

**Aviation Safety Investigation Report
199403573**

**Israel Aircraft Industries Ltd
Westwind
British Aerospace Plc
BAe 146-200A**

29 November 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:	199403573	Occurrence Type:	Incident
Location:	92km SW Telfer		
State:	WA	Inv Category:	4
Date:	Tuesday 29 November 1994		
Time:	1845 hours	Time Zone	WST
Highest Injury Level:	None		

Aircraft Manufacturer:	Israel Aircraft Industries Ltd		
Aircraft Model:	1124		
Aircraft Registration:	VH-AJJ	Serial Number:	248
Type of Operation:	Air Transport Domestic Passenger Scheduled		
Damage to Aircraft:	Nil		
Departure Point:	Telfer WA		
Departure Time:	1828 WST		
Destination:	Perth WA		

Aircraft Manufacturer:	British Aerospace Plc		
Aircraft Model:	BAe 146-200A		
Aircraft Registration:	VH-JJQ	Serial Number:	E2038
Type of Operation:	Air Transport Domestic Passenger Scheduled		
Damage to Aircraft:	Nil		
Departure Point:	Perth WA		
Departure Time:	1659 WST		
Destination:	Curtin WA		

Approved for Release: Wednesday, February 1, 1995

VH-AJJ departed from Telfer at time 1828 and was estimating Savoy at 1857. The pilot had planned to climb the aircraft to 39,000 feet (FL390).

VH-JJQ was en route between reporting point T84B (passing it at 1757) and T84C (estimating it at 1838) and was maintaining FL270. T84C is approximately 70NM south of Telfer.

The pilot of VH-AJJ called the Perth Sector 1 controller on both taxi and departure. The pilot was told to standby for an airways clearance.

VH-JJQ and SIA7220, transiting on route A585 and maintaining FL330, were possible conflicting traffic for VH-AJJ.

At time 1831, 3 minutes after departure, a clearance was issued to the pilot of VH-AJJ to track via Savoy and planned route with a climb to FL310.

No separation standard, ie 10 minutes or 1000 feet in altitude, was established between VH-AJJ and VH-JJQ.

At time 1839, VH-JJQ reported passing T84C at 1839, FL270, estimating Curtin at 1934. This transmission was made on the Perth Sector 2 (134.5) frequency.

At time 1843.5, the pilot of VH-AJJ reported maintaining FL310 and requested a higher level. VH-AJJ was now vertically separated from VH-JJQ.

The Controller was preoccupied with a separation problem in the vicinity of Karratha and did not fully assess the situation between VH-JJQ and VH-AJJ. It was also moderately busy at the time and a number of transmissions took place around the time of the incident. As a consequence of the workload, the Controller took the advice of the Sector 2 Controller who advised her to assign VH-AJJ FL310 due to SIA7220.

The Sector 2 Controller also entered a time when VH-AJJ would leave lateral conflict with SIA7220 on the flight progress strip for the Sector 1 Controller. This led the Sector 1 Controller to think that the Sector 2 Controller had looked at the entire scenario and offered a solution that would separate all the conflicting traffic.

The Sector 1 controller then issued a clearance to the pilot of VH-AJJ to climb through the level of VH-JJQ without fully assessing the traffic situation.
