

**Aviation Safety Investigation Report
199701686**

**Airbus
A320
Airbus
A330-300**

25 May 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:	199701686	Occurrence Type:	Incident
Location:	172km NW Brisbane, Aerodrome		
State:	QLD	Inv Category:	4
Date:	Sunday 25 May 1997		
Time:	0800 hours	Time Zone	EST
Highest Injury Level:	None		
Aircraft Manufacturer:	Airbus		
Aircraft Model:	A330-300		
Aircraft Registration:	9MMKH	Serial Number:	
Type of Operation:	Air Transport High Capacity International Passenger Scheduled		
Damage to Aircraft:	Nil		
Departure Point:	Kuala Lumpur/Int. Malaysia		
Departure Time:			
Destination:	Brisbane QLD		
Aircraft Manufacturer:	Airbus		
Aircraft Model:	A320-211		
Aircraft Registration:	VH-HYJ	Serial Number:	142
Type of Operation:	Air Transport Domestic High Capacity Passenger Scheduled		
Damage to Aircraft:	Nil		
Departure Point:	Cairns QLD		
Departure Time:	0815 EST		
Destination:	Brisbane QLD		

Approved for Release: Thursday, August 7, 1997

Circumstances

MAS135 and VH-HYJ were third and forth in a six aircraft sequence. They were both inbound to Brisbane from the north-west, with VH-HYJ behind MAS135 and operating at a higher speed. As the sequence progresses, the controller was late in detecting the reducing separation between the two aircraft. HUJ was turned away from MAS135 but not sufficiently early to prevent lateral separation reducing to 4 NM. At the time, vertical separation was 500 ft.

The controller involved was undergoing a routine periodic performance check. In the lead-up to the incident, the check officer was unplugged from the position, discussing other aspects of the traffic sequence with the terminal area cell. Examination of the recorded radar and audio data leading up to the incident revealed that the controller was over-reliant on monitoring radar separation at the expense of positive separation assurance. This situation was probably exacerbated by his lack of recent experience on the sector during a busy period.

