

**Aviation Safety Investigation Report
199502145**

**Airbus
A320
Boeing Co
B747**

07 July 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: 199502145 **Occurrence Type:** Incident
Location: 74km W Adelaide, VOR
State: SA **Inv Category:** 4
Date: Friday 07 July 1995
Time: 2023 hours **Time Zone** CST
Highest Injury Level: None

Aircraft Manufacturer: Boeing Co
Aircraft Model: 747-338
Aircraft Registration: VH-EBX **Serial Number:** 23688

Type of Operation: Air Transport High Capacity International Passenger
Scheduled

Damage to Aircraft: Nil
Departure Point: Perth WA
Departure Time:
Destination: Sydney NSW

Aircraft Manufacturer: Airbus
Aircraft Model: A320-211
Aircraft Registration: VH-HYG **Serial Number:** 029

Type of Operation: Air Transport Domestic High Capacity Passenger
Scheduled

Damage to Aircraft: Nil
Departure Point: Sydney NSW
Departure Time: 1844 CST
Destination: Perth WA

Approved for Release: Tuesday, September 24, 1996

VH-EBX was tracking eastbound on air route Y44, and VH-HYG was tracking westbound on air route Q34B, both aircraft were at FL 370. These air routes diverge from Adelaide towards the west.

At approximately 75 km west of Adelaide, when the two aircraft were within 22 km of each other, with a track angle difference of 20 degrees, which was increasing as they came closer, VH-EBX experienced a traffic alert and collision avoidance system (TCAS) traffic advisory (TA). This was followed 20 seconds later by a resolution advisory (RA).

The pilot of VH-EBX responded immediately to the RA, initiating a climb to FL 380 followed by a descent back to FL 370. Neither aircraft changed heading.

The aircraft passed with a separation of 8.5 km horizontal and 900 ft vertical.

The air traffic controller had been monitoring the situation for sometime and was confident that the aircraft would pass with at least the minimum required horizontal separation standard of 9 km.

The recommended vertical deviation following an RA should be no more than 700 ft. The pilot of VH-EBX climbed the aircraft through 1,000 ft before returning to the assigned level.

