

**Aviation Safety Investigation Report
198501651**

Boeing 747

19 June 1985

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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.

Occurrence Number: 198501651
Location: Melbourne VIC
Date: 19 June 1985
Highest Injury Level: Nil
Injuries:

Occurrence Type: Incident

Time: 1005

	Fatal	Serious	Minor	None
Crew	0	0	0	0
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	0

Aircraft Details: Boeing 747
Registration: PK-GSB
Serial Number:
Operation Type: International Regular Public
 Transport Service
Damage Level: Nil
Departure Point: Sydney NSW
Departure Time: 901
Destination: Melbourne VIC

Approved for Release: 18/07/1985

Circumstances:

At about 1000 hours local time on 19 June 1985, Garuda Boeing 747 aircraft PK-GSB, operating as Garuda Flight 898, was being radar vectored by Melbourne Air Traffic Control (ATC) for a landing on runway 34 at Tullamarine Airport. Shortly after the pilot acknowledged an instruction to call Melbourne Tower the aircraft was seen to turn and descend as though making an approach to runway 35 at Essendon Airport. The Melbourne Tower controller instructed the aircraft to climb to 3000 feet above mean sea level (amsl), and a few seconds later the aircraft was seen to be established in this climb. After further radar vectors were given, an uneventful landing was carried out at Melbourne. It was subsequently determined that the aircraft had descended to a minimum height of approximately 350 feet above the level of Essendon Airport, and was about 1.5 kilometres from the runway threshold before the climb was commenced.

Significant Factors:

- 1 The crew anticipated they would be overflying Essendon enroute to Melbourne.
- 2 The aircraft was radar vectored to the south east of Essendon to facilitate the approach.
- 3 The crew failed to positively identify Melbourne Airport, although the aerodromes have dissimilar surroundings and advice on the position of the aircraft was provided by the radar controller.
- 4 The circumstances of this incident indicate that the crew failed to brief themselves adequately for the approach and landing.

- 5 The aircraft was released from radar control at a critical point in relation to the two Airports, with the aircraft close to the extended centre line of runway 35 at Essendon.
- 6 The First Officer initiated a rate of descent considerably in excess of that required for a normal approach, without establishing the reason for such a rate.
- 7 Probable crew confusion and lack of attention to navigation during a period of radar vectoring.
- 8 Appropriate ATC instructions and crew realisation of their error resulted in a go around from about 500 feet above ground level.