

**Aviation Safety Investigation Report
199601830**

**Boeing Co
B727
Boeing Co
B737**

12 June 1996

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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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.

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:	199601830	Occurrence Type:	Incident
Location:	45km N Maroochydore, VOR		
State:	QLD	Inv Category:	4
Date:	Wednesday 12 June 1996		
Time:	0750 hours	Time Zone	EST
Highest Injury Level:	None		

Aircraft Manufacturer:	Boeing Co		
Aircraft Model:	727-277		
Aircraft Registration:	VH-ANF	Serial Number:	22644
Type of Operation:	Air Transport Domestic High Capacity Passenger		
Damage to Aircraft:	Nil		
Departure Point:	Cairns		
Departure Time:	2030 EST		
Destination:	Brisbane		

Aircraft Manufacturer:	Boeing Co		
Aircraft Model:	737-377		
Aircraft Registration:	VH-CZI	Serial Number:	23661
Type of Operation:	Air Transport High Capacity Passenger Scheduled		
Damage to Aircraft:	Nil		
Departure Point:	Townsville		
Departure Time:	2045 EST		
Destination:	Brisbane		

Approved for Release: Tuesday, October 8, 1996

A Boeing 727 and a Boeing 737 were both on descent to Brisbane from the north. The B727 was ahead of the B737 and was instructed to reduce speed to 230 knots for sequencing. As the speed reduction took effect the following B737 closed rapidly, and the situation was not observed until both aircraft were at flight level 255 and 3.1 nm. Minimum separation is 5 nm. The B737 was turned onto a heading of 180 degrees for avoidance, and there was no further closure.

The traffic situation at the time was light, following a relatively busy period. There was no underlying reason for the controllers failure to maintain the required separation standard. There appears to have been a lapse in concentration following a period of heavy traffic.