

**Aviation Safety Investigation Report
199500702**

**Saab Aircraft AB
340
Gulfstream/Aerospace Corp
Gulfstream III**

03 March 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: 199500702 **Occurrence Type:** Incident
Location: 60km N Canberra
State: ACT **Inv Category:** 4
Date: Friday 03 March 1995
Time: 1640 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Gulfstream/Aerospace Corp
Aircraft Model: Gulfstream III
Aircraft Registration: N103GC **Serial Number:**
Type of Operation: Charter Unknown
Damage to Aircraft: Nil
Departure Point: Canberra ACT
Departure Time: 1634 ESuT
Destination: Williamtown NSW

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Foreign	488.0	1437

Aircraft Manufacturer: Saab Aircraft AB
Aircraft Model: SF-340B
Aircraft Registration: VH-TCH **Serial Number:**
Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled
Damage to Aircraft: Nil
Departure Point: Sydney NSW
Departure Time: 1610 ESuT
Destination: Wagga NSW

Approved for Release: Friday, June 9, 1995

Due to crossing traffic at flight level 180 the pilot of N103GC was asked if the aircraft could reach flight level 190 by 25 miles from Canberra. The pilot said this could not be done and air traffic control told the pilot to maintain flight level 170.

During the climb the controller observed the mode C read out increase above flight level 170. The pilot was told to maintain flight level 170 but the level read out increased to flight level 176 before decreasing back to flight level 170. N103GC passed three to four miles behind the other aircraft, VH-TCH.

Significant Factors

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

1. The pilot did not comply with the level restriction.
2. The precise reason for this happening was not determined.

