

**Aviation Safety Investigation Report
199301991**

**Airbus
A320**

07 July 1993

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director 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.

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: 199301991 **Occurrence Type:** Incident
Location: 45km SE Cairns
State: QLD **Inv Category:** 4
Date: Wednesday 07 July 1993
Time: 1308 hours **Time Zone** EST
Highest Injury Level: None

Aircraft	Airbus		
Manufacturer:			
Aircraft Model:	A320-211		
Aircraft Registration:	VH-HYD	Serial Number:	025
Type of Operation:	Air Transport Domestic High Capacity Passenger Scheduled		
Damage to Aircraft:	Nil		
Departure Point:	Brisbane QLD		
Departure Time:	1113 EST		
Destination:	Cairns QLD		

Approved for Release: Saturday, October 30, 1993

The aircraft was inbound to Cairns and had requested and was subsequently cleared via a DME (Distance Measuring Equipment) Arrival. When the aircraft was about 45km to the south-east of Cairns the approach controller observed, by radar, that the aircraft had descended below the appropriate level on the arrival procedure. The controller advised the aircraft. However, the crew had realised the error and commenced a climb to the correct level. At the time the aircraft was in visual conditions on top of cloud.

The aircraft captain advised that he was instructing another pilot on this flight. The aircraft was slightly off track (although within the tracking tolerances) and the captain had discussed the matter with the Cairns controller and was advising the other pilot on the method of correcting the track error. He did not immediately notice that the aircraft had descended below the appropriate level but corrected the situation when he became aware of the error.