

**Aviation Safety Investigation Report
199301144**

**Boeing Co
B747**

22 April 1993

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 Executive Director 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 Executive Director 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.

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:	199301144	Occurrence Type:	Incident
Location:	Adelaide		
State:	SA	Inv Category:	4
Date:	Thursday 22 April 1993		
Time:	1944 hours	Time Zone	CST
Highest Injury Level:	None		

Aircraft	Boeing Co
Manufacturer:	
Aircraft Model:	747-400
Aircraft Registration:	N121KG

**Serial
Number:**

Type of Operation:	Air Transport	High Capacity International Passenger
	Scheduled	
Damage to Aircraft:	Nil	
Departure Point:	Melbourne Vic	
Departure Time:	1424 CST	
Destination:	Adelaide SA	

Approved for Release: Monday, March 28, 1994

The aircraft had been cleared for a visual approach to runway 23 at Adelaide via the Quarry turning point, with a request to maintain best possible speed on descent due to following traffic. Subsequently, the aircraft was observed to overfly Quarry towards the aerodrome at RAAF Edinburgh and was vectored, by air traffic control, to join the final approach path.

The crew of the aircraft advised that they were aware of their mistake and suggested that a higher than normal descent speed had caused them to overshoot the turning point.

There was no confliction with any other aircraft.