

**Aviation Safety Investigation Report  
199300823**

**Boeing Co  
B727**

**06 April 1993**

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](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:** 199300823                      **Occurrence Type:** Incident  
**Location:** 270km N Sydney  
**State:** NSW    **Inv Category:** 4  
**Date:** Tuesday 06 April 1993  
**Time:** 0950 hours                                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft** Boeing Co  
**Manufacturer:**  
**Aircraft Model:** 727-277  
**Aircraft Registration:** VH-ANA    **Serial Number:** 22641  
**Type of Operation:** Air Transport Domestic High Capacity Passenger  
Scheduled  
**Damage to Aircraft:** Nil  
**Departure Point:** Brisbane QLD  
**Departure Time:** 0905 EST  
**Destination:** Sydney QLD

**Approved for Release:** Thursday, August 12, 1993

VH-ANA [B727] was enroute from Brisbane to Sydney at Flight Level [FL] 330. At 0949 hours EST the crew were authorised by Sydney air traffic control [ATC] to descend, when ready, to FL 280. One minute later this clearance was cancelled by ATC and VH-ANA was required to maintain FL 330. The aircraft had not commenced descent.

All Nippon Airways 914 [B747] had departed Sydney for Narita [Japan] and was climbing to an initial altitude of FL 280. The track of this aircraft would cross that of VH-ANA approximately 120 NM north of Sydney.

All Nippon Airways 914 was given climb to FL 310 at 0946 hours and, due to a busy period of air traffic, this change of level was not co-ordinated until 0949 hours. On receiving the notification of the level change, the controller responsible for VH-ANA took immediate action to reintroduce procedural separation before radar separation was lost.

The aircraft passed at 0951 hours with 2,000ft vertical difference. There was no breakdown in separation standards.