Aviation Safety Investigation Report 199400801

Boeing Co B737

31 March 1994

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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.

199400801

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: 199400801 Occurrence Type: Incident

Location: Essendon

State: VIC Inv Category: 4

Date: Thursday 31 March 1994

Time: 1029 hours **Time Zone** EST

Highest Injury Level: None

Aircraft Boeing Co

Manufacturer:

Aircraft Model: 737-376

Aircraft Registration: VH-TJA Serial 24295

Number:

Type of Operation: Air Transport Domestic High Capacity Passenger

Scheduled

Damage to Aircraft: Nil

Departure Point: Launceston, TAS

Departure Time:

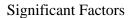
Destination: Melbourne, VIC

Approved for Release: Tuesday, June 14, 1994

The aircraft had been cleared to Melbourne via Plenty and Essendon. When it was in the Wonthaggi area it was re-cleared to track direct for an 8 NM final for runway 34 at Melbourne. At about 18 NM from Melbourne, the crew were requested by air traffic control to report when the Melbourne runway was in sight. The crew reported they had that runway in sight and were cleared to track to join final inside 8 NM from Melbourne. The crew requested and were given further track shortening until they were instructed to make a visual approach for runway 34 and to call Melbourne Tower.

The Approach Controller then diverted his attention to other duties for a short period. On rechecking the progress of the aircraft it appeared, to him, to be on final for runway 35 at Essendon. The aircraft was at an altitude of approximately 1500 feet. The Approach Controller advised Melbourne Tower who instructed the aircraft to turn left for Melbourne. The aircraft subsequently landed without further incident.

The flight crew subsequently advised that when they were given the visual approach they believed they had the Melbourne Airport in sight and its position was confirmed by checking the map displayed on the aircraft flight management computer. However, they had not used any other aircraft navigational systems to confirm their position in relation to Melbourne. The flight management computer was checked and found to be operating normally and no subsequent unserviceability reports have been received. The crew further reported that the weather conditions at the time of the approach were hazy.



The following factors were considered relevant to the development of the accident:

- 1 The aircraft was diverted from the standard inbound track.
- 2 The weather conditions at the time of the approach were hazy.
- 3 The flight crew did not follow the standard procedure of using available navigational systems to cross-check the position of the aircraft.