Reference Number	Event Year	Location	State	REPCON Report Category	Short Title	Notes	Action Description	Reporter Text	Repcon Identified Text	Manufacturer	Model	Departed From	Destination	Actual Landing Point	Airspace Class Id	Flight Rules Id	Flight Conditions Id	Technical Crew Number	Crew Number	Total Pax Number	Role Id	Comment
R200400001	2004		NSW	ASRS	General aviation - entered restricted area		Marked as Not a REPCON, Reason: Other, Notes:ASRS Receipt number 200401797		On 1 May 2004, [pilot name] was PIC of [aircraft type, registered], that tracked from [location] via [location] and thence over [location]. While operating over [location], the aircraft entered [X] which is reserved for floatplanes and helicopters. On realising the error, the pilot immediately vacated the area and tracked to [aerodrome].											
R200400002	2004		QLD	ASRS	200401823		Marked as Not a REPCON, Reason: Other, Notes:ASRS Receipt number 200401868		On [date], [reporter] was PIC of [aircraft type, registration], that was tracking from [location] to [location]. [reporter] had flown the route on five previous occasions but only when [X] and [X] airspaces were inactive. Before departure, [reporter] checked the weather and NOTAMs which confirmed that [X] airspace was inactive. However, the NOTAMS did not include any information on [X] airspace. After passing through [X] airspace, [reporter] broadcast position and intentions on the [frequency]. Then selected the [frequency] on Comm 2 and began a Listening watch. At about [location] of [location], [reporter] noticed a formation of Army helicopters ahead. The reporter immediately selected the [frequency] and was told that the reporter had entered [X] airspace without a clearance. [X] ATC cleared [reporter] to track to a point clear of [X] airspace.											
R200400003	2004			ASRS					[Reported] was PIC of [aircraft type, registration], on a return charter flight to [location] on [date]. Before departure, he refuelled the aircraft but due to pressure from his passenger to depart, he became distracted and refuelled the helicopter to 300 lb fuel load, not 300 litres as he had intended. On the last leg of the flight inbound to the mainland, [reporter] realised his inadequate fuel state and abandoned his plan to continue to destination, opting for a precautionary landing at the first suitable landing site on the mainland. The aircraft was then refuelled and flown to its base.											
R200400004	2004	Amberley	QLD	ASRS			Receipt number 200401928, Occurrence CAIR record 200401928, report date [date] 2004, receipt date [date] 2004, date of contravention [date] 2004, CAR/CASR contravened CAR 100(2), Receipt issue date [date] 2004		[Reported] was PIC of [Aircraft type, model] en route from [location] to [location] on [date] 2004. At time [time] while passing through [X], [reporter] noticed some traffic operating at low level in the [X]. To ensure separation from this traffic and to maintain VMC conditions above a bank of cloud ahead at 4,600 ft, [reporter] climbed the aircraft to 5,500 ft, penetrating the 4,500 ft CTA step without clearance.											
R200400005	2004		Vic	ASRS			Receipt number 200401932, Occurrence CAIR record 200401932, report date [date] 2004, receipt date [date], date of contravention [date] 2004, CAR/CASR contravened CAR 100(2), Receipt issue date [date] 2004		[Reported] was PIC [Aircraft type, model], on a VFR flight from [location] to [location] on [date] 2004. [Reporter] obtained the Area [X] Area Forecast which indicated cloud en route but with tops below his intended cruising altitude of 8,500 ft. On the later section of the route, the cloud encountered was more developed than forecast, and in order to maintain flight in VMC, [reporter] climbed to 10,000 ft and diverted to the east of his intended track. As the aircraft was not DME-equipped, he was unable to determine his distance from [location] and inadvertently penetrated the CTA step base 6,500 ft, without clearance.											
R200400006	2004			ASRS			Receipt number 200402229, Occurrence CAIR record 200402229, report date [date] 2004, receipt date [date], date of contravention [date] 2004, CAR/CASR contravened CAR 5.81(1) Receipt issue date [date] 2004		[Reported] believed that his next Biennial Flight Review (BFR) was due in late [year]. On checking his pilot's logbook on [date], [reporter] noticed that his BFR was actually due on [date]. He immediately ceased flying pending the BFR.											
R200400007	2004			ASRS			Receipt number 200402871, Occurrence CAIR record 200402871, report date [date] 2004, receipt date [date] 2004, date of contravention [date] 2004, CAR/CASR contravened CAR 189, 239 Receipt issue date [date] 2004		The pilot landed at [location] while it was closed due to works in progress. The pilot reported that he called on the CTAF both approaching the field and in the circuit, but the [X] (which carried a message re the closure) did not respond to his transmissions. The pilot sighted workmen on runway [X] beyond the intersection with runway [X] when the aircraft was about 30 metres from the threshold of runway [X]. The pilot stated that because of the nature of the [aircraft type] aircraft, he was committed to a landing by this time. The pilot added that he had been to [location] on many previous occasions and had always completed his landing roll before the runway intersection.											
