Aviation Safety Investigation Report 199401507

Boeing Co B747 Boeing Co B737-400

06 June 1994

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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: Location:	199401507 Adelaide	Occurrence Type			
State: Date:	SA Monday 06 June	Inv Category:	4		
Time:	0615 hours	Time Zone	CST		
Highest Injury Level:	None				
Aircraft Manufacturer:	Boeing Co				
Aircraft Model:	737-476				
Aircraft Registration:	VH-TJL			Serial Number:	24437
Type of Operation:	Air Transport Scheduled	Domestic High Capacit	y Passenger		
Damage to Aircraft:	Nil				
Departure Point:	Adelaide SA				
Departure Time:	0615 CST				
Destination:	Sydney NSW				
Aircraft Manufacturer:	Boeing Co				
Aircraft Model:	747				
Aircraft Registration:				Serial Number:	
Type of Operation:	Air Transport Scheduled	High Capacity Internation	onal Passenger		
Damage to Aircraft: Departure Point: Departure Time:					
Destination:	Adelaide SA				

Approved for Release: Monday, August 22, 1994

The pilot of VH-TJL reported ready at the holding point for runway 23, and was cleared for take-off. He had noticed the landing lights of Singapore Airlines SIA227 on a 7 mile final and queried the clearance. The air traffic controller confirmed that he was cleared for an immediate take-off.

As VH-TJL commenced to roll, SIA227, which was now on a 2.5 mile final at approximately 600 feet, was cleared to land, but the pilot elected to make a missed approach and commenced a go-around. In the air traffic controller's opinion an unsafe situation could develop if VH-TJL climbed up towards the overflying Boeing 747, so cancelled its take-off clearance. The take-off was rejected from below V1 speed, and after completing checklist procedures the aircraft taxied from the runway. Garuda Airlines GIA227 on a 3 mile final was cleared to land, but also went around.

Pre-dawn conditions existed at the airport with light and variable winds on the ground, but aircraft reported strong south-easterly winds with moderate to severe turbulence above 500 feet which may have allowed a faster than normal final approach. A CAA investigation with supporting information, found that a breakdown in separation standards had not occurred, and runway separation standards would have been maintained if either aircraft had continued its approach for landing.