

**Aviation Safety Investigation Report  
199300833**

**Fokker B.V.  
Fellowship**

**07 April 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](http://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.

<b>Occurrence Number:</b>	199300833	<b>Occurrence Type:</b>	Incident
<b>Location:</b>	Meekatharra		
<b>State:</b>	WA	<b>Inv Category:</b>	4
<b>Date:</b>	Wednesday 07 April 1993		
<b>Time:</b>	0900 hours	<b>Time Zone</b>	WST
<b>Highest Injury Level:</b>	None		
<b>Aircraft Manufacturer:</b>	Fokker B.V.		
<b>Aircraft Model:</b>	F28 MK 4000		
<b>Aircraft Registration:</b>	VH-FKI	<b>Serial Number:</b>	11183
<b>Type of Operation:</b>	Air Transport Domestic High Capacity Passenger Scheduled		
<b>Damage to Aircraft:</b>			
<b>Departure Point:</b>	Argyle WA		
<b>Departure Time:</b>			
<b>Destination:</b>	Perth WA		

**Approved for Release:** Saturday, October 30, 1993

VH-LBA was maintaining FL 270 and northbound from Meekatharra. VH-FKI was southbound to Meekatharra and was cleared to descend from FL 310 to FL 260 through the level assigned to VH-LBA. The duty air traffic controller was advised of this error by the pilot of VH-LBA and VH-FKI was assigned a new clearance which should have provided lateral separation for the descent. However, the controller's calculations were in error and the distance between the aircraft was reduced below the minimum separation standard.

The controller had just completed a hand-over/take-over when he was presented with this slightly more complicated separation problem. Coupled with this was a reduction in currency due to administrative tasks associated with being a team leader. Flight progress strip management practices at Perth may have contributed to the occurrence. Strip procedures have since been modified to be consistent with an apparent national standard developed from discussions with other check control staff.