

**Aviation Safety Investigation Report
199401159**

**Piper Aircraft Corp
Navajo**

03 May 1994

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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: 199401159 **Occurrence Type:** Incident
Location: 40km NW Oakey
State: QLD **Inv Category:** 4
Date: Tuesday 03 May 1994
Time: 1235 hours **Time Zone:** EST
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-31-325
Aircraft Registration: VH-FHQ **Serial Number:** 31-8112053
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Nil
Departure Point: Kupunn QLD
Departure Time: 1235 EST
Destination: Toowoomba QLD

Approved for Release: Thursday, August 18, 1994

After departure the pilot's intention was to track through the Oakey restricted airspace if possible. He contacted Brisbane Flight Watch and requested the status of the Oakey airspace. The operator advised him that the airspace was de-activated. As the pilot believed that this was unusual he asked for confirmation that the airspace was not active. The response was that that was correct.

The pilot then continued towards Toowoomba and monitored the Oakey MTAF, while operating his transponder in altitude reporting mode. A short time later he heard Brisbane Flight Service make an all stations call asking the aircraft west of Oakey to call Oakey. He acknowledged that transmission and called Oakey. At this time he was advised that his aircraft was some eight miles inside controlled airspace.

When the pilot advised the Oakey controller what had transpired the controller undertook to contact Brisbane. The airspace had been active for most of the day.

The Brisbane Flight Service officer was unable to explain why he had told the pilot that the airspace was not active. He had checked the status board and noted that the airspace was active but had reported it as not active. Workload at the time was normal for the position.