

**Aviation Safety Investigation Report
199502258**

**Boeing Co
B737**

13 July 1995

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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: 199502258 **Occurrence Type:** Incident
Location: Wonthaggi, VOR
State: VIC **Inv Category:** 4
Date: Thursday 13 July 1995
Time: 1425 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Boeing Co
Manufacturer:
Aircraft Model: 737-377
Aircraft Registration: VH-CZM **Serial Number:** 24302
Type of Operation: Air Transport Domestic High Capacity Passenger
Scheduled
Damage to Aircraft: Nil
Departure Point: Hobart TAS
Departure Time: 1333 EST
Destination: Melbourne VIC

Approved for Release: Tuesday, August 15, 1995

When VH-CZM was transferred to the arrivals controller, the aircraft was observed to turn left at Wonthaggi and track 298 degrees towards BAYSI instead of 320 degrees towards Plenty. The controller subsequently radar vectored VH-CZM to Plenty. There was no breakdown in separation.

By replaying the communications tape it was discovered that at 14.04.35 EST, the sector three controller had issued the following clearance: "Charlie Zulu Mike, STAR clearance Plenty One arrival, runway 34, maintain flight level 370."

The pilot read back: "Charlie Zulu Mike BAYSI One arrival, runway 34, flight level 370."

When the pilot read back a different clearance, the controller failed to notice the pilot's error. When the aircraft turned left, the pilot genuinely thought that he had been cleared for a BAYSI one arrival.

Significant Factors

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

1. The pilot misheard the Plenty One clearance and read back BAYSI One.

2. The controller misheard the pilot's incorrect clearance read back.

