

**Aviation Safety Investigation Report
199704226**

**Boeing Co
B747
Unknown
Aeroplane**

28 December 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.

Occurrence Number: 199704226 **Occurrence Type:** Incident
Location: 370km SE Mipap, (IFR)
State: Other **Inv Category:** 4
Date: Sunday 28 December 1997
Time: 0758 hours **Time Zone:** UTC
Highest Injury Level: None

Aircraft Manufacturer: Boeing Co
Aircraft Model: 747-438
Aircraft Registration: VH-OJO **Serial Number:** 25544

Type of Operation: Air Transport High Capacity International Passenger
Scheduled

Damage to Aircraft: Nil
Departure Point: Sydney NSW
Departure Time:
Destination: Hong Kong China

Aircraft Manufacturer: Unknown
Aircraft Model: Aeroplane
Aircraft Registration: **Serial Number:**

Type of Operation: Air Transport High Capacity International Passenger
Scheduled

Damage to Aircraft: Nil
Departure Point: Manila Philipinnes
Departure Time:
Destination: Kuala Lumpur Malaysia

Approved for Release: Friday, July 10, 1998

A Boeing 747 (B747), en route from Sydney to Hong Kong, was maintaining flight level 350 (FL350) and had been radar identified by Manila Air Traffic Control. The flight crew observed another aircraft maintaining the same level approximately 20 NM to the east displayed on their aircraft's traffic alert and collision avoidance system (TCAS). The B747 crew sighted the other aircraft as it crossed their track from east to west.

The crossing aircraft was en route from Manila to Kuala Lumpur and had initially been assigned FL280. On first contact with radar control that crew had been instructed to climb to FL350.



The controller noted the proximity of the two aircraft and instructed the crew of the B747 to climb immediately to FL370. At the same time the B747 TCAS announced a "Climb" resolution advisory (RA) instruction. The B747 crew complied with the climb instruction.

The crew of the crossing aircraft advised the B747 crew that they had received a TCAS RA instruction to descend which they had followed. There was a breakdown of separation.

Following an investigation of the occurrence the Republic of the Philippines, Department of Transport and Communications air traffic services investigator reported that all area control centre controllers would undergo radar simulator training to enhance their proficiency. The training was to commence in January 1998.

