

**Aviation Safety Investigation Report  
199503674**

**Piper Aircraft Corp  
Chieftain  
Saab Aircraft AB  
340**

**03 November 1995**

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

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.

**Occurrence Number:** 199503674                      **Occurrence Type:** Incident  
**Location:** 32km W Sydney, Aerodrome  
**State:** NSW    **Inv Category:** 4  
**Date:** Friday 03 November 1995  
**Time:** 0747 hours                                      **Time Zone**                      ESuT  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Piper Aircraft Corp  
**Aircraft Model:** PA-31-350  
**Aircraft Registration:** VH-XLB    **Serial Number:** 31-7852104  
**Type of Operation:** Air Transport Domestic Low Capacity Passenger Scheduled  
**Damage to Aircraft:** Nil  
**Departure Point:** Sydney NSW  
**Departure Time:** 0742 ESuT  
**Destination:** Cootamundra NSW

**Aircraft Manufacturer:** Saab Aircraft AB  
**Aircraft Model:** SF-340B  
**Aircraft Registration:** VH-SBA    **Serial Number:** 311  
**Type of Operation:** Air Transport Domestic Low Capacity Passenger Scheduled  
**Damage to Aircraft:** Nil  
**Departure Point:** Albury NSW  
**Departure Time:** 0701 ESuT  
**Destination:** Sydney NSW

**Approved for Release:** Wednesday, November 15, 1995

The Chieftain departed from runway 16R on a Radar 6 departure. After initial vectoring to avoid noise sensitive areas, the aircraft was vectored to intercept the planned track to Katoomba and instructed to climb to 5000 ft.

The SAAB was cleared to Sydney via the Oakdale 2 arrival and had been cleared for descent to 6000 ft. The departures controller reported that he observed the Chieftain climb through 5000 ft, in close proximity to the SAAB. He immediately instructed the pilot of the Chieftain to descend to 5000 ft and vectored the aircraft away from the SAAB, as well as passing traffic information on that aircraft. The approach controller notified the pilot of the SAAB, regarding the Chieftain, and vectored the SAAB away from the other aircraft.

Subsequent investigation revealed that the Chieftain had passed within 1.7 NM of the SAAB, with a vertical separation of 900 ft, resulting in a breakdown of separation. At the time of the occurrence the minimum required separation standard was either 3 NM laterally, or 1000 ft vertically.

