

**Aviation Safety Investigation Report
199403817**

**Cessna Aircraft Company
Skylane RG
Piper Aircraft Corp
Cheyenne**

18 December 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: 199403817 **Occurrence Type:** Incident
Location: Seymour
State: VIC **Inv Category:** 4
Date: Sunday 18 December 1994
Time: 1152 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-31T2
Aircraft Registration: VH-DXI **Serial Number:** 31T-8020005
Type of Operation:
Damage to Aircraft: Nil
Departure Point: Mangalore VIC
Departure Time: 1147 ESuT
Destination: Essendon VIC

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	ATPL 1st Class	800.0	4000

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: R182
Aircraft Registration: VH-UOE **Serial Number:** R18201206
Type of Operation:
Damage to Aircraft: Nil
Departure Point: Parkes NSW
Departure Time:
Destination: Geelong VIC

Approved for Release: Tuesday, January 17, 1995

On departure the pilot of VH-DXI requested climb to amended altitude 10,000. Due to another aircraft just ahead at 8000 feet the controller issued a clearance to climb to amended altitude 7000 feet. On climb the pilot's attention was diverted when a passenger spoke to him. The aircraft had climbed to almost 8000 feet when the controller queried the pilot on his altitude. The pilot apologised and descended back to 7000 feet. The longitudinal separation at the time was four miles, instead of the required five miles.

Significant Factor

The following factor was considered relevant to the development of the incident:

1. The pilot inadvertently climbed the aircraft above the altitude he was cleared to.

