

**Aviation Safety Investigation Report
199300671**

**Boeing Co
B767**

29 March 1993

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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.

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:	199300671	Occurrence Type:	Incident
Location:	185km W Sydney		
State:	NSW	Inv Category:	4
Date:	Monday 29 March 1993		
Time:	0748 hours	Time Zone	ESuT
Highest Injury Level:	None		

Aircraft	Boeing Co		
Manufacturer:			
Aircraft Model:	767-277		
Aircraft Registration:	VH-RMD	Serial Number:	22692
Type of Operation:	Air Transport Domestic High Capacity Passenger Scheduled		
Damage to Aircraft:	Nil		
Departure Point:	Perth WA		
Departure Time:			
Destination:	Sydney NSW		

Approved for Release: Thursday, July 22, 1993

There was a busy traffic sequence into Sydney with aircraft being required to hold at Bindook. At 0745 hours the crew of VH-RMD, which was cruising at Flight Level (FL) 390, were told by Sector 7 air traffic control to descend to FL 290 by Bindook. Due to the heavy traffic Arrivals control advised Sector 7 at 0746 hours that Bindook was full and that all arriving aircraft were to be held outside Sydney arrivals control airspace.

At 0747 hours the Sector 7 controller told the crew of VH-RMD to descend to FL 350 by 100 miles Sydney, for holding at 100 miles Sydney in a left hand two minute pattern. The aircraft had about 10 miles to run to the 100 mile point and the aircraft systems required re-programing to meet the new clearance limit.

There was not enough time allowed by the air traffic control instruction for the crew to be able to meet the requirement. Just one and a half minutes after being advised of the new clearance limit the crew advised air traffic control that they were at 100 miles Sydney and were still at FL 390. The pilot was instructed to turn left onto a heading of 300 degrees and the aircraft was monitored as it descended. No loss of separation occurred.