

**Aviation Safety Investigation Report
199702477**

**Cessna Aircraft Company
Citation II
Boeing Co
B767**

22 July 1997

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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: 199702477	Occurrence Type: Incident
Location: 11km NE Brisbane, Aerodrome	
State: QLD	Inv Category: 4
Date: Tuesday 22 July 1997	
Time: 1714 hours	Time Zone: EST
Highest Injury Level: None	

Aircraft Manufacturer: Cessna Aircraft Company	
Aircraft Model: 550	
Aircraft Registration: VH-WNZ	Serial Number: 5500057
Type of Operation: Instructional Check	
Damage to Aircraft: Nil	
Departure Point: Brisbane QLD	
Departure Time: 1712 EST	
Destination: Brisbane QLD	

Aircraft Manufacturer: Boeing Co	
Aircraft Model: 767-338ER	
Aircraft Registration: VH-OGK	Serial Number: 25316
Type of Operation: Air Transport High Capacity International Passenger Scheduled	
Damage to Aircraft: Nil	
Departure Point: Brisbane QLD	
Departure Time: 1718 EST	
Destination: Bangkok, Thailand	

Approved for Release: Thursday, August 7, 1997

Circumstances

VH-WNZ was conducting a training flight and the pilot had advised the Tower of his intention to conduct a simulated engine failure after takeoff. The aircraft departed on an initial assigned radar heading of 060 degrees at 1710.40 EST.

VH-OGK was assigned an IBUNA 1 Standard Instrument Departure (SID), departed at 1712.30 EST, and had been instructed to remain on Tower frequency. While turning right as per the SID to heading 180 M, OGK passed behind WNZ. Separation between the aircraft reduced to 2.5 NM horizontally and less than 500 ft vertically. The required separation was 3 NM and 1,000 ft.

Investigation revealed that the aerodrome controller (ADC) did not adequately plan the departure of three aircraft, including WNZ and OGK. An arriving aircraft led to his decision to expedite the departure of OGK, thus compromising the separation between these aircraft. The ADC's decision to retain OGK on Tower frequency until instructed to transfer delayed the opportunity for the departures controller to issue instructions to OGK to ensure separation was maintained.

