of VH-HYF fell below its minimum manoeuvring speed. The Captain accelerated the aircraft, reducing its rate of climb without advising the Controller.
6. The controller's attention may have been affected by anxiety concerning industrial matters. This incident was not the subject of an on-scene investigation.