

**Aviation Safety Investigation Report  
199300532**

**Boeing Co  
B747  
McDonnell Douglas Corporation  
Hornet**

**15 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](http://www.atsb.gov.au).**

**Occurrence Number:** 199300532                      **Occurrence Type:** Incident  
**Location:** 70km E Sydney  
**State:** NSW    **Inv Category:** 3  
**Date:** Monday 15 March 1993  
**Time:** 1519 hours                                  **Time Zone**                      EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Boeing Co  
**Aircraft Model:** 747  
**Aircraft Registration:**

**Serial  
Number:**

**Type of Operation:** Air Transport High Capacity International Passenger  
Scheduled  
**Damage to Aircraft:** Nil  
**Departure Point:** Auckland NZ  
**Departure Time:**  
**Destination:** Singapore

**Aircraft Manufacturer:** McDonnell Douglas Corporation  
**Aircraft Model:** F/A-18A  
**Aircraft Registration:**  
**Type of Operation:** Non-commercial Other (including military)  
**Damage to Aircraft:** Nil  
**Departure Point:** Williamtown NSW  
**Departure Time:**  
**Destination:** Williamtown NSW

**Serial Number:**

**Approved for Release:** Monday, July 26, 1993

Singapore Airlines Flight 288 [SIA288] was maintaining Flight Level [FL] 310 on a flight from Auckland to Singapore. It had been cleared to transit Restricted Area R588 at FL 310 by Sydney Sector 5 who had correctly co-ordinated the clearance with Williamtown Approach control.

Four RAAF FA18A aircraft, operating as Shogun Section, had completed an exercise to the south of R588 and requested a clearance from Williamtown Approach control to return to Williamtown for a landing. The controller cleared Shogun Section to transit R588 at FL 310 from south to north on a course that was in conflict with SIA288.

As the aircraft approached each other, Williamtown Approach noticed the confliction and passed traffic information to Shogun Section, who then initiated evasive action by climbing above the level of SIA288.

The crew of SIA288 was not given traffic information by Sydney control but saw two FA18A aircraft and assessed that their own aircraft would pass behind. They therefore elected not to take any other action.

The aircraft passed within 2.7 NM of each other with 900 ft vertical difference. The required separation standard is 5 NM or 2,000 ft and, as such, a breakdown in separation occurred.

#### Significant Factors

1. The RAAF controller issued clearances for SIA288 and Shogun Section without correct application of the appropriate separation standards.