

**Aviation Safety Investigation Report
199403291**

**Boeing Co
B747**

08 November 1994

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:	199403291	Occurrence Type:	Incident
Location:	Sydney		
State:	NSW	Inv Category:	4
Date:	Tuesday 08 November 1994		
Time:	1525 hours	Time Zone	ESuT
Highest Injury Level:	None		
Aircraft Manufacturer:	Boeing Co		
Aircraft Model:	747-400		
Aircraft Registration:	N182UA	Serial Number:	
Type of Operation:	Air Transport High Capacity International Passenger Scheduled		
Damage to Aircraft:	Nil		
Departure Point:	Sydney NSW		
Departure Time:	1525 ESuT		
Destination:	Los Angeles USA		

Approved for Release: Wednesday, May 17, 1995

The aircraft was departing runway 16R at Sydney on a Radar 5 departure, with a clearance instruction to turn right heading 170 degrees after takeoff. On becoming airborne, the aircraft was observed to turn left onto a heading of about 125 degrees. The pilot was asked to confirm heading to which he replied, "170". The aircraft was subsequently seen to turn right, onto the correct heading.

The takeoff had been flown by the first officer, with the pilot-in-command providing support functions. The pilot-in-command was resetting an incorrect radio frequency selection as the aircraft made its initial climb, and initially failed to notice that the aircraft was turning left instead of right. At the time ATC contacted the aircraft the pilot-in-command was instructing the handling pilot to turn right, to comply with the clearance. There was no conflicting traffic at the time of the occurrence.