

**Aviation Safety Investigation Report
199403127**

**Boeing Co
B737**

24 October 1994

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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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: 199403127 **Occurrence Type:** Incident
Location: 166km SE Townsville
State: QLD **Inv Category:** 4
Date: Monday 24 October 1994
Time: 1435 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Boeing Co
Aircraft Model: 737-376
Aircraft Registration: VH-TJA **Serial Number:** 24295
Type of Operation: Air Transport Domestic High Capacity Passenger
Damage to Aircraft: Nil
Departure Point: Brisbane
Departure Time: 1343 EST
Destination: Cairns

Approved for Release: Thursday, February 16, 1995

The aircraft departed Brisbane for Cairns at 0343 UTC, cleared at FL330. This level was coordinated by the Brisbane Sector 7 Procedural Controller to Townsville Control. At 0435 UTC, the Sector 3 Radar Controller contacted the Sector 7 Radar Controller requesting a level change for the aircraft to FL350. This was approved and the aircraft was reclassified at FL350. However, the level change was not coordinated with Townsville Control who were still expecting the aircraft at FL330. At the same time, the level change was not recorded on the flight strip for the aircraft. The request from Sector 3 concerning the level change was not heard by the Sector 7 Procedural Controller as there is no facility for that person to monitor the radar controller's hotlines.