

**Aviation Safety Investigation Report
199403224**

**Boeing Co
B747
Boeing Co
B737**

02 October 1994

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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: 199403224 **Occurrence Type:** Incident
Location: 515km NE Sydney
State: Other **Inv Category:** 4
Date: Sunday 02 October 1994
Time: 1254 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer:	Boeing Co		
Aircraft Model:	737-376		
Aircraft Registration:	VH-TJD	Serial Number:	24298

Type of Operation: Air Transport High Capacity International Passenger
Scheduled

Damage to Aircraft: Nil
Departure Point: Tontouta New Caledonia
Departure Time: 2349 EST
Destination: Sydney NSW

Aircraft Manufacturer:	Boeing Co		
Aircraft Model:	747-400		
Aircraft Registration:	9M-MPC	Serial Number:	

Type of Operation: Air Transport High Capacity International Passenger
Scheduled

Damage to Aircraft: Nil
Departure Point: Auckland NZ
Departure Time: 2319 EST
Destination: Brisbane QLD

Approved for Release: Monday, January 29, 1996

Circumstances

The B737 was operating on airway B580 and had passed waypoint URGUS at 1234 EST maintaining FL350 and was estimating waypoint MULID at 1322. Flight plan estimates indicated that the B737 would cross airway A464 at approximately 1343 and the next waypoint APORA at 1424.

The B74F was operating on airway A464 and had passed waypoint RELIK at 1251 maintaining FL350 and was estimating over Lord Howe Island at 1323. Flight plan estimates indicated that the B74F would cross airway B580 at approximately 1331 and the next waypoint UDIKO at 1401.

At approximately 1254, Brisbane oceanic control sector 8 (Sect 8) relayed a level change requirement instruction through Sydney Flight Service International (FS INT) for the B737 to descend from FL350 to FL330. The instruction was intended to provide separation assurance between the B737 and the B747F.

The level change requirement was notated on the correct flight progress strip, but entered in an incorrect information box relating to waypoint URGUS, the waypoint just passed. The FS INT officer was provided with a temporary relief break at approximately 1310. The level change requirement had still neither been passed to the B737 nor been included in the handover/takeover to the relieving officer.

At approximately 1328, the relieving FS INT provided Sect 8 with reports for the B737 passing MULID and the B74F passing Lord Howe Island. Both aircraft were still maintaining FL350. Sector 8 realised that the aircraft level change instruction had not been issued and that lateral separation standards had been infringed.

Due to the prevailing poor communications propagation conditions, FS INT was unable to re-establish contact with the B737 until approximately 1336. The B737 then descended to FL330 and crossed airway A464 approximately seven minutes later.

Although the prescribed separation standards were not maintained, there was no risk of collision.

No new safety deficiencies were identified during this investigation.

