

**Aviation Safety Investigation Report
199702992**

**British Aerospace Plc
BAe-125-1000B**

15 September 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.

Occurrence Number: 199702992	Occurrence Type: Incident
Location: 37km SSW Hamilton Island, Aerodrome	
State: QLD	Inv Category: 4
Date: Monday 15 September 1997	
Time: 1853 hours	Time Zone: EST
Highest Injury Level: None	

Aircraft Manufacturer: British Aerospace Plc	
Aircraft Model: BAe-125-1000B	
Aircraft Registration: VH-LMP	Serial Number: 259022
Type of Operation: Non-commercial Business	
Damage to Aircraft: Nil	
Departure Point: Hamilton Island Qld	
Departure Time: 1850 EST	
Destination: Adelaide SA	

Crew Details:

Role	Class of Licence	Hours on Type Hours Total
Pilot-In-Command	ATPL	12000

Approved for Release: Wednesday, September 17, 1997

The pilot initially called ATS after becoming airborne, having tried unsuccessfully to make radio contact on the ground during taxi. An airport groundsman was asked to maintain a sarwatch for the aircraft until the pilot reported that he had made contact with ATS. The pilot was instructed to remain OCTA until radar identified, due to crossing traffic. When the transponder was first observed the aircraft was at FL105 on climb. The CTA lower limit in the area is 4,500 ft. No breakdown in separation occurred.

After checking the terminal chart on taxi the pilots were satisfied that the controlled airspace started at FL200 on their route. After the mistake was revealed the pilots accepted responsibility for the error, citing lack of familiarity with the area, the light blue ink on the chart and relatively poor cockpit lighting as factors.

