

**Aviation Safety Investigation Report  
199302156**

**Short Bros Pty Ltd  
Shorts 360**

**20 July 1993**

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](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.

**Occurrence Number:** 199302156                      **Occurrence Type:** Incident  
**Location:** 8km SW Sydney, Aerodrome  
**State:** NSW                      **Inv Category:** 4  
**Date:** Tuesday 20 July 1993  
**Time:** 0750 hours                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Short Bros Pty Ltd  
**Aircraft Model:** SD360-300  
**Aircraft Registration:** VH-MJU                      **Serial Number:** SH3736  
**Type of Operation:** Air Transport Low Capacity Passenger  
**Damage to Aircraft:** Nil  
**Departure Point:** Moruya NSW  
**Departure Time:** 0650 EST  
**Destination:** Sydney NSW

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on</b>	
		<b>Type</b>	<b>Hours Total</b>
Pilot-In-Command	ATPL 1st Class	1000.0	4500
Co-Pilot/1st Officer	ATPL 1st Class	1200.0	4700

**Approved for Release:** Tuesday, October 12, 1993

The aircraft was 4 miles southwest of Sydney turning right onto heading 160 for left downwind runway 34, and was assigned descent to 4000 feet. Radar information indicated that the aircraft had descended to 3000 feet and this was confirmed by the pilot. The aircraft was recleared to climb immediately to 4000 feet for separation with departing traffic on runway 25.

The crew reported that the cockpit workload at the time was high and the pilot not flying missed the "500 feet to go" call. The pilot flying continued the descent to 3000 feet, forgetting that he had been assigned 4000 feet.