



**Australian Government**

**Australian Transport Safety Bureau**

**ATSB TRANSPORT SAFETY INVESTIGATION REPORT**

Aviation Report – 200604781

Final

**In flight engine shutdown - Brisbane - 18 August 2006**

**Boeing Aircraft Co. 737-400**

**VH-TJI**





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**Abstract**

At 0812 eastern standard time on 18 August 2006, a Boeing Company 737-400 aircraft, registered VH-TJI, with a crew of 6 and 117 passengers departed Brisbane, Qld, on a scheduled passenger service to Sydney, NSW.

Climbing through flight level 150, the pilot in command noticed the number-1 engine oil pressure gauge was indicating low oil pressure.

Following the non-normal procedures checklist, the pilot in command shut-down the number-1 engine and returned the aircraft to Brisbane. There were no reported injuries.

A subsequent examination of the aircraft revealed the number-1 engine oil pressure indicator was unserviceable. The faulty oil pressure indicator was replaced and the aircraft was returned to service.

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# THE AUSTRALIAN TRANSPORT SAFETY BUREAU

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The Australian Transport Safety Bureau (ATSB) is an operationally independent multi-modal Bureau within the Australian Government Department of Transport and Regional Services. ATSB investigations are independent of regulatory, operator or other external bodies.

The ATSB is responsible for investigating accidents and other transport safety matters involving civil aviation, marine and rail operations in Australia that fall within Commonwealth jurisdiction, as well as participating in overseas investigations involving Australian registered aircraft and ships. A primary concern is the safety of commercial transport, with particular regard to fare-paying passenger operations. Accordingly, the ATSB also conducts investigations and studies of the transport system to identify underlying factors and trends that have the potential to adversely affect safety.

The ATSB performs its functions in accordance with the provisions of the *Transport Safety Investigation Act 2003* and, where applicable, relevant international agreements. The object of a safety investigation is to determine the circumstances in order to prevent other similar events. The results of these determinations form the basis for safety action, including recommendations where necessary. As with equivalent overseas organisations, the ATSB has no power to implement its recommendations.

It is not the object of an investigation to determine blame or liability. However, it should be recognised that an investigation report must include factual material of sufficient weight to support the analysis and findings. That material will at times contain information reflecting on the performance of individuals and organisations, and how their actions may have contributed to the outcomes of the matter under investigation. At all times the ATSB endeavours to balance the use of material that could imply adverse comment with the need to properly explain what happened, and why, in a fair and unbiased manner.

Central to the ATSB's investigation of transport safety matters is the early identification of safety issues in the transport environment. While the Bureau issues recommendations to regulatory authorities, industry, or other agencies in order to address safety issues, its preference is for organisations to make safety enhancements during the course of an investigation. The Bureau prefers to report positive safety action in its final reports rather than making formal recommendations. Recommendations may be issued in conjunction with ATSB reports or independently. A safety issue may lead to a number of similar recommendations, each issued to a different agency.

The ATSB does not have the resources to carry out a full cost-benefit analysis of each safety recommendation. The cost of a recommendation must be balanced against its benefits to safety, and transport safety involves the whole community. Such analysis is a matter for the body to which the recommendation is addressed (for example, the relevant regulatory authority in aviation, marine or rail in consultation with the industry).

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## REPORTED INFORMATION

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The report presented below was prepared principally from information supplied to the Bureau.

At 0812 Eastern Standard Time on 18 August 2006, a Boeing Company 737-400 aircraft, registered VH-TJI, with a crew of 6 and 117 passengers departed Brisbane, Queensland, on a scheduled passenger service to Sydney, NSW.

Climbing through flight level 150, the pilot in command noticed the number-1 engine oil pressure gauge was indicating low oil pressure.

Following the non-normal procedures checklist, the pilot in command shut-down the number-1 engine and subsequently declared a PAN<sup>1</sup> to Brisbane air traffic control. The aircraft was then returned to Brisbane. There were no reported injuries.

A subsequent examination of the aircraft revealed the number-1 engine oil pressure indicator was unserviceable. The faulty oil pressure indicator was replaced and the aircraft was returned to service.

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<sup>1</sup> PAN is an expression, spoken three times in succession, used in the case of an urgency condition. ICAO *Annex 10 - Aeronautical Telecommunications, Volume II*, defined an urgency condition as ‘a condition concerning the safety of an aircraft or other vehicle, or of some person on board or within sight, but which does not require immediate assistance’.