

**Aviation Safety Investigation Report
199300757**

**Beech Aircraft Corp
Bonanza
Nord Aviation Ltd
262A**

02 April 1993

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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:	199300757	Occurrence Type:	Incident
Location:	24km N Brisbane		
State:	QLD	Inv Category:	4
Date:	Friday 02 April 1993		
Time:	0800 hours	Time Zone	EST
Highest Injury Level:	None		

Aircraft Manufacturer:	Beech Aircraft Corp		
Aircraft Model:	A36		
Aircraft Registration:	VH-LOUD	Serial Number:	E-1828
Type of Operation:	Non-commercial Business		
Damage to Aircraft:	Nil		
Departure Point:	Caloundra QLD		
Departure Time:	2150 EST		
Destination:	Brisbane QLD		

Aircraft Manufacturer:	Nord Aviation Ltd		
Aircraft Model:	262A		
Aircraft Registration:	VH-HEI	Serial Number:	99
Type of Operation:	Air Transport Domestic Low Capacity Passenger Scheduled		
Damage to Aircraft:	Nil		
Departure Point:	Bundaberg QLD		
Departure Time:	2116 EST		
Destination:	Brisbane QLD		

Approved for Release: Sunday, June 19, 1994

At 0758 EST, VH-LOUD contacted Brisbane Approach 28km north of Brisbane at 3,000 feet requesting an airways clearance. Approach answered that a clearance was not available and that the aircraft was required to remain outside controlled airspace. Approach also told the aircraft to contact the Redcliffe common traffic advisory frequency (CTAF) and to call Approach again at 0805 EST.

Another aircraft, VH-HEI, was on descent inbound to Brisbane and had been assigned 3000 feet. As the progress of this aircraft was being monitored on radar, the Approach Controller realised that VH-LOUD had penetrated the control area. Attempts to contact VH-LOUD were unsuccessful so VH-HEI was vectored clear of VH-LOUD. The separation standard of 5 miles was infringed during this sequence.

The pilot of VH-LOUD contacted Approach again about 5 miles north of Brisbane Airport and was processed for landing. The pilot later said that he heard the instruction to remain outside controlled airspace. A short time later, however, he had been told to squawk ident on the aircraft transponder and was informed that VH-LOUD had been radar identified. He interpreted this to mean that he could continue into controlled airspace at 3,000 feet.