

**Aviation Safety Investigation Report
199403577**

**Government Aircraft Factories
Nomad
Lockheed Georgia Co
Orion**

28 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.

Occurrence Number: 199403577 Location: Wilton State: NSW Date: Monday 28 November 1994 Time: 1215 hours Highest Injury Level: None	Occurrence Type: Incident Inv Category: 4 Time Zone: ESuT
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Aircraft Manufacturer: Lockheed Georgia Co	
Aircraft Model: P-3C	
Aircraft Registration:	Serial Number:
Type of Operation: Miscellaneous Other	
Damage to Aircraft: Nil	
Departure Point: Edinburgh SA	
Departure Time: 1001 ESuT	
Destination: Edinburgh SA	

Aircraft Manufacturer: Government Aircraft Factories	
Aircraft Model: N22B	
Aircraft Registration: VH-WRT	Serial Number: N22B-56
Type of Operation: Miscellaneous Parachute Jump	
Damage to Aircraft: Nil	
Departure Point: Wilton NSW	
Departure Time: 1210 ESuT	
Destination: Wilton NSW	

Approved for Release: Thursday, January 5, 1995

Mariner 398 was tracking from Richmond to Nowra, via Camden and Wollongong. The crew had planned at 8000 ft but due to other traffic the aircraft was restricted to 7000 ft initially. The track took the aircraft close to D595 which is used for parachuting at Wilton. At 1215 the aircraft was approaching Camden.

VH-WRT departed from Wilton at 1210 for parachute operations and requested clearance to climb to flight level 130. The pilot was told by the sector 12 air traffic controller to climb to 7000 ft and remain within 3 miles of Wilton.

The sector 12 air traffic controller co-ordinated details on VH-WRT, including the 7000 ft altitude limit, with Sydney departures south. In response the controller was given identification on Mariner 398 and told that Mariner 398 was at 7000 and would call sector 12, eventually, at 8000 ft.

The sector 12 controller told the pilot of VH-WRT, at 1218, to maintain present altitude. The pilot acknowledged and said he was at 6300 ft. Subsequently the sector 12 controller passed traffic information on Mariner 398 to VH-WRT. The two aircraft passed with 700 ft vertical separation and one mile horizontal separation. The minimum separation required was 1000 ft vertical or 5 miles horizontal.

Significant Factor

The following factor was considered relevant to the development of the incident:

1. A lapse on the part of the sector 12 air traffic controller meant that the required separation was not applied.