

**Aviation Safety Investigation Report
199200106**

**Fokker B.V.
Fellowship
Boeing Co
B737**

09 August 1992

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.

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: 199200106 **Occurrence Type:** Incident
Location: Maroochydore
State: QLD **Inv Category:** 3
Date: Sunday 09 August 1992
Time: 1730 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Fokker B.V.
Aircraft Model: F28 MK 3000
Aircraft Registration: VH-EWG

Serial Number:

Type of Operation: Air Transport Domestic High Capacity Passenger
Scheduled
Damage to Aircraft: Nil
Departure Point: Mt Isa QLD
Departure Time: 1535 EST
Destination: Brisbane QLD

Aircraft Manufacturer: Boeing Co
Aircraft Model: 737-376
Aircraft Registration: VH-TAY

Serial Number: 23490

Type of Operation: Air Transport Domestic High Capacity Passenger
Scheduled
Damage to Aircraft: Nil
Departure Point: Townsville QLD
Departure Time: 1610 EST
Destination: Brisbane QLD

Approved for Release: Monday, June 20, 1994

The Brisbane terminal area was busy and both aircraft were required to enter a holding pattern at Maroochydore. VH-EWG was to be the first of the two aircraft to land at Brisbane, but because the pilot had slowed the aircraft enroute, VH-TAY had already entered the holding pattern at a lower level than VH-EWG.

When a preceding aircraft left the holding pattern on descent for landing at Brisbane, the air traffic controller responsible for the holding aircraft descended VH-EWG through the level of VH-TAY without the required lateral separation. At the time both aircraft were heading in the same direction with VH-TAY travelling at a faster speed. The controller realised his mistake and instructed VH-EWG to climb. Separation was reduced to 2.5NM instead of the required 5NM.

The controller was relatively inexperienced at the control position he was working and the workload at the time was high.

