

**Aviation Safety Investigation Report  
199500925**

**Boeing Co  
B767  
McDonnell Douglas Corporation  
DC-10**

**19 March 1995**

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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.

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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).**

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:** 199500925                      **Occurrence Type:** Incident  
**Location:** Sabex  
**State:** WA    **Inv Category:** 4  
**Date:** Sunday 19 March 1995  
**Time:** 0204 hours                              **Time Zone**                      CST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Boeing Co  
**Aircraft Model:** 767-300  
**Aircraft Registration:** OE-LAU

**Serial Number:**

**Type of Operation:** Air Transport High Capacity International Passenger  
Scheduled

**Damage to Aircraft:** Nil  
**Departure Point:** Melbourne VIC  
**Departure Time:** 2212 CST  
**Destination:** Singapore

**Aircraft Manufacturer:** McDonnell Douglas Corporation  
**Aircraft Model:** DC-10  
**Aircraft Registration:** HS-TMB

**Serial Number:**

**Type of Operation:** Air Transport High Capacity International Passenger  
Scheduled

**Damage to Aircraft:** Nil  
**Departure Point:** Bangkok, Thailand  
**Departure Time:** 2115 CST  
**Destination:** Sydney NSW

**Approved for Release:** Wednesday, April 5, 1995

OE-LAV, a Boeing B767 aircraft (flight number LDA2) enroute from Melbourne to Singapore at Flight Level 350 (FL350) suffered a reduction of oil pressure in one engine. The problem could not be rectified in flight and the engine was shut-down.

The crew notified Perth ATC of the problem, advising that they were commencing an emergency descent to FL240 and required a diversion to Darwin. They were advised of opposite direction traffic, HS-TMB, a DC10 aircraft (flight number THA991), at FL330 which should be passing their present position at that time.

They were initially cleared to FL340, but the crew advised that their TCAS equipment had shown they had passed THA991, and were now diverting right of track and requiring an immediate descent to FL240.

THA 991 was instructed to descend to FL290, but as ATC could not provide a positive separation standard between the two aircraft instructed LDA2 to maintain its own separation while descending to FL240, and track direct to Darwin.

