

**Aviation Safety Investigation Report
199703134**

**Boeing Co
B737**

26 September 1997

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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: 199703134 **Occurrence Type:** Incident
Location: Sydney, Aerodrome
State: NSW **Inv Category:** 4
Date: Friday 26 September 1997
Time: 1832 hours **Time Zone** EST
Highest Injury Level: Minor

Aircraft Manufacturer: Boeing Co
Aircraft Model: 737-377
Aircraft Registration: VH-CZK **Serial Number:** 23663

Type of Operation: Air Transport Domestic High Capacity Passenger Scheduled
Damage to Aircraft: Minor
Departure Point: Sydney NSW
Departure Time: 1832 EST
Destination: Darwin NT

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	ATPL	9000.0	18500
Co-Pilot/1st Officer	ATPL	2000.0	5700

Approved for Release: Friday, November 7, 1997

The pilot in command of a Boeing 737 carried out a rejected takeoff on runway 34L, due to a suspected tyre failure as the aircraft approached the takeoff decision speed. The crew were subsequently able to vacate the runway safely and stop the aircraft on taxiway B4, despite both tyres on the left main landing gear being deflated. The runway was closed by ATC and a pavement inspection found considerable tyre debris. The passengers were subsequently disembarked onto the taxiway and transported to the terminal.

The operator reported that a subsequent inspection of the aircraft found that both tyres on the left main landing gear, as well as the outer left wheel, had been destroyed. The inner left wheel had also suffered damage. The mainwheel gear door was holed, and the left wing flap dented. One passenger was reported to have sustained a minor cut to the head when an overhead panel had been dislodged.

While the mode of tyre failure is yet to be conclusively determined, the operator has indicated that the damage is consistent with the left mainwheel outer tyre having suffered foreign object damage prior to or during the takeoff roll, resulting in deflation at high speed. It is considered that the left inner tyre then failed as a result of heat stress following the rejected takeoff.