R200400008	2004		NSW	ASRS			Receipt number 200403093, Occurrence CAIR record 200403093, report date [date] 2004, receipt date [date] 2004, date of contravention [date] 2004, CAR/CASR contravened CAR 140(5) Receipt issue date [date] 2004		While pilot-in-command of [aircraft] tracking [location] at 2,500 ft altitude, the reporter made a navigational error that resulted in an unintentional penetration of R555C at [time]. [The reporter stated that to avoid any future occurrence, they will track [location] to ensure clearance from R555C.]											
R200400009	2004			ASRS			Receipt number 200403318, Occurrence CAIR record 200403318, report date [date] 2004, receipt date [date] 2004, date of contravention [date] 2004, CAR/CASR contravened CAR 242(1) Receipt issue date [date] 2004		The reporter had completed runup checks prior to departure for night circuits under MBZ conditions, when he noticed the windsock lights flashing. He selected the [frequency], but required between 5 and 10 minutes to reset the lighting timer. When the lights ceased flashing, the reporter checked to ensure that there was no traffic on base or final legs, then entered the runway and took off. While on his second circuit, the reporter sighted an aircraft that had just landed. He had heard no transmissions from the other pilot, so he checked his radio to find that he still had the [frequency] selected. He immediately selected the [frequency] and made contact with the other aircraft.											
R200500001	2005			ASRS			Receipt number 200503318, Occurrence CAIR record 200503318, report date [date] 2005, receipt date [date] 05, date of contravention [date] 05, CAR/CASR contravened CAO 40.1.5 / CAO 82.3(8.2) Receipt issue date [date] 2005		I identified a system error in our company Check and Training Manual. The 'Base Check' did not include one takeoff and landing within a 12 month period as required by CAO 40.1.5/ CAO 82.3 (8.2). As this manual (specifically Section C) requires approval from CASA to be amended, I will request permission immediately.											
R200500002	2005			ASRS	200503057		Receipt number 200503057, Occurrence CAIR record 200503057, report date [date] 2005, receipt date [date] 05, date of contravention [date] 05, CAR/CASR contravened CAR 174(1) Receipt issue date [date]		While pilot-in-command of [aircraft type, registration], tracking from [location 1] to [location 2] at 5500 ft altitude, the reporter miscalculated last light which along with en route headwinds, resulted in the aircraft's arrival at destination 15 minutes after last light. The winds were easterly at 15 kts below 5000 ft changing to south-westerly at approximately 10 kts above 6000 ft.											
R200500003	2005			ASRS			Receipt number 200503369, Occurrence CAIR record 200503369, report date [date] 2005, receipt date [date] 05, date of contravention [date] 05, CAR/CASR contravened CAR 166(3) Receipt issue date [date] 2005		As PIC of [aircraft], the pilot checked the NOTAM concerning works in progress during MBZ hours on runway [X] at [location]. As the pilot flew the downwind leg for runway [X], he had difficulty sighting the markers indicating the displaced threshold, but sighted a white cross on the runway some distance from the runway [X], threshold. As the aircraft approached, the pilot sighted a line of five white cones across the runway and four vehicles on the runway on the north-western side of the cones. The vehicles vacated the runway as the aircraft approached. The pilot concluded that the line of cones was the displaced threshold and landed on runway [X] beyond the line of cones. During the landing roll, the pilot sighted another marker almost 1500 m further along runway [X]. The further marker was not visible from the circuit. As the aircraft backtracked after landing, the driver of one of the vehicles informed the pilot that he had landed within the works area.											
