

**Aviation Safety Investigation Report
199403741**

**Pilatus Aircraft Ltd
PC-9
Fokker B.V.
F50 (Fokker 50)**

02 December 1994

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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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:	199403741	Occurrence Type:	Incident
Location:	Bindook		
State:	NSW	Inv Category:	4
Date:	Friday 02 December 1994		
Time:	1403 hours	Time Zone	ESuT
Highest Injury Level:	None		
Aircraft Manufacturer:	Fokker B.V.		
Aircraft Model:	F27 MK 50		
Aircraft Registration:	VH-FNB	Serial Number:	20107
Type of Operation:	Air Transport Domestic High Capacity Passenger Scheduled		
Damage to Aircraft:	Nil		
Departure Point:	Canberra ACT		
Departure Time:	1342 ESuT		
Destination:	Sydney NSW		
Aircraft Manufacturer:	Pilatus Aircraft Ltd		
Aircraft Model:	PC-9		
Aircraft Registration:		Serial Number:	
Type of Operation:	Non-commercial Other (including military)		
Damage to Aircraft:	Nil		
Departure Point:	East Sale VIC		
Departure Time:	1306 ESuT		
Destination:	Richmond NSW		

Approved for Release: Thursday, January 25, 1996

The F27 was tracking from Canberra direct to Bindook VOR on climb to FL170. At about the same time, a military PC-9 was tracking from Shelleys NDB to Richmond via Bindook VOR, also at FL170.

Both aircraft had just been handed over to Sydney Arrivals by Melbourne Sector Control, with the aircraft on converging tracks at the same level.

The Arrivals Controller experienced problems with the transponder code of the PC-9 and, while attempting to correct the display errors, realised that radar separation would not be maintained. Instructions were given to the PC-9 to change heading, and for the F27 to descend to FL160. However, before the aircraft could respond, the minimum separation standards were infringed.