

**Aviation Safety Investigation Report  
199800523**

**Boeing Co  
B767**

**15 January 1998**

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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

**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).**

**Occurrence Number:** 199800523                      **Occurrence Type:** Incident  
**Location:** 185km E Sydney, Aerodrome  
**State:** NSW    **Inv Category:** 4  
**Date:** Thursday 15 January 1998  
**Time:** 1545 hours                                      **Time Zone**                      ESuT  
**Highest Injury Level:** None

**Aircraft**                                      Boeing Co  
**Manufacturer:**  
**Aircraft Model:** 767-338ER  
**Aircraft Registration:** VH-OGJ    **Serial**                                      25274  
**Number:**  
**Type of Operation:** Air Transport High Capacity International Passenger  
Scheduled  
**Damage to Aircraft:** Nil  
**Departure Point:** Auckland New Zealand  
**Departure Time:**  
**Destination:** Sydney NSW

**Approved for Release:** Monday, July 6, 1998

As the aircraft commenced descent, the crew heard and felt a loud thump. On final approach, the crew heard and felt a second thump, and concluded that a container in the forward hold was incorrectly restrained.

When the hold was opened at the ramp, an engineer confirmed that the aft restraint on one pallet was not engaged, permitting the pallet to move approximately 15 cm forward and rearward.

