

**Aviation Safety Investigation Report
199300313**

**Piper Aircraft Corp
Chieftain**

26 February 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: 199300313 **Occurrence Type:** Incident
Location: 25km N Sydney
State: NSW **Inv Category:** 4
Date: Friday 26 February 1993
Time: 0919 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-31-350
Aircraft Registration: VH-WAD **Serial Number:** 31-7552018

Type of Operation: Air Transport Domestic Low Capacity Passenger
Scheduled
Damage to Aircraft: Nil
Departure Point: Sydney NSW
Departure Time: 2215 ESuT
Destination: Maitland NSW

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	ATPL 1st Class	2000.0	5500

Approved for Release: Thursday, July 29, 1993

The aircraft was issued with a take-off clearance, with a requirement to maintain 3000 feet. On departure, the pilot reported on climb to 3000 feet. The aircraft was then observed on radar to be approaching 3800 feet. When queried, the pilot confirmed his altitude was 3800 feet. The aircraft was then cleared to maintain 4000 feet to ensure separation with crossing traffic arriving at Sydney. The pilot later stated that he understood his initial clearance limit to be 4000 feet.