

**Aviation Safety Investigation Report
199301356**

**Boeing Co
B747**

14 May 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: 199301356 **Occurrence Type:** Incident
Location: Mount Isa
State: QLD **Inv Category:** 4
Date: Friday 14 May 1993
Time: 1540 hours **Time Zone:** EST
Highest Injury Level: None

Aircraft Manufacturer: Boeing Co
Aircraft Model: 747-200
Aircraft Registration: VR-HKG **Serial Number:**
Type of Operation: Air Transport High Capacity International
Damage to Aircraft: Nil
Departure Point: Sydney NSW
Departure Time: 1323 EST
Destination: Hong Kong

Approved for Release: Friday, October 22, 1993

The flight plan for the aircraft, Sydney to Hong Kong, was received at Brisbane Air Traffic Control at approximately 1130 hours EST with a planned departure time from Sydney of 1300 hours. A departure message was received at 1325 hours. No other flight plan details were received on the aircraft by either Brisbane or Darwin Air Traffic Control.

At 1540 hours, the aircraft reported at Mt Isa, estimating position BROCK at 1600 hours. According to the flight plan, the next position reporting point should have been GOVE. There was no conflicting traffic and the aircraft was cleared via BROCK.

Twenty minutes prior to the aircraft's departure from Sydney, the aircraft commander was advised of an increase in zero fuel weight for the aircraft and amended the flight plan as a result. The handling agent for the operator failed to submit the updated plan. The reason for this omission was not determined.