

**Aviation Safety Investigation Report  
199400477**

**Boeing Co  
B747  
Boeing Co  
B767**

**24 February 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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

**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:** 199400477                      **Occurrence Type:** Incident  
**Location:** 2330km N Perth  
**State:** Other    **Inv Category:** 4  
**Date:** Thursday 24 February 1994  
**Time:** 1902 hours                                      **Time Zone**                      WST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Boeing Co  
**Aircraft Model:** 767-238ER  
**Aircraft Registration:** VH-EAM    **Serial Number:** 23309

**Type of Operation:** Air Transport High Capacity International Passenger  
Scheduled  
**Damage to Aircraft:** Nil  
**Departure Point:** Perth WA  
**Departure Time:** 1608 WST  
**Destination:** Changi Singapore

**Aircraft Manufacturer:** Boeing Co  
**Aircraft Model:** 747-300  
**Aircraft Registration:** G-BPFV    **Serial Number:**  
**Type of Operation:** Air Transport International Passenger Scheduled  
**Damage to Aircraft:** Nil  
**Departure Point:** Changi Singapore  
**Departure Time:** 1715 WST  
**Destination:** Perth WA

**Approved for Release:** Sunday, June 19, 1994

The aircraft were operating on the same air route within controlled airspace under the jurisdiction of Jakarta control sector. Although Jakarta was providing control and separation services within the Jakarta Flight Information Region (FIR), Perth Flight Information Service International (FIS INT) was monitoring the common international high frequency (HF) aeromobile facilities being used by both aircraft and Jakarta.

G-BPFV was southbound at FL370 estimating LAMOB at 1914 hours and had established HF Primary Guard with Perth FIS INT.

VH-EAM was northbound, 10 NM right of track, at FL350 until passing waypoint LAMOB at 1858 when a flight planned climb to FL390 was requested from Jakarta.

FIS INT 1 intercepted Jakarta's approval for VH-EAM to climb to FL390 and recognised the potential for a traffic conflict with G-BPFV. FIS INT 1 immediately advised Perth control Sector 1 of the situation and provided traffic information direct to VH-EAM.

Almost simultaneously, Jakarta instructed VH-EAM to maintain FL350 but the aircraft had already climbed to FL365 prior to resuming FL350.

The aircraft had established the required 2,000 feet vertical separation again by approximately 1904, two minutes prior to the point of closest approach which was approximately 60 NM north of LAMOB, within the Jakarta FIR. It was later established that G-BPFV had been authorised by Jakarta to track 10 to 15 NM west of track.

Neither the amended track for G-BPFV nor the change of level for VH-EAM were co-ordinated with Perth Sector or FIS INT for relay. There was a breakdown of the required separation standards.

---