

**Aviation Safety Investigation Report
199300590**

**Britten Norman Ltd
Islander
Boeing Co
B767**

19 March 1993

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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: 199300590 **Occurrence Type:** Incident
Location: 18km W Perth
State: WA **Inv Category:** 4
Date: Friday 19 March 1993
Time: 1600 hours **Time Zone** WST
Highest Injury Level: None

Aircraft Manufacturer: Boeing Co
Aircraft Model: 767-238ER
Aircraft Registration: VH-EAJ **Serial Number:** 23304

Type of Operation: Air Transport High Capacity International Passenger
Scheduled

Damage to Aircraft:

Departure Point: Perth
Departure Time: 1608 WST
Destination: Singapore

Aircraft Manufacturer: Britten Norman Ltd
Aircraft Model: BN-2A-26
Aircraft Registration: VH-HPL **Serial Number:** 3004
Type of Operation: Air Transport Domestic Passenger
Damage to Aircraft:
Departure Point: Perth WA
Departure Time: 1603 WST
Destination: Rottnest Island WA

Approved for Release: Monday, June 5, 1995

VH-HPL was on track from Perth to Rottnest Island, maintaining 2000 ft when VH-EAJ departed Perth for Singapore. The pilot of VH-EAJ had requested a clearance to enable the aircraft to initially track north along the coast, visually, at 2000 ft. VH-EAJ was cleared initially at 3000 ft. When the aircraft reached 3000 ft the pilot advised that they "would like 2000 if its available3000 is just above cloud". VH-EAJ was then cleared to descend to 2500 ft which was the lowest assignable altitude to keep the aircraft 1000 ft above the base of controlled airspace.

At this time VH-EAJ was on radar vectors, heading 280 deg, which was keeping the aircraft to the south of VH-HPL but on a converging track. VH-EAJ was then asked to "report sighting a Britten Norman Islander (VH-HPL) in your two o'clock.....four miles maintaining 2000 ft.....". The crew of VH-EAJ were unable to sight VH-HPL. They were then instructed to climb to their planned cruising level of flight level 350. They were then asked again if they had the traffic sighted but reported "negative we're in cloud". They were then asked their present level and reported they were at 3100 ft.

Separation between the two aircraft reduced to two miles with less than 1000 ft vertical separation.
