

**Aviation Safety Investigation Report  
199702842**

**Airbus  
Airbus  
Boeing Co  
B767**

**04 September 1997**

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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).**

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**Occurrence Number:** 199702842                      **Occurrence Type:** Incident  
**Location:** 259km S Brisbane, Aerodrome  
**State:** NSW    **Inv Category:** 4  
**Date:** Thursday 04 September 1997  
**Time:** 0900 hours                                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Airbus  
**Aircraft Model:** A310  
**Aircraft Registration:** P2-ANA                      **Serial Number:**  
**Type of Operation:** Air Transport International  
**Damage to Aircraft:** Nil  
**Departure Point:** Sydney NSW  
**Departure Time:**  
**Destination:** Brisbane Qld

**Aircraft Manufacturer:** Boeing Co  
**Aircraft Model:** 767-338ER  
**Aircraft Registration:** VH-OGK                      **Serial Number:** 25316  
**Type of Operation:** Air Transport Domestic High Capacity Passenger  
Scheduled  
**Damage to Aircraft:** Nil  
**Departure Point:** Sydney NSW  
**Departure Time:**  
**Destination:** Brisbane Qld

**Approved for Release:** Friday, September 5, 1997

The sector 2E controller was given instructions by the flow controller for an Airbus aircraft enroute from Sydney to Brisbane to lose time to pass Coolangatta at time 0918 EST. The intention was for the aircraft speed to be reduced sufficiently to lose about 3 minutes. The aircraft was in the Point Lookout area when the instruction was passed to the sector controller. A short time later the flow controller noticed that the aircraft was on an easterly heading approximately 140 NM south of Brisbane. This was queried through the sector and the flow controller was advised that the aircraft was being vectored to meet the set course time. The easterly heading effectively gave the aircraft a tailwind of 120 kts. When the sector controller turned the aircraft inbound to Coolangatta, it had lost so much time that a following Boeing 767 aircraft that would have been processed without delay, required speed control then significant vectoring, to stay behind the preceding aircraft.