

**Aviation Safety Investigation Report
199503410**

**Boeing Co
B747
Fairchild Industries Inc
Metro III**

09 October 1995

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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: 199503410 **Occurrence Type:** Incident
Location: 17km E Sydney, Aerodrome
State: NSW **Inv Category:** 4
Date: Monday 09 October 1995
Time: 0810 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Boeing Co
Aircraft Model: 747SP-38
Aircraft Registration: VH-EAA **Serial Number:** 22495

Type of Operation: Air Transport High Capacity International Passenger
Scheduled
Damage to Aircraft: Nil
Departure Point: Auckland New Zealand
Departure Time:
Destination: Sydney NSW

Aircraft Manufacturer: Fairchild Industries Inc
Aircraft Model: SA227-AC
Aircraft Registration: VH-NEK **Serial Number:** AC-615B
Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled
Damage to Aircraft: Nil
Departure Point: Sydney NSW
Departure Time: 0806 EST
Destination: Tamworth NSW

Approved for Release: Wednesday, December 20, 1995

VH-EAA was processed into the Sydney Terminal Area by the Approach south radar control sector, and was tracking via the 094 VOR radial, on descent to 6,000 ft in visual conditions. At 9 DME, the flight crew, in response to a TCAS RA alert, climbed the aircraft approximately 300 ft. They did not advise ATC of the alert.

VH-NEK had departed runway 16L, on initial climb to 5,000 ft, and was being processed to depart the Sydney Terminal Area by the Departures south radar control sector. The aircraft was vectored onto a north-easterly track from a left turn after takeoff.

Recorded radar information indicated that VH-EAA had continued descent to a pressure altitude of 5,700 ft and VH-NEK had climbed to a pressure altitude of 4,900 ft. When their flight paths crossed, VH-EAA was 800 ft above, and 1.86 NM to the right of VH-NEK.

The traffic management plan, techniques and procedures, for processing both aircraft were adequate to maintain prescribed separation standards and tolerances in accordance with the runway 16 airspace agreement. However, neither controller had recognised the incident, probably due to the short duration of the encounter, and the lack of advice from either flight crew.

Findings

1. The traffic management procedures adopted by the controllers for processing the aircraft were adequate.
2. VH-EAA descended below the assigned altitude.
3. In response to the TCAS RA alert, the flight crew returned the aircraft to the assigned altitude.

Significant factors

1. The required separation standard was infringed when the flight crew permitted VH-EAA to descend below their assigned altitude.

