

**Aviation Safety Investigation Report
199301116**

**Boeing Co
B747**

30 April 1993

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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: 199301116 **Occurrence Type:** Incident
Location: Melbourne
State: VIC **Inv Category:** 4
Date: Friday 30 April 1993
Time: 0512 hours **Time Zone:** EST
Highest Injury Level: None

Aircraft: Boeing Co
Manufacturer:
Aircraft Model: 747-400
Aircraft Registration: 9V-SKM

**Serial
Number:**

Type of Operation: Air Transport High Capacity International Passenger
Scheduled
Damage to Aircraft: Nil
Departure Point: Singapore Singapore
Departure Time:
Destination: Melbourne VIC

Approved for Release: Thursday, October 27, 1994

The aircraft was being radar vectored, heading 105 degrees, for an approach to land on runway 34 at Melbourne Airport. The Air Traffic Controller issued an instruction for the pilot to turn onto heading 080. In response the crew read back 010, but the controller did not detect this error.

Observing the aircraft on a near north track the controller asked the pilot to confirm heading 080. In response the crew said "affirmative," instead of reading back the assigned heading. Suspecting a compass failure the controller told the crew to turn right, intending to stop the turn when the aircraft was on an easterly heading. This turn was not made.

Following further communications the aircraft was radar vectored and positioned for a visual approach on runway 34. A normal landing followed.

Significant Factors:

The following factors were considered relevant to the development of the incident:

- 1 The crew misunderstood the heading given to them by the approach controller.
 - 2 The controller did not detect the error in the crew read back of the new heading.
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3 When asked to confirm heading 080 the crew incorrectly replied "affirmative," instead of stating the actual heading.
