

**Aviation Safety Investigation Report  
199704074**

**Boeing Co  
B747  
Boeing Co  
B767**

**07 December 1997**

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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](http://www.atsb.gov.au).**

**Occurrence Number:** 199704074                      **Occurrence Type:** Incident  
**Location:** VIPAM, (IFR)  
**State:** QLD    **Inv Category:** 4  
**Date:** Sunday 07 December 1997  
**Time:** 0300 hours                                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft** Boeing Co  
**Manufacturer:**  
**Aircraft Model:** 767-338ER  
**Aircraft Registration:** VH-OGI                                      **Serial Number:** 25246

**Type of Operation:** Air Transport High Capacity International Passenger  
Scheduled  
**Damage to Aircraft:** Nil  
**Departure Point:** Osaka Japan  
**Departure Time:** 1100 EST  
**Destination:** Brisbane Qld

**Aircraft** Boeing Co  
**Manufacturer:**  
**Aircraft Model:** 747  
**Aircraft Registration:** JA8190                                      **Serial Number:**

**Type of Operation:** Air Transport High Capacity International Passenger  
Scheduled  
**Damage to Aircraft:** Nil  
**Departure Point:** Narita Japan  
**Departure Time:** 1051 EST  
**Destination:** Brisbane Qld

**Approved for Release:** Monday, December 22, 1997

Port Moresby ATC passed coordination to Brisbane Centre on ANA923 and QFA 114 but the flight levels coordinated were incorrect. ANA 923 was coordinated at flight level 390 and QFA114 at flight level 370. At 1700, the pilot of ANA923 reported at VIPAM at flight level 370. When this was passed to Brisbane sector 11, confirmation of the flight level was requested and this was confirmed by the pilot. Sector 11 contacted port Moresby by telephone, and Port Moresby confirmed flight level 390.

At approximately 1710, Port Moresby called back to apologise and advise that the level coordinated should have been flight level 370, and QFA 114 should have been flight level 390.

