

**Aviation Safety Investigation Report  
199702887**

**Airbus  
Airbus**

**03 September 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](http://www.atsb.gov.au).**

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**Occurrence Number:** 199702887                      **Occurrence Type:** Incident  
**Location:** Brisbane, Aerodrome  
**State:** QLD    **Inv Category:** 4  
**Date:** Wednesday 03 September 1997  
**Time:** 0950 hours                                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft** Airbus  
**Manufacturer:**  
**Aircraft Model:** A340  
**Aircraft Registration:** F-OHPK                      **Serial Number:**

**Type of Operation:** Air Transport High Capacity International Passenger  
Scheduled  
**Damage to Aircraft:** Nil  
**Departure Point:** Brisbane Qld  
**Departure Time:** 0950 EST  
**Destination:** Sydney NSW

**Approved for Release:** Tuesday, September 9, 1997

The pilot of an Airbus A340 aircraft had been given clearance for a runway 01 Laravale 5 standard instrument departure (SID). The SID requires a right turn at 3 miles DME. The aircraft was observed to turn right at less than 2 DME. The pilot was asked if he was flying a 01 Laravale 5 departure, to which he replied 'affirmative'. The aircraft's flight path was 1 NM west of Fishermans Island. At the northern tip of the island the aircraft turned sharply right, and crossed the coast at Manly boat harbour at 4,300 ft. This flight path was much closer in than that normally flown on the Laravale 5 SID, and was due to a high rate of climb and a low ground speed. The normal flight path usually arcs around the Brisbane control zone boundary which is a 7 nm radius. A following departing aircraft had been given a right turn onto a heading of 150 which would have kept it inside the normal SID flight path. When it was noticed that the Airbus was turning sharper than normal, the following aircraft was given a heading to pass behind the Airbus.