

**Aviation Safety Investigation Report
199403298**

**Israel Aircraft Industries Ltd
Westwind
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31 October 1994

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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:	199403298	Occurrence Type:	Incident
Location:	18km W Darwin, Aerodrome		
State:	NT	Inv Category:	4
Date:	Monday 31 October 1994		
Time:	1830 hours	Time Zone	CST
Highest Injury Level:	None		

Aircraft Manufacturer:	Israel Aircraft Industries Ltd		
Aircraft Model:	1124		
Aircraft Registration:	VH-LLY	Serial Number:	272
Type of Operation:	Commercial	Coastal Surveillance	
Damage to Aircraft:	Nil		
Departure Point:	Darwin NT		
Departure Time:	1330 CST		
Destination:	Darwin NT		

Aircraft Manufacturer:	Israel Aircraft Industries Ltd		
Aircraft Model:	1124		
Aircraft Registration:	VH-JPW	Serial Number:	317
Type of Operation:	Charter	Cargo	
Damage to Aircraft:	Nil		
Departure Point:	Darwin NT		
Departure Time:	1828 CST		
Destination:	Alice Springs NT		

Approved for Release: Friday, August 23, 1996

The pilot of VH-LLY was cleared for descent in Darwin controlled airspace from FL330 to 5,000 ft, on a heading of 085, for radar vectoring to the ILS. VH-JPW had departed Darwin, and the pilot was cleared for climb to FL330, on a heading of 163.

During descent, as VH-LLY was passing through 8,000 ft with a 3,000 ft per minute rate of descent, the pilot heard Darwin Approach advise the pilot of VH-JPW of unidentified traffic in his 2 o'clock position, and to maintain 6,000 ft until clear. He looked out and sighted another aircraft rapidly approaching, and realised that he must be the unidentified traffic. He resumed control from the co-pilot, made an immediate left turn and passed behind the other aircraft, with an estimated separation distance of 200m.

He then contacted the pilot of VH-JPW and Darwin Approach to advise them of the occurrence. The pilot of VH-JPW believed that if he had not maintained climb power when he levelled at 6,000ft, the passing distance would have probably been much less.

The Darwin Approach Controller admitted to misidentifying VH-LLY, contributing to the breakdown in separation standard.

