

Aviation Safety Investigation Report 198901010

Boeing 737

20 November 1989

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 CEO 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 CEO 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: 198901010
Location: Adelaide SA
Date: 20 November 1989
Highest Injury Level: Nil
Injuries:

Occurrence Type: Incident
Time: 941

	Fatal	Serious	Minor	None
Crew	0	0	0	0
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	0

Aircraft Details: Boeing 737
Registration: YU-AND
Serial Number: N/K
Operation Type: Regular Public Transport
Damage Level: Nil
Departure Point: Adelaide SA
Departure Time: 939
Destination: Sydney NSW

Approved for Release: 29th November 1989

Circumstances:

The aircraft had been cleared via a Standard Instrument Departure which required the aircraft to turn at three miles by Distance Measuring Equipment (DME) onto a heading of 170 degrees and to reach 2500 feet or above by 5 DME. The aircraft was to maintain heading 170 degrees until 7 DME, then turn onto a heading of 065 degrees to intercept the departure track. However, the aircraft was observed to turn at 3.5 miles onto a north-easterly heading and track to intercept the departure track. This was the first time the Captain had flown out of Adelaide, however, he was familiar with Standard Instrument Departures, having flown similar procedures overseas. On this occasion the Captain was concerned that he complied with the minimum altitude requirement and concentrated on this aspect to the detriment of the rest of the procedure.

Significant Factors:

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

1. The crew concentrated on one particular aspect of the Standard Instrument Departure to the detriment of the remainder of the procedure.
2. The crew did not comply with the Airways Clearance issued to them.