

**Aviation Safety Investigation Report
199203065**

**Fokker B.V.
Fellowship
McDonnell Douglas Corporation
DC-10**

17 December 1992

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.

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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:	199203065	Occurrence Type:	Incident
Location:	100km ESE Taroom		
State:	QLD	Inv Category:	4
Date:	Thursday 17 December 1992		
Time:	1645 hours	Time Zone	EST
Highest Injury Level:	None		

Aircraft Manufacturer:	Fokker B.V.
Aircraft Model:	F28 MK 4000
Aircraft Registration:	VH-EWB

**Serial
Number:**

Type of Operation:	Air Transport Domestic High Capacity Passenger Scheduled
Damage to Aircraft:	Nil
Departure Point:	Mt Isa QLD
Departure Time:	
Destination:	Brisbane QLD

Aircraft Manufacturer:	McDonnell Douglas Corporation
Aircraft Model:	DC-10
Aircraft Registration:	9M-MAS

**Serial
Number:**

Type of Operation:	Air Transport High Capacity International Passenger Scheduled
Damage to Aircraft:	
Departure Point:	Brisbane QLD
Departure Time:	1621 EST
Destination:	Kuala Lumpur Malaysia

Approved for Release: Thursday, October 17, 1996

The aircraft was given a requirement to reach FL310 by a specified time (43) in order to gain separation from opposite direction traffic at FL290. After the specified time (at 44) the pilot reported that he was unable to reach FL310 and was unable to maintain FL300. The aircraft was given immediate descent to FL270. Shortly afterwards the pilot advised that he was able to climb to FL310. A procedural breakdown in separation with the opposite direction traffic occurred.

The crew reported that they had maintained the climb rate using the vertical speed of the aircraft autopilot. This had caused the airspeed to decay because the climb performance of the aircraft was unable to sustain the climb rate demanded. It then became necessary for the aircraft to descend in order to regain its speed and performance.
