

**Aviation Safety Investigation Report
199200945**

**SOCATA - Groupe Aerospatiale
Trinidad
Airbus
A300-B4-600R**

16 December 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: 199200945 **Occurrence Type:** Incident
Location: 28km NE Adelaide
State: SA **Inv Category:** 4
Date: Wednesday 16 December 1992
Time: 0920 hours **Time Zone** CSuT
Highest Injury Level: None

Aircraft Manufacturer: SOCATA - Groupe Aerospatiale
Aircraft Model: TB-20
Aircraft Registration: VH-LQA **Serial Number:**
Type of Operation: Instructional Solo
Damage to Aircraft: Nil
Departure Point: Parafield SA
Departure Time: 0900 CSuT
Destination: Adelaide SA

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	85.0	160

Aircraft Manufacturer: Airbus
Aircraft Model: A300-B4-600R
Aircraft Registration: VH-YMJ **Serial Number:**
Type of Operation: Air Transport Domestic High Capacity Scheduled
Damage to Aircraft: Nil
Departure Point: Melbourne Vic
Departure Time:
Destination: Adelaide SA

Approved for Release: Friday, April 7, 1995

The pilot of VH-LQA was conducting a practice ILS approach for runway 23 at Adelaide Airport. Approaching the localizer (LLZ) at 3000ft air traffic control (ATC) instructed him to enter a holding pattern between 28 and 34km north east of Adelaide to maintain horizontal separation standards with VH-YMJ, which had been cleared by ATC to intercept the 23 LLZ at 3000ft, from the east, for its arrival to Adelaide.

After completion of the holding pattern, and not having received any further instructions from ATC, the pilot of VH-LQA believed he could continue the practice ILS without any further clearance and intercepted the LLZ.

He was instructed three times in quick succession to turn right onto a heading of 310 degrees, and the pilot of VH-YMJ was instructed to continue turning left. The two aircraft passed at the same height with less than 5km horizontal separation.