Aviation Safety Investigation Report 199600821

Boeing Co B767 Mooney Aircraft Corp M20C

**08 March 1996** 

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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 Numbe	er: 199600821	: 199600821		Occurrence Type: Incident			
Location:	19km E Melbou	19km E Melbourne, Aerodrome					
State:	VIC	]	Inv Category:	4			
Date:	Friday 08 March	Friday 08 March 1996					
Time:	1927 hours	r	Time Zone	ESuT			
<b>Highest Injury Lev</b>	el: None						
Aircraft Manufacturer:	Boeing Co						
Aircraft Model:	767-200	767-200					
Aircraft Registratio	raft Registration: ZK-NBI			Serial Number:			
Type of Operation:	ration: Air Transport High Capacity International Passenger Scheduled			nger			
Damage to Aircraft: Nil							
<b>Departure Point:</b> Christchurch NZ							
<b>Departure Time:</b>							
Destination:	Melbourne Vie	2					
Aircraft Manufacturer:	Mooney Aircraft C	Iooney Aircraft Corp					
Aircraft Model:	M20C	120C					
Aircraft	VH-UWW	H-UWW				20-1229	
Registration:Type ofOperation:Damage toAircraft:Departure Point:Departure Time:	Air Transport High Capacity International Passenger Scheduled High Capacity International Passenger Scheduled Nil Essendon Vic						
<b>Destination:</b>	Benalla Vic						

Approved for Release: Wednesday, April 3, 1996

ZK-NBI was inbound to the Plenty locator from Wonthaggi on descent to 5,000 ft. VH-UWW departed Essendon runway 17 with departure instructions to turn left heading 090 deg with an unrestricted climb to 5,500 ft. These instructions were issued by the approach controller who was also controlling ZK-NBI.

Approximately four minutes after VH-UWW departed Essendon, the controller realised that the two aircraft were on conflicting tracks with no vertical separation. Both aircraft were given heading changes but their tracks closed to approximately two miles at the same altitude before radar separation was re-established.

Investigation revealed that the approach controller failed to ensure maintenance of separation between the two aircraft because he was distracted by separation requirements for other traffic. He had intended to turn VH-UWW to the northeast earlier to maintain separation, but due to the distraction this did not occur.

Two other factors contributed to the failure. The first one was that when the approach controller issued the deoparture instructions for VH-UWW, ZK-NBI was not displayed on his radar screen. The second was that ZK-NBI maintained an unusually high speed on descent. Even though the aircraft had been issued with no speed restriction below 10000 ft, an unusually high groundspeed was maintained.