

**Aviation Safety Investigation Report
199301550**

**Piper Aircraft Corp
Chieftain
Boeing Co
B747**

31 May 1993

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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: 199301550 **Occurrence Type:** Incident
Location: Sydney
State: NSW **Inv Category:** 4
Date: Monday 31 May 1993
Time: 0756 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Boeing Co
Aircraft Model: 747-438
Aircraft Registration: VH-OJD **Serial Number:** 24481
Type of Operation: Air Transport High Capacity International Passenger
Scheduled
Damage to Aircraft: Nil
Departure Point: Sydney NSW
Departure Time: 0754 EST
Destination: Melbourne VIC

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-31-350
Aircraft Registration: VH-MZX **Serial Number:** 31-8252016
Type of Operation: Air Transport Domestic Low Capacity Passenger
Scheduled
Damage to Aircraft: Nil
Departure Point: Sydney NSW
Departure Time: 0754 EST
Destination: Orange NSW

Approved for Release: Saturday, October 30, 1993

The B747 VH-OJD departed runway 34 on runway heading and was cleared to 3000 feet. On contact with Sydney Departures VH-OJD was given a left turn heading 240 and was instructed on two occasions to maintain 3000 feet. The aircraft was observed to climb to 3400 feet and this was confirmed by the pilot. VH-MZX, a PA31 had departed from runway 07 and had been cleared to 4000 feet on a heading of 030. Horizontal and vertical separation standards were infringed as there was only two miles lateral separation by radar between VH-OJD and VH-MZX. The required separation standards was 1000 feet vertically or three miles horizontally.