

**Aviation Safety Investigation Report
199600687**

**American Aircraft Corp
Tiger
Piper Aircraft Corp
Seminole**

05 March 1996

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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: 199600687	Occurrence Type: Incident
Location: 37km NW Canberra, Aerodrome	
State: NSW	Inv Category: 4
Date: Tuesday 05 March 1996	
Time: 1420 hours	Time Zone: ESuT
Highest Injury Level: None	

Aircraft Manufacturer: American Aircraft Corp	
Aircraft Model: AA-5B	
Aircraft Registration: VH-IGJ	Serial Number: AA5B-1043
Type of Operation:	
Damage to Aircraft: Nil	
Departure Point: Canberra ACT	
Departure Time: 1323 ESuT	
Destination: Canberra ACT	

Aircraft Manufacturer: Piper Aircraft Corp	
Aircraft Model: PA-44-180	
Aircraft Registration: VH-IJA	Serial Number: 44-7995156
Type of Operation:	
Damage to Aircraft: Nil	
Departure Point: Canberra ACT	
Departure Time: 1416 ESuT	
Destination: Canberra ACT	

Approved for Release: Tuesday, March 5, 1996

VH-IGJ departed Canberra CTA on the Canberra Yass track 20 miles from Canberra and cruising at 4500 ft. Approximately five minutes later VH-IJA departed Canberra CTA on the same track, 20 miles from Canberra and cruising at 6000 ft. At that time the controller noted a radar return two miles ahead of IJA, orbiting on the Canberra Yass track, also at 6000 ft but climbing.

Flight Service was advised so as traffic could be passed to IJA and Flight Service was also asked to contact IGJ. The pilot of IGJ reported to Flight Service at 6700 ft. The base of CTA was 6000 ft at that position. The radar return was identified as IGJ. Shortly afterwards IGJ left CTA no descent.

Factors

The pilot of VH-IGJ initiated a climb into controlled airspace without a clearance.