

**Aviation Safety Investigation Report  
199002365**

**Boeing B707-351C**

**15 September 1990**

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 CEO 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 CEO 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).**



1. The pilot-in-command did not adequately plan the flight.
2. The pilot-in-command did not carry out a diversion during the flight when it should have been obvious the aircraft would be critically short of fuel on arrival at Sydney.
3. The Operations Flight Controller did not adequately monitor the progress of the flight. This incident was not the subject of an on-scene investigation.