

**Aviation Safety Investigation Report
199400801**

**Boeing Co
B737**

31 March 1994

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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: 199400801 **Occurrence Type:** Incident
Location: Essendon
State: VIC **Inv Category:** 4
Date: Thursday 31 March 1994
Time: 1029 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Boeing Co
Aircraft Model: 737-376
Aircraft Registration: VH-TJA **Serial Number:** 24295
Type of Operation: Air Transport Domestic High Capacity Passenger
Scheduled
Damage to Aircraft: Nil
Departure Point: Launceston, TAS
Departure Time:
Destination: Melbourne, VIC

Approved for Release: Tuesday, June 14, 1994

The aircraft had been cleared to Melbourne via Plenty and Essendon. When it was in the Wonthaggi area it was re-cleared to track direct for an 8 NM final for runway 34 at Melbourne. At about 18 NM from Melbourne, the crew were requested by air traffic control to report when the Melbourne runway was in sight. The crew reported they had that runway in sight and were cleared to track to join final inside 8 NM from Melbourne. The crew requested and were given further track shortening until they were instructed to make a visual approach for runway 34 and to call Melbourne Tower.

The Approach Controller then diverted his attention to other duties for a short period. On rechecking the progress of the aircraft it appeared, to him, to be on final for runway 35 at Essendon. The aircraft was at an altitude of approximately 1500 feet. The Approach Controller advised Melbourne Tower who instructed the aircraft to turn left for Melbourne. The aircraft subsequently landed without further incident.

The flight crew subsequently advised that when they were given the visual approach they believed they had the Melbourne Airport in sight and its position was confirmed by checking the map displayed on the aircraft flight management computer. However, they had not used any other aircraft navigational systems to confirm their position in relation to Melbourne. The flight management computer was checked and found to be operating normally and no subsequent unserviceability reports have been received. The crew further reported that the weather conditions at the time of the approach were hazy.

Significant Factors

The following factors were considered relevant to the development of the accident:

- 1 The aircraft was diverted from the standard inbound track.
- 2 The weather conditions at the time of the approach were hazy.
- 3 The flight crew did not follow the standard procedure of using available navigational systems to cross-check the position of the aircraft.

