

**Aviation Safety Investigation Report
199602051**

**Boeing Co
B747**

02 July 1996

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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: 199602051 **Occurrence Type:** Incident
Location: Sydney, Aerodrome
State: NSW **Inv Category:** 4
Date: Tuesday 02 July 1996
Time: 1635 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Boeing Co
Aircraft Model: 747-400
Aircraft Registration: G-BNLS **Serial Number:**
Type of Operation: Air Transport High Capacity International
Damage to Aircraft: Nil
Departure Point: Sydney NSW
Departure Time: 1635 EST
Destination: Bangkok, Thailand

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	ATPL	700.0	10000
Co-Pilot/1st Officer	ATPL	2000.0	8000

Approved for Release: Thursday, September 12, 1996

During the take-off run, just before reaching V1, the crew heard two bangs in quick succession. Both the No 3 engine EPR and EGT indications were seen to fluctuate, so the takeoff was immediately rejected. Whilst decelerating, the crew requested a frequency to communicate directly with the Rescue and Fire Fighting Service (RFFS), but were given the ground control frequency. That frequency was cluttered with other traffic, which made direct communication to RFFS difficult. They were finally referred to a different frequency. The aircraft vacated the runway onto taxiway Alpha 5 where a small brake fire was extinguished by the RFFS. The aircraft was subsequently towed back to the departure gate, where the passengers and crew disembarked.

Ground inspection revealed damage to several compressor stages of No.3 engine. The engine was changed, and the aircraft released for service.

Safety Action

The Bureau of Air Safety Investigation is evaluating aspects of a discrete air traffic services frequency on which aircrews and rescue fire fighting services at airports can be transferred during an emergency situation. Any forthcoming recommendations will be published in the Quarterly Safety Deficiency Report.

