

**Aviation Safety Investigation Report
199701154**

**Amateur Built Aircraft
Lancair
de Havilland Canada
Dash 8**

11 April 1997

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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:	199701154	Occurrence Type:	Incident
Location:	15km SE Mackay, Aerodrome		
State:	QLD	Inv Category:	4
Date:	Friday 11 April 1997		
Time:	1650 hours	Time Zone	EST
Highest Injury Level:	None		

Aircraft Manufacturer:	Amateur Built Aircraft		
Aircraft Model:	Lancair 320		
Aircraft Registration:	VH-RJE	Serial Number:	Q068
Type of Operation:	Non-commercial Pleasure/Travel		
Damage to Aircraft:	Nil		
Departure Point:	Rockhampton QLD		
Departure Time:			
Destination:	Mackay QLD		

Aircraft Manufacturer:	de Havilland Canada		
Aircraft Model:	DHC-8-102		
Aircraft Registration:	VH-TNU	Serial Number:	203
Type of Operation:	Air Transport Domestic Low Capacity Passenger Scheduled		
Damage to Aircraft:	Nil		
Departure Point:	Mackay QLD		
Departure Time:	1649 EST		
Destination:	Rockhampton QLD		

Approved for Release: Monday, May 26, 1997

VH-RJE was tracking inbound on a VFR flight from Rockhampton via Charon Point (CHP), on a bearing of 143 degrees from Mackay. When the aircraft was about 35 NM from Mackay, the Brisbane Sector 7 controller provided information on the flight to the Mackay tower co-ordinator. When the co-ordinator created a flight progress strip for the aircraft the tracking details were incorrectly inserted as being via Shute Harbour, a bearing of 328 degrees from Mackay. This information was available to the aerodrome controller when the aircraft reported at 33 NM from Mackay at 4,500 ft. No other position information was provided by the pilot, nor did the controller request any. A clearance to enter controlled airspace and to track direct to Mackay at 4,500 ft was issued.

VH-TNU taxied at Mackay for Rockhampton and was cleared to track direct to Rockhampton, on the 143 radial. VH-RJE requested descent and was cleared to 3,000 ft. VH-TNU reported having left 1,700 ft on climb to FL150 and was transferred to the sector 7 frequency. VH-RJE was then asked to report crossing the coast. (The aerodrome controller expected the aircraft to cross the coast about 12 NM from Mackay on the Shute Harbour track.) The pilot reported that he was over land and approaching Hay Point (about 9 NM SE of Mackay). After the controller confirmed this position he immediately informed the sector 7 controller of the confliction with VH-TNU.

In the meantime, the sector 7 controller had observed VH-RJE on radar and was seeking confirmation of that aircraft's altitude.

By the time VH-TNU had passed 4,000 ft on climb, lateral separation between it and VH-RJE was 4 NM. Although VH-RJE had been displayed on radar to the sector 7 controller prior to this time, it had not featured in the controller's planning as it was outside controlled airspace.

For aircraft flying between Rockhampton and Mackay, laterally separated tracks had been developed. VH-TNU had planned via the western route but was given the direct track. VH-RJE had planned and tracked via the direct track.

