

**Aviation Safety Investigation Report
199300615**

**Aero Commander Div
Grand Commander**

18 March 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.

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: 199300615 **Occurrence Type:** Incident
Location: 33 kms S Richmond
State: NSW **Inv Category:** 4
Date: Thursday 18 March 1993
Time: 1850 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Aero Commander Div
Aircraft Model: 681
Aircraft Registration: VH-NYE **Serial Number:** 6047
Type of Operation: Charter Cargo
Damage to Aircraft: Nil
Departure Point: Tamworth NSW
Departure Time: 0750 ESuT
Destination: Bankstown NSW

Crew Details:

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on Type</u>	<u>Hours Total</u>
Pilot-In-Command	ATPL 1st Class	15.7	1945

Approved for Release: Wednesday, May 26, 1993

The Aero Commander was cleared to descend to 5,000 ft, on track from Richmond to Bankstown. Shortly after, the pilot was instructed to contact Sydney Approach, who then gave him a radar vector to track south of Richmond direct to Westmead.

The controller subsequently observed the radar height display of the aircraft indicated 4,400 ft and informed the pilot that he had descended below his assigned altitude. After being instructed to maintain 4,000 ft the aircraft was processed normally to Bankstown. The pilot later reported that he descended below his assigned altitude when he misread his assigned altitude indicator, whilst changing frequency to Sydney Approach. He was also expecting a requirement to be at 2,000 ft by 22 DME Sydney, as he had experienced on previous approaches into Bankstown.