

**Aviation Safety Investigation Report
200100959**

**McDonnell Douglas Corporation
Hornet
Airbus
Airbus**

05 March 2001

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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.

Occurrence Number: 200100959 **Occurrence Type:** Incident
Location: 139km N Sydney, VOR
State: NSW **Inv Category:** 4
Date: Monday 05 March 2001
Time: 1116 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Airbus
Manufacturer:
Aircraft Model: A340
Aircraft Registration: B-HXI **Serial Number:**

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

Aircraft Manufacturer: McDonnell Douglas Corporation
Aircraft Model: F/A-18A
Aircraft Registration: **Serial Number:**
Type of Operation: Non-commercial Other (including military)
Damage to Aircraft: Nil
Departure Point: Williamtown NSW
Departure Time:
Destination: Williamtown NSW

Approved for Release: Tuesday, September 25, 2001

The crew of the Airbus Industrie A340 responded to a traffic alert and collision avoidance system (TCAS) resolution advisory (RA) and climbed 600 ft above the cleared level of flight level (FL)190. The conflicting traffic was a formation of military McDonnell Douglas Corporation FA-18A Hornet aircraft in transit through a military airspace corridor. Traffic information was passed to the crew of the A340 by the air traffic controller. The Hornet crews were on military control frequencies.

At the time of the TCAS alert, the Hornets had climbed to FL180 from FL170 to transit civil airspace via a military airspace corridor 75km north of Sydney, known as the Hunter Corridor. Civil radar data indicated that the Hornets climbed to FL183 and military radar data indicated a climb to FL182. The crews stated that they were positive that they had levelled at FL180, and that they had the A340 in sight. Analysis of the radar data indicated that, at the time of the resolution advisory, the standard vertical separation had reduced to less than 1000ft resulting in an infringement of separation standards.

