

**Aviation Safety Investigation Report  
199504171**

**Aero Commander Div  
Turbo Commander  
Boeing Co  
B767**

**12 December 1995**

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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).**

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:** 199504171                      **Occurrence Type:** Incident  
**Location:** 37km SW Sydney, Aerodrome  
**State:** NSW                      **Inv Category:** 4  
**Date:** Tuesday 12 December 1995  
**Time:** 0825 hours                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Aero Commander Div  
**Aircraft Model:** 690  
**Aircraft Registration:** VH-WLO                      **Serial Number:** 11030  
**Type of Operation:** Miscellaneous Other  
**Damage to Aircraft:** Nil  
**Departure Point:** Bankstown NSW  
**Departure Time:** 0823 EST  
**Destination:** Deniliquin NSW

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Commercial	2500.0	11600

**Aircraft Manufacturer:** Boeing Co  
**Aircraft Model:** 767-238ER  
**Aircraft Registration:** VH-EAL                      **Serial Number:** 23306  
**Type of Operation:** Air Transport Domestic High Capacity Passenger  
Scheduled  
**Damage to Aircraft:** Nil  
**Departure Point:** Melbourne VIC  
**Departure Time:**  
**Destination:** Sydney NSW

**Approved for Release:** Monday, January 8, 1996

After departing from Bankstown the pilot of the Turbo Commander was instructed to climb to 5000 ft. At the same time a Boeing 767 was being vectored for a right downwind for runway 16R, on descent to 6000 ft. As the B767 approached that altitude the Departures (S) controller noticed that the Turbo Commander had climbed above 5000 ft and was approaching 6000 ft. The Turbo Commander was immediately turned right but lateral separation between the aircraft reduced to about 2 NM. The required separation standard was 3 NM lateral or 1000 ft vertical.

The pilot of the Turbo Commander later reported that he thought he had been cleared to 6000 ft, but may have confused the altitude clearance with a heading change to 160 degrees given at the same time.

