

## AO-2010-011: PK-GMG, Runway incursion

<b>Date and time:</b>	24 February 2010, 1609 WST
<b>Location:</b>	Perth aerodrome, Western Australia
<b>Occurrence category:</b>	Incident
<b>Occurrence type:</b>	Runway incursion
<b>Aircraft registration:</b>	PK-GMG
<b>Aircraft manufacturer and model:</b>	Boeing Company 737-800
<b>Type of operation:</b>	Air transport - high capacity
<b>Persons on board:</b>	Crew – 8    Passengers – 119
<b>Injuries:</b>	Crew – Nil    Passengers – Nil
<b>Damage to aircraft:</b>	Nil

### SYNOPSIS

On 24 February 2010, a Boeing Company 737-800, registered PK-GMG, was being operated on a scheduled passenger service from Denpasar, Republic of Indonesia to Perth, Western Australia (WA). The aircraft was cleared by air traffic control (ATC) to land on runway 03.

During the landing roll, the crew received instructions from ATC to exit runway 03 by taking taxiway November, the second on their right. In complying, the aircraft was turned onto the cross runway 06, which was active. The crew then received instructions to expedite their exit via taxiway S. The aircraft was exited from the active runway and moved to its parking stand.

This incident is a reminder that all radio communications phraseology should be clear, concise and unambiguous and should reflect international practices and standards where possible, particularly with regard to instructions provided to and received from international aircraft, and in safety critical situations. It is also a reminder to crews to seek clarification of ATC instructions should there be any doubt as to the content or intent of any clearance or instruction.

### FACTUAL INFORMATION

On 24 February 2010 at about 1609 Western Standard Time<sup>1</sup>, a Boeing Company 737-800 registered PK-GMG, landed at Perth aerodrome on a scheduled passenger service from Denpasar, Republic of Indonesia. On board were two flight crew, six cabin crew and 119 passengers.

Prior to landing, ATC cleared the flight crew for a standard terminal arrival route (STAR) and for an approach to runway 03. The crew reported that they were not given any taxi instructions as part of this clearance nor would it be expected that they receive any taxi instructions at this point.

The crew stated that they had discussed the probable taxi route during their approach to landing briefing. They had determined that taxiway P was the first exit and taxiway N as the second exit off runway 03 (Figure 1).

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<sup>1</sup> The 24-hour clock is used in this report to designate local time of day. Western Standard Time was Coordinated Universal Time (UTC) + 8 hours.

Figure 1: Perth aerodrome

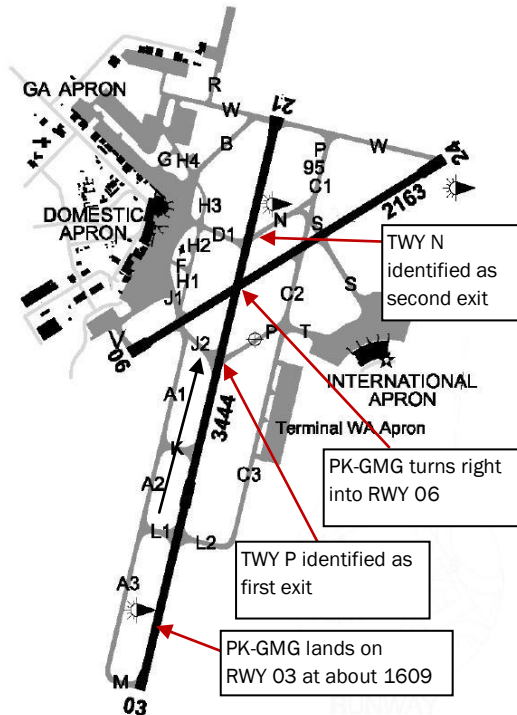


Image courtesy of Airservices Australia

At about 1609, the aircraft landed at Perth aerodrome. During the aircraft's landing roll, the tower controller issued the flight crew with the instruction, '... take taxiway November, second on your right now.' Following a short pause, the instruction was added, 'Taxi to holding point November. Hold short of taxiway Charlie'.

The crew reported that they had confirmed these instructions. A few moments later, the aircraft was turned right onto runway 06, which lies between taxiways P and N. The crew were then given instructions by Perth ATC to expedite their exit from runway 06 via taxiway S. The crew confirmed and complied, taxiing the aircraft without further incident to its parking stand.

### Crew information

The flight crew reported that they had regularly and recently flown into Australia and into Perth aerodrome. They stated that they were experienced aviators with many hours flying on this aircraft type.

The crew reported that they normally landed on runway 21 and departed on runway 03, so this landing was different from what they normally experienced. They also stated that they usually exited the runway on taxiway P.

The flight crew reported that they were neither fatigued nor operating under a high workload during the flight. The flight had proceeded normally and the weather was clear.

### Crew comments on incident

Both crew members stated that the ATC instructions issued on roll were not garbled, indistinct or unclear. However, they did feel that due to being on roll rather than taxiing, they were moving faster than they normally would for receiving taxi instructions.

The crew noted that an ATC instruction of 'cross runway 06, take taxiway November' would have been less ambiguous than the clearance they received. However, unless an aircraft is participating in Land and Hold Short Operations (LAHSO), a clearance to land on a runway constitutes the full length of the runway and a clearance is not required for active crossing runways while in the landing roll.

The crew reported no issues with Perth aerodrome markings or signage or the LAHSO operations signage situated prior to the intersection of the runways.

### Perth Air Traffic Control phraseology

The phraseology utilised by the controller on the night of the incident contained elements that did not accord with the Aeronautical Information Package (AIP) or International Civil Aviation Organisation (ICAO) Doc 4444. 'Taxi via' may well have been used rather than 'take' November and 'second right' rather than 'second on your right now'. However, instructions to exit the runway via taxiway November were clearly issued to a crew experienced in landing at Perth aerodrome.

### ATSB COMMENT

This incident is a reminder that all radio communications phraseology should be clear, concise and unambiguous and should reflect international practices and standards where possible, particularly with regard to instructions provided to and received from international aircraft, and in safety critical situations. It is also a reminder to crews to seek clarification of ATC instructions should there be any doubt as the content or intent of any clearance or instruction.