Aviation Safety Investigation Report 199403817

Cessna Aircraft Company Skylane RG Piper Aircraft Corp Cheyenne

**18 December 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.

Location:SeymourInv Category:4State:∨ICInv Category:4Date:Sunday 18 December 1994ESuTTime:1152 hoursTime ZoneESuTHighest Injury Level:NoneFire ZoneESuTAircraft Manufacture:Pier Aircraft CorpFire ZoneESuTAircraft Registration:PA-31T2Serial Number:31T-8020005Type of Operation:VH-DXISerial Number:31T-8020005Type of Operation:NilFire XoneFire XoneDeparture Point:NilFire XoneFire XoneDeparture Time:1147 ESuTFire XoneFire XoneCrew Details:Fire XoneFire XoneFire Xone	<b>Occurrence Number:</b>	199403817	Occurrence Type: Incident				
Date:Sunday 18 December 1994Time:1152 hoursTime ZoneESuTHighest Injury Level:NoneAircraft Manufacture:Piper Aircraft CorpAircraft Model:PA-31T2Aircraft Registration:VH-DXISerial Number: 31T-8020005Type of Operation:NilDamage to Aircraft:NilDeparture Point:Mangalore VICDeparture Time:1147 ESuTDestination:Essendon VICCrew Details:	Location:	Seymour					
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Departure Point:Mangalore VICDeparture Time:1147 ESuTDestination:Essendon VICCrew Details:	Type of Operation:						
Departure Time:1147 ESuTDestination:Essendon VICCrew Details:	Damage to Aircraft:	Nil					
Destination:Essendon VICCrew Details:	<b>Departure Point:</b>	Mangalore VIC					
Crew Details:	<b>Departure Time:</b>	1147 ESuT					
	<b>Destination:</b>	Essendon VIC					
Hours on	Crew Details:						
		Hours on					

		Hours on		
	Role	<b>Class of Licence</b>	<b>Type Hours Total</b>	
	Pilot-In-Command	ATPL 1st Class	800.0	4000
Aircraft Manufacturer:	Cessna Aircraft Com	npany		
Aircraft Model:	R182			
Aircraft Registration:	VH-UOE	Serial Number:	R18201206	
<b>Type of Operation:</b>				
Damage to Aircraft:	Nil			
<b>Departure Point:</b>	Parkes NSW			
<b>Departure Time:</b>				
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.