R200700084		Sydney Airport	NSW	ASRS	High capacity air transport - landing with less than minimum fuel onboard	Migrated data from Summary - 07/04/2009 10:51:59: Aviation incident is a Level 3 investigation by ATSB. Subject of ASRS is the pilot's non-reporting of the occurrence by ASIR within 48 hours. The aircraft flew from [location] to [location] and landed with 120 kg of fuel in one wing tank, 60 kg of fuel in the other wing tank and 2700 kg of fuel in the centre tank. Procedures are to use the centre tank fuel first for structural stress considerations. Both pilots did not notice that the centre tanks had not been selected until the aircraft landed. After landing, the pilots consulted the manuals to see if any structural limits had occurrence had not taken place. The pilot and did not submit an ASIR within a 48 hour period. The matter has been classified as immediately reportable. Regulation 2.3 (c) includes serious damage or suspected serious damage as immediately reportable matters. After shutdown, the crew checked the manuals to assess if any structural limits had been exceeded and concluded that they had not. When the operator became aware of the occurrence, the aircraft was grounded for a structural damage check.	ASIRS		I was pilot in command of [registration] operating [flight number] on [date]. The aircraft landed at destination with less than the required fuel in the wing tanks and fuel remaining in the centre tank. After landing, the co-pilot and I discussed the matter in detail and consulted the aircraft manuals. We concluded that no structural limit had been exceeded. Consequently, I did not report the event as an incident.	Boeing Aircraft Company		Perth WA	Sydney NSW		2	2	3	2			1	After landing with less that the permitted minimum fuel in the wings tanks, the pilot-in-command did not report the occurrence within the required time period.
R200700089		15 NM south-west of Hamilton Island	QLD	ASRS	General Aviation - entered controlled airspace	Migrated data from Summary - 07/04/2009 10:51:58: Report dated [date] 07, the day following the contravention. Sent by mail and received [date] 07. Mail passed through the Dectpha security check. ASRS receipt issued [date] 2007.	ASIRS		I was pilot in command of [aircraft type, registration] on [date]. At about [location] on track for [destination], we climbed to 5,500 ft. At this point, the overlying airspace was Class C, lower level 4,500 ft. Upon realising that the aircraft was in controlled airspace, we descended immediately to 4,500 ft and were in contact with [X] about 10 minutes later.	Cessna Aircraft Company		Hamilton Island Qld	Roma Qld		2	1	1	2	0	0	1	At about [location] on track to [location], we climbed to 5,500 ft. At this point, the overlying airspace was Class C, lower level 4,500 ft. Upon realising that the aircraft was in controlled airspace, we descended immediately to 4,500 ft and were in contact with [X] about 10 minutes later.
R200700113	2007		Vic	ASRS	General aviation - Violation of controlled airspace	Migrated data from Summary - 07/04/2009 10:51:58: ASRS receipt issued [date] 2008. DK.	ASIRS		I was pilot in command of a [aircraft type, registration] on [date] 2007. While tracking north-west from [location A] to [location B] my plan was to climb to 3,500 once past the end of the 2,500 CTA step. Once in the climb I became distracted trying to get a fix on the airstrip at [destination]. When I turned back to the altimeter I had climbed to approximately 3,750 feet, thereby violating controlled airspace. Part of the reason why this happened was that the aircraft, a [aircraft type], was being flown with neither load nor pax and climbed at a faster rate than I was used to. The mistake was one of inexperience with the model of aircraft.	Beech Aircraft Corp		Vic.	Lilydale Vic.		2	1	1	1	0	0	1	
R200800002	2007	Adelaide	SA	ASRS	General aviation - violation of controlled airspace	Migrated data from Summary - 07/04/2009 10:51:57: Information from Log: Reported date [date] 2007 Date receipt [date] 2007 Date of contravention [date] 2007 Receipt issued [date] 2008 all supplied documentation returned to reporter by [name]	ASIRS		I was pilot in command of a [aircraft type, registration] on [date] 2007. Having taken [X] to [destination A] via [destination B] (to pick up the third), I was ferrying the aircraft back to [destination C] direct. Although I knew the track to be quite different from my inbound track to [location 1], at some level of consciousness (otherwise) my brain failed to recognize this, and as there was a layer of smoke and broken cloud obscuring my view of the ground, I failed to realize that I was tracking the controlled air-space until a following aircraft advised that he thought [X] may be trying to contact me. I immediately called [X] on [frequency], identified myself and obtained a clearance to proceed.	Cessna Aircraft Company		Kingscote SA	Renmark SA		2	1	1	1	0	0	1	
R200800008	2008		WA	ASRS	Charter - VFR in IMC	Migrated data from Summary - 07/04/2009 10:51:57: ASRS receipt number R200800008 forwarded to reporter. Also all of the reporter's original documentation. DK [Date].	ASIRS		I was pilot in command of a [aircraft type, registration] on [date] 2008. On [date] 2008, I unintentionally flew into cloud shortly after takeoff from [departure aerodrome] at first light on a charter flight under the VFR. I made a series of errors which resulted in my situational awareness failing, as follows: • Prior to doing the daily inspection, the night sky was largely clear as evidenced by sighting of many stars, with a few wisps of fog. • take-off was timed for first light when in fact light is still only partial but the pilot failed to look up again and note any changes. • I omitted to carefully study the weather report with regard to cloud focussing instead on the threat of thunderstorms, which are a dominant feature of our weather at this time of year and I also missed the METAR for 'overcast'. • On listening to the AWOS twice, each time the detail about cloud was over-ridden first by broadcast (my taxi call) and second by the passenger, and I failed to recognise that I had not acquired the cloud information after this interference. My mental picture (formed from earlier scanning of the night sky) was of scattered fog or low level thin cloud that I failed to update with more recent information. I had noticed the orange light on the eastern horizon heralding sunrise and this must have lulled the brain into believing the more normal pattern of VMC. Visibility was 10 km but it was not appreciated that there was a ceiling of broken or overcast at about 500 ft until after the takeoff. My attempt to climb through a gap in the cloud failed and I considered it safer to continue in a straight climb rather than do a low level circuit for return particularly as that would involve flying over the town at about 3 to 400 ft. I expected the cloud to be thin and that I would proceed to be in a layer of somewhere between 100 to 200 feet of thickness and it was 'broken' rather than overcast by my observation after emerging on top, although it clearly deteriorated after another 10 minutes later, ATC broadcast that a SPECI had just been issued for [departure aerodrome] I was also distracted by the need to take off as early as possible and by the large freight load that was to be carried. I had managed the loading so that the aircraft remained within the C of G envelope, but legally we were at maximum takeoff weight. A series of little errors had led to me committing a large error and violation of the regulations.	Gippsland Aeronautics Pty. Ltd.		Kununurra WA	Kalumburra WA	Kalumburra WA	5	1	2	1		1	1	
R200800038	2008		NSW	ASRS	General aviation - flight without maintenance release	Migrated data from Summary - 07/04/2009 10:52:02.: Receipt posted to reporter. Also all of reporters original documentation. DK [date] 2008.	ASIRS		Migrated data from ATSB Summary - 07/04/2009 10:52:02: I was pilot in command of a [aircraft type, registration] on [date] 2008. I took off from [the aerodrome] without checking the maintenance release was on board. I was running late and went to check it during climb and discovered I had left it (in its black book) on top the [X] fuel bowser. I have no excuse – I do know better and have never forgotten before. I returned to [the aerodrome] and retrieved documents.	Cessna Aircraft Company		Tamworth NSW	Camden NSW	Tamworth NSW	3	2	1	1	0	0	1	
R200800062	2008		QLD	ASRS	Charter - take off without clearance	Migrated data from Summary - 07/04/2009 10:51:59: Entered in REPCON/ASIRS DK [date] 2008. ASIRS receipt number R200800062 forwarded to reporter. Also all of reporter's original documentation. DK [date] 2008. ASIRS de-identified report sent to CASA. DK [date] 2008. Migrated data from Level & Category Notes - 07/04/2009 10:51:59: Licenses: [X] Current ratings: [X] Visability: 9999 Cloud: Nil Altitude at time of contravention: 200 ft Airspace designtaion: MIL Class C	ASIRS		I was pilot in command of a [aircraft type, registration], on [date] 2008. Contravention and Surrounding Circumstances Shortly after takeoff from runway [Number] at [Location] I was asked by [Location] ATC on tower frequency if operations were normal to which I replied affirmative. I was then informed by the controller that I had taken off without a clearance. I asked if they wanted me to return to the field and land and was cleared to continue my planned flight and given traffic. I was also asked to call ATC when I landed. There was no loss of separation standards and the flight was completed without further incident, On the ground at [location] I phoned ATC and discussed the issue, I was asked what had happened and explained that I honestly had no idea as to why I proceeded to takeoff without a clearance other than that I had obviously believed I had received the clearance otherwise I would not have departed to which they agreed. I also discussed the series of events leading up to my departure that may have contributed to the incident. I was informed by the controller that a similar discussion had already taken place in the tower and in particular some possible issues relating to the way the ground controlling was conducted. The following details the events leading up the incident as discussed with ATC. Onboard the aircraft at the time of the incident were [X] who included [X] who was [X] to [Location] to pick up a company aircraft and conduct a charter flight back to [Location]. Earlier in the day I had told the [X] they would be travelling with me in the [Aircraft type] to [Location] as there had been a change in their schedule, This was met with a level of excitement as the [X] had not spent much time in [Aircraft type] and was hoping to be endorsed on the aircraft in the near future. Whilst I prepared the aircraft for departure the [X] collected the passengers from the passenger lounge and escorted them to the aircraft. I was waiting at the nose baggage locker when they arrived at the aircraft and proceeded to start loading the baggage as the [X] loaded the passengers. The passengers were informed they could sit wherever they wanted as we had no weight and balance issues. The [X] requested to sit in the co-pilot seat. I informed him it was up to the [X] as she had already set up her headset in that seat. The [X] agreed to relinquish the seat and showed the passenger to the co-pilot seat. The [X] then occupied the seat directly behind the pilot seat and began talking to the [X]. A taxi clearance to the run-up bay and subsequently an airways clearance to [Location] was received. Whilst in the run-up bay the passenger in the co-pilot seat said he had left a bunch of flowers for his wife in the passenger lounge and requested that we get them prior to departure. I informed ATC and taxied back to the parking area. The two fare paying passengers and I remained seated whilst the [X] collected the flowers from the lounge, got back into the aircraft and reescurred the door. I requested a taxi clearance from [Location] Ground and was told to taxi for holding point [Name] via taxiway [Name] as there was a [Aircraft type] holding at Building [Number]. I then proceeded to taxi out of the general aviation area via taxiway [Name] onto taxiway [Name] heading southbound to holding point [Name]. As I entered taxiway [Name] I noticed [Callsign], a [helicopter type] in front of me at what I believed was only a couple of hundred feet on descent for pad [Name] (a helipad painted on the tarmac at the intersection of taxiways [Names]. As I was currently on pad [Name], with the helicopter approaching rapidly and had not been given any advice on the helicopter from ATC so I promptly applied power and told ATC that I was expediting to get out of the way of the helicopter. I was then told by ATC to hold short of taxiway [Name] as they had an aircraft coming off the runway at that taxiway (the aircraft was at this stage still on runway [Number] and some distance from taxiway [Name]. I promptly applied full braking to hold short of the taxiway. During these events the passenger in to co-pilot seat and the [X] continued to talk discussing the companies flying operations. As the engines had now been running for approximately 12 minutes and I was holding short of taxiway [Name] I requested a change to a departure off runway [Number] from holding point [Name]. The change of departure was approved and I contacted the tower. Whilst I am not entirely sure what happened in the next minute I believe that I contacted the tower who cleared me to line up on runway [Number] behind the aircraft taxiing off the runway at [Name]. I lined up and began rolling in the belief that I had been given a cleared to takeoff from the tower. I believe that the events that occurred during taxi together with the seating of the deadheading pilot behind me that was talking to the passenger in the co-pilot seat about flying caused me to become confused and were major contributing factors to the occurrence.	Piper Aircraft Corp	PA-31-350	[Location A] Qld	[Location B] Qld	[Location B] Qld	2	1	1	1	0	3	1	
R200800066	2008		NSW	ASRS	Sports aviation - collision with pole	Migrated data from Summary - 07/04/2009 10:51:59: Entered in REPCON DK [date] 2008. ASIRS receipt number R200800066 forwarded to reporter. Also all of reporter's original documentation. DK [date] 2008. ASIRS de-identified report sent to CASA. DK [date] 2008. Migrated data from Level & Category Notes - 07/04/2009 10:51:59: RTPL [X] WX Nil Wind Cavok Vis 10 km +.	ASIRS		I was pilot in command of a [aircraft type, registration], on [date] 2008. On [date] 2008, I was flying the jump plane for [Operator and Location]. It was a tight last flight in that light was fading. On my return to the field I was not satisfied that there were no dogs or other animals on the strip. I had been advised to watch for dogs and I had seen them the afternoon before on the strip. All the jumpers were on the ground and I decided to carry out a precautionary check of the strip before landing. I overflew the airstrip just offset to the left, this was due to better visibility out of the right side of the aircraft because the standard door was replaced with a floor to ceiling clear perspex door. At about midfield position, as I turned right before the buildings, the right wing tip clipped a thin fibreglass pole which the jumpers use to attach light cloth material as their wind sock (windblade) on the landing area. This pole is about 4 metres high. The plane was not affected in its handling and I made a safe landing. I was obviously too low at the commencement of the right turn and flying too fast. I kept the speed up because I was concerned to get on the ground for last light. I came low to get a better view of the strip in the failing light, in fact it surprised me to see how much it deteriorated as I descended. No one else was in the plane. I made the appropriate radio calls. I suspect the reason I did not pick up the windblade was that the flag was in still air, and I had forgotten it was there. It of course was out in the open area on the left of the strip for the jumpers to clearly see.	Cessna Aircraft Company		[Location A] NSW	[Location A] NSW	[Location A] NSW	5	1	1	1			1	
R200800105	2008		NT	ASRS	Charter - IFR flight plan submitted for VFR flight	Migrated data from Summary - 07/04/2009 10:52:03: Entered in REPCON/ASIRS DK [date] 2008. ASIRