

**Aviation Safety Investigation Report
199400059**

**Piper Aircraft Corp
Seminole
Boeing Co
B767**

07 January 1994

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

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.

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: 199400059 **Occurrence Type:** Incident
Location: 5km SSW Perth
State: WA **Inv Category:** 4
Date: Friday 07 January 1994
Time: 1614 hours **Time Zone** WST
Highest Injury Level: None

Aircraft Manufacturer: Boeing Co
Aircraft Model: 767-238ER
Aircraft Registration: VH-EAN **Serial Number:** 23402
Type of Operation: Air Transport International Passenger Scheduled
Damage to Aircraft: Nil
Departure Point: Perth WA
Departure Time: 1613 WST
Destination: Singapore

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-44-180
Aircraft Registration: VH-HQZ **Serial Number:** 7995012
Type of Operation: Instructional Unknown
Damage to Aircraft: Nil
Departure Point: Perth WA
Departure Time: 1611 WST
Destination: Jandakot WA

Approved for Release: Sunday, June 19, 1994

The Boeing 767 crew requested departure from Perth via a scenic flight along the Swan River. Air Traffic Control (ATC) advised the crew to expect approval for this modified departure track. Due to traffic and noise abatement requirements, the aircraft was initially cleared to maintain runway heading after take off. The crew acknowledged the clearance.

The aircraft was seen to commence a right turn, at 1600 ft, after takeoff, conflicting with traffic departing off another runway. Shortly after ATC queried the crew's actions, the aircraft was seen to return to runway heading. By the time runway heading was regained, the aircraft had reached 2500 feet and was subsequently cleared to track via the Swan River.

Although separation reduced to below the minimum required, there was no danger of collision due to the horizontal displacement, between the aircraft, and the high rate of climb of the Boeing 767.