

**Aviation Safety Investigation Report
199503388**

**Beech Aircraft Corp
Baron
Aerospatiale
Squirrel
Aerospatiale
Squirrel**

29 September 1995

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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: 199503388 **Occurrence Type:** Incident
Location: 7 km East of Canberra
State: ACT **Inv Category:** 4
Date: Friday 29 September 1995
Time: 1143 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Beech Aircraft Corp
Aircraft Model: 58
Aircraft Registration: VH-GJZ **Serial Number:**
Type of Operation: Charter Unknown
Damage to Aircraft: Nil
Departure Point: Canberra ACT
Departure Time: 1144 EST
Destination: Warnervale NSW

Aircraft Manufacturer: Aerospatiale
Aircraft Model: AS.350B
Aircraft Registration: REG_1995033881 **Serial Number:**
Type of Operation: Charter Unknown Unknown
Damage to Aircraft: Nil
Departure Point: Canberra ACT
Departure Time:
Destination: Canberra ACT

Aircraft Manufacturer: Aerospatiale
Aircraft Model: AS.350B
Aircraft Registration: REG_1995033882 **Serial Number:**
Type of Operation: Charter Unknown Unknown Unknown
Damage to Aircraft: Nil
Departure Point:
Departure Time:
Destination: Canberra ACT

Approved for Release: Tuesday, April 9, 1996

At 1139 the Canberra approach controller cleared Hawk 02 to track to Canberra from the east-south-east at an altitude of 3,500 feet. Just after this VH-GJZ departed from runway 12, tracking via Bindook. The pilot had been told to turn left onto a heading of 070 degrees and climb to 4,500 feet. A short time later the approach controller passed the responsibility for Hawk 02 to Canberra tower, saying this aircraft was to track for a left base on runway 17. The pilot of Hawk 02 was given a visual approach and commenced descent.

At 1142 the pilot of VH-GJZ advised approach control he was climbing to 4500 feet and turning left onto a heading of 070 degrees. The approach controller realised that separation would be lost between VH-GJZ and Hawk 02. The controller told the pilot of VH-GJZ to stop the turn on a heading of 110 degrees. Horizontal separation reduced to about one mile before vertical separation was established. The pilot of VH-GJZ reported sighting Hawk 02 and was told to pass behind this aircraft, then turn left onto a heading of 040 degrees.

A third aircraft, callsign Squirrel 005, had been cleared direct to Canberra from the north-east at an altitude of 4500 feet. As a result of the controller's instructions to VH-GJZ this aircraft and Squirrel 005 were now on conflicting tracks. The pilot of Squirrel 005 was told to turn 30 degrees to the right and the pilot of VH-GJZ was told to climb to 7,000 feet. Horizontal separation between VH-GJZ and Squirrel 005 reduced below the minimum standard before vertical separation was established.

Significant Factors

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

- 1 The approach controller did not satisfactorily plan the handling of the sequence.
- 2 The approach controller did not take timely steps to avoid potential traffic conflicts.