

**Aviation Safety Investigation Report
199702646**

**Boeing Co
B767**

14 August 1997

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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.

Occurrence Number: 199702646 **Occurrence Type:** Incident
Location: 456km S Guam, Aerodrome
State: Other **Inv Category:** 4
Date: Thursday 14 August 1997
Time: 1425 hours **Time Zone** UTC
Highest Injury Level: None

Aircraft Manufacturer: Boeing Co
Aircraft Model: 767-338ER
Aircraft Registration: VH-OGC **Serial Number:** 24317
Type of Operation: Air Transport High Capacity International Passenger
Damage to Aircraft: Nil
Departure Point: Narita, Japan
Departure Time:
Destination: Brisbane, Qld

Approved for Release: Wednesday, March 25, 1998

During cruise at FL370 in IMC, all aircraft automatic navigational aids, autopilot, autothrottle, flight directors and the attitude director indicator mode annunciators, failed simultaneously. The crew were unable to regain the flight directors or re-engage an autopilot and the inputs to these systems were unavailable. The flight management computers continued to function but the waypoints had to be sequenced manually and the navigation log had to be manually upgraded for time and fuel calculations. There was no wind, time or temperature available but groundspeed was displayed. Attempts to reinstate the automatic equipment by cycling the circuit breakers was unsuccessful. The aircraft was flown manually to Brisbane without further incident.

Ground investigation at Brisbane determined that both sensors in the total air temperature (TAT) probe had failed. The operator is investigating the failure in conjunction with the manufacturer.

