

**Aviation Safety Investigation Report
199604067**

**Boeing Co
B737**

11 December 1996

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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.

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: 199604067 **Occurrence Type:** Incident
Location: 74km ENE Perth, Aerodrome
State: WA **Inv Category:** 4
Date: Wednesday 11 December 1996
Time: 0725 hours **Time Zone** WST
Highest Injury Level: None

Aircraft Manufacturer: Boeing Co
Aircraft Model: 737-376
Aircraft Registration: VH-TAH **Serial Number:** 23479
Type of Operation: Air Transport Domestic Passenger Scheduled
Damage to Aircraft: Nil
Departure Point: Melbourne Vic.
Departure Time: 0344 WST
Destination: Perth WA

Approved for Release: Wednesday, December 18, 1996

The crew of the B737 were cleared to track via PEPPA for a SPUDO 1 arrival for runway 24 at Perth. At PEPPA the aircraft was observed to turn onto a south-westerly heading instead of continuing towards the west. This turn placed the aircraft in potential conflict with outbound traffic and radar instructions were issued to maintain adequate separation. The crew of the B737 later indicated that they had started to fly a PEPPA 1 (218 degrees) arrival instead of the SPUDO 1 (263 degrees) arrival.

Evidence indicates that the B737 crew misunderstood the clearance. As part of the aviation safety net there is a requirement for crews to repeat a clearance back to the controller to confirm they have received it correctly. The crews read-back on this occasion, indicated they would complete a PEPPA 1 arrival rather than a SPUDO 1. This error was not picked up by the controller. The clearance had been given in an abbreviated form and it is possible this contributed to the crews misunderstanding, particularly, as the arrival procedure had only recently been introduced (5 December 1996) and was not yet easily recognised by flight crews.