

**Aviation Safety Investigation Report  
199603285**

**Piper Aircraft Corp  
Seminole  
Boeing Co  
B737**

**11 October 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](http://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.

<b>Occurrence Number:</b> 199603285		<b>Occurrence Type:</b> Incident	
<b>Location:</b>	35km SE Maroochydore/Sunshine Coast, Aerodrome	<b>Inv Category:</b>	4
<b>State:</b>	QLD	<b>Time Zone</b>	EST
<b>Date:</b>	Friday 11 October 1996		
<b>Time:</b>	1128 hours		
<b>Highest Injury Level:</b> None			
<b>Aircraft Manufacturer:</b>	Boeing Co		
<b>Aircraft Model:</b>	737-377		
<b>Aircraft Registration:</b>	VH-CZB	<b>Serial Number:</b>	23654
<b>Type of Operation:</b>	Air Transport Domestic High Capacity Passenger Scheduled		
<b>Damage to Aircraft:</b>	Nil		
<b>Departure Point:</b>	Sydney NSW		
<b>Departure Time:</b>	1020 EST		
<b>Destination:</b>	Maroochydore QLD		
<b>Aircraft Manufacturer:</b>	Piper Aircraft Corp		
<b>Aircraft Model:</b>	PA-44-180		
<b>Aircraft Registration:</b>	VH-PIE	<b>Serial Number:</b>	44-7995288
<b>Type of Operation:</b>	Air Transport Domestic High Capacity Passenger Scheduled		
<b>Damage to Aircraft:</b>	Nil		
<b>Departure Point:</b>	Maroochydore QLD		
<b>Departure Time:</b>	0948 EST		
<b>Destination:</b>	Maroochydore QLD		

**Approved for Release:** Monday, March 10, 1997

Three aircraft were being processed by Brisbane Sector 3B for arrival at Maroochydore. VH-CZB was tracking via position TRIKI (21 NM, 128 degrees from Maroochydore) and was on descent to 6,000 ft. VH-PIE was level at 5,000 ft and also tracking via TRIKI. Another aircraft was on the Brisbane-Maroochydore direct track at 4,500 ft. Seven other aircraft were under the control of Sector 3B at the time. Because of the workload in the sector, PIE had been maintained on Brtisbane Approach frequency, although the Sector 3B controller had a flight strip for the aircraft at his control position.

When CZB reported approaching 6,000 ft, it was cleared for further descent to 5,500 ft. This provided vertical separation with the aircraft on the Brisbane-

Maroochydore track but not with PIE. About 20 seconds after clearing CZB to 5,500 ft, the controller realised that it would conflict with PIE. He instructed CZB to maintain 6,000 ft but the aircraft was already at 5,500 ft. At the time, CZB was 3.4 NM ahead of PIE. The separation standard required was 5 NM or 1,000 ft.

At the time of the incident, there were 10 aircraft on the control frequency. In this high workload situation, the controller had initially forgotten about PIE. Because PIE was on another radio frequency, the option of descending that aircraft to a lower level when he became aware of the confliction was not available.

