

**Aviation Safety Investigation Report
199504256**

**Boeing Co
B707
Boeing Co
B747**

18 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.

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:	199504256	Occurrence Type:	Incident
Location:	Domom		
State:	Other	Inv Category:	4
Date:	Monday 18 December 1995		
Time:	1455 hours	Time Zone	UTC
Highest Injury Level:	None		

Aircraft Manufacturer:	Boeing Co		
Aircraft Model:	707		
Aircraft Registration:	A20629	Serial Number:	
Type of Operation:	Non-commercial Other (including military)		
Damage to Aircraft:	Nil		
Departure Point:	Jakarta Indonesia		
Departure Time:			
Destination:	Canberra ACT		

Aircraft Manufacturer:	Boeing Co		
Aircraft Model:	747-438		
Aircraft Registration:	VH-OJL	Serial Number:	25151
Type of Operation:	Air Transport High Capacity International Passenger Scheduled		
Damage to Aircraft:	Nil		
Departure Point:	Singapore		
Departure Time:			
Destination:	Melbourne VIC		

Approved for Release: Tuesday, July 23, 1996

Two aircraft, at the same level on air route A585, lost separation standards assurance when the controller did not apply the appropriate standard. The lead aircraft was a RAAF VIP Boeing 707 carrying the Australian Prime Minister. The trailing aircraft was a scheduled Qantas passenger service.

The Brisbane Sector 12 controller applied a 10 minute separation standard instead of a 15 minute Oceanic standard when he allowed the lead aircraft to climb to the same level as the trailing aircraft. Later, the controller assured Perth Sector 1 controller that the 10 minute separation standard would be monitored and a distance standard established if necessary.

The separation was reduced to eight minutes at Port Hedland when the lead aircraft, Aussy 360 arrived one minute later than ETA and QFA10 arrived one minute earlier than ETA. The controller did not establish a distance standard (20 NM on DME or 30 NM RNAV) when the aircraft entered the CTA, 120 NM north-west of Port Hedland.

The controller applied an incorrect separation standard of 10 minutes to the aircraft at DOMOM whereas the oceanic standard was 15 minutes. He also did not establish a distance standard between the two aircraft as agreed with the Perth Sector 1. The controller could not explain the omissions. However, he was on a late night shift with little traffic under his control. He may have been in a state of low arousal and was unaware of the errors.

