Aviation Safety Investigation Report 199703851

Boeing Co B747 Boeing Co B767

13 November 1997

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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.

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Occurrence Number:	199703851Occurrence Type: Incident		ype: Incident		
Location:	Melbourne, Aerodrom	me			
State:	VIC	Inv Category:	4		
Date:	Thursday 13 Novem	ber 1997			
Time:	1645 hours	Time Zone	ESuT		
Highest Injury Level:	None				
Aircraft Manufacturer:	Boeing Co				
Aircraft Model:	747				
Aircraft Registration:	9M-MHJ			Serial Number:	
Type of Operation:	Air Transport Hig Scheduled	gh Capacity International	Passenger		
Damage to Aircraft:	Nil				
Departure Point:	Melbourne Vic.				
Departure Time:	1644 ESuT				
Destination:	Kuala Lumpur Ma	alaysia			
Aircraft Manufacturer:	Boeing Co				
Aircraft Model:	767-238				
Aircraft Registration:	VH-EAK			Serial Number:	23305
Type of Operation:	Air Transport Do Scheduled	omestic High Capacity Pa	assenger		
Damage to Aircraft:	Nil				
Departure Point:	Melbourne Vic.				
Departure Time:	1644 ESuT				
Destination:	Sydney NSW				

Approved for Release: Wednesday, April 15, 1998

The crew of an international Boeing 747 departing runway 16 had been cleared for a KEPPA 1 Standard Instrument Departure. Departure instructions had been issued by Departures North for the aircraft to initially maintain 3,000 ft due to overflying traffic. The B747 was rolling when the tower controller called Departures North to obtain departure instructions for a Boeing 767, that had been cleared for a DOSEL 6 Standard Instrument Departure from runway 27. The Departures North controller indicated he would call back shortly with departure instructions in respect of the B767.

The departures controller observed the B747 airborne and cleared the aircraft to continue its climb, having established that separation existed with the overflying traffic. At this stage the departures controller called the tower controller and issued departure instructions for the B767 to maintain 3,000 ft. This would allow the B767 to pass under the path of the departing B747.

The departures controller subsequently observed the B767 to be airborne, with the B747 still south west of the aerodrome, in a left turn climbing slowly through 2,800 ft. As the controller considered the B747's rate of climb insufficient to preserve vertical separation between the two aircraft, the departures controller turned the B747 onto a westerly heading and passed traffic information to the crew in respect of the B767.

Horizontal separation between the two aircraft reduced below the 3 NM standard before vertical separation standards were established. The two aircraft were further processed without incident.