

**Aviation Safety Investigation Report  
199300745**

**Piper Aircraft Corp  
Seneca III**

**03 April 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.

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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](http://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.

<b>Occurrence Number:</b>	199300745	<b>Occurrence Type:</b>	Incident
<b>Location:</b>	Devonport		
<b>State:</b>	TAS	<b>Inv Category:</b>	4
<b>Date:</b>	Saturday 03 April 1993		
<b>Time:</b>	1549 hours	<b>Time Zone</b>	EST
<b>Highest Injury Level:</b>	None		

<b>Aircraft Manufacturer:</b>	Piper Aircraft Corp		
<b>Aircraft Model:</b>	PA-34-220T		
<b>Aircraft Registration:</b>	VH-PZP	<b>Serial Number:</b>	34-8133027
<b>Type of Operation:</b>	Charter	Passenger	
<b>Damage to Aircraft:</b>	Nil		
<b>Departure Point:</b>	Essendon VIC		
<b>Departure Time:</b>	1420 EST		
<b>Destination:</b>	Hobart TAS		

**Approved for Release:** Wednesday, July 28, 1993

After departing Essendon the aircraft climbed, as cleared by air traffic control, to cruise altitude 9,500 feet. A radar return and label were observed by the Sector 3 Radar Controller in the vicinity of Cowes, on the basis of which a Sartime for clearance to cross controlled airspace at Devonport was calculated. At or about the Sartime, Sector 3 contacted Flight Service 15 to ascertain if the aircraft was listening out on 120.7 (Area frequency). Contact was subsequently established with VH-PZP on 123.8 (Melbourne Control) and the pilot reported his position as 7 nautical miles (by Distance Measuring Equipment) south of Devonport. The aircraft had passed through the north western tip of Launceston controlled airspace without a clearance. No breakdown in separation occurred.

This flight was the pilot's second charter flight. He was unfamiliar with the area. Because this was his first Bass Strait crossing and because he did not hold an instrument rating he co-opted the assistance of another commercial pilot, who holds a current instrument rating, to act as the safety pilot. When he was flight planning, the pilot-in-command did not notice that the route would infringe controlled airspace. The safety pilot subsequently did not detect the penetration.