

**Aviation Safety Investigation Report
199300842**

**Airbus
A320
Beech Aircraft Corp
Baron**

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.

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:	199300842	Occurrence Type:	Incident
Location:	9km SE Perth		
State:	WA	Inv Category:	4
Date:	Wednesday 07 April 1993		
Time:	1040 hours	Time Zone	WST
Highest Injury Level:	None		
Aircraft Manufacturer:	Airbus		
Aircraft Model:	A320-211		
Aircraft Registration:	VH-HYI	Serial Number:	140
Type of Operation:	Air Transport Domestic High Capacity Passenger Scheduled		
Damage to Aircraft:			
Departure Point:	Melbourne VIC		
Departure Time:			
Destination:	Perth WA		
Aircraft Manufacturer:	Beech Aircraft Corp		
Aircraft Model:	56TC/A1		
Aircraft Registration:	VH-KPY	Serial Number:	TG-41
Type of Operation:	Commercial Aerial Mapping/Photo/Survey		
Damage to Aircraft:			
Departure Point:	Jandakot WA		
Departure Time:			
Destination:	Jandakot WA		

Approved for Release: Saturday, October 30, 1993

VH-KPY had been cleared to operate on a photographic survey near Perth. VH-HYI was inbound to Perth from the south-east and was tracking via a five nautical mile final for runway 03 when the radar return indicated that the aircraft were approaching the minimum separation standard. The duty Air Traffic Controller recognised the situation and gave avoidance instructions, however they were too late to prevent separation between the aircraft reducing to less than the minimum standard of five nautical miles.

The Air Traffic Controller had poorly planned the arrival of VH-HYI and had allowed himself to become annoyed at a separate co-ordination problem that he had partially created. The annoyance contributed to the reduction in separation standards in as much as it reduced his concentration on the task of maintaining separation between the two aircraft whose closing speed was of the order of 500 knots.