

**Aviation Safety Investigation Report
198703619**

Bell 206

30 March 1987

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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.

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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: 198703619
Location: Brisbane QLD
Date: 30 March 1987
Highest Injury Level: Nil
Injuries:

Occurrence Type: Incident

Time: 1339

	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: Bell 206
Registration: VH-XDM
Serial Number:
Operation Type: Aerial Work
Damage Level: Nil
Departure Point: Brisbane QLD
Departure Time: N/A
Destination: Mt Cootha QLD

Approved for Release: May 29th 1987

Circumstances:

The pilot submitted a flight plan for a flight from Brisbane Airport to the television studios at Mt Cootha. The flight planned cruising altitude was 1000 feet. When the pilot requested an airways clearance, prior to takeoff, the Surface Movement Controller(SMC) in the Brisbane Control Tower found that the required cruising altitude had not been annotated on the flight progress strip. He therefore issued the aircraft with a clearance at 1500 feet. This altitude was accepted and acknowledged by the pilot. The SMC then advised the Brisbane Approach Controller the cleared cruising altitude of the aircraft. After the aircraft departed, the pilot advised the Brisbane Approach Controller that the aircraft was on climb to a cruising altitude of 1000 feet, in error. This was not queried by the Approach Controller. No traffic conflicts resulted from the occurrence.