

**Aviation Safety Investigation Report
200000179**

**Boeing Co
B767**

16 January 2000

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.

Occurrence Number: 200000179 **Occurrence Type:** Incident
Location: Bali, Aerodrome
State: Other **Inv Category:** 4
Date: Sunday 16 January 2000
Time: **Time Zone** UTC
Highest Injury Level: None

Aircraft Boeing Co
Manufacturer:
Aircraft Model: 767-338ER
Aircraft Registration: VH-OGI **Serial** 25246
Number:
Type of Operation: Air Transport High Capacity International Passenger
Scheduled
Damage to Aircraft: Nil
Departure Point: Melbourne Vic.
Departure Time:
Destination: Denpasar Indonesia

Approved for Release: Thursday, February 3, 2000

The Boeing 767 was established on the ILS glide path to runway 27 in VMC. The crew noted that the visual approach angle appeared shallower than normal for the aircraft configuration and consequently had the crew flown the aircraft in accordance with the ILS indication, the aircraft would have probably landed short of the runway. The crew also noted that the Precision Approach Path Indicator indicated a significant undershoot.

Several international crews have reported contradictory indications on the runway 27 ILS glide slope and Precision Approach Path Indicator (PAPI) guidance systems. The crews believe that the Den Pasar runway 27 ILS glide slope and PAPI may be unsafe for use in IMC. Consequently, Bali Air Traffic Services have issued a NOTAM stating that the runway 27 ILS glide path is unreliable and awaiting further testing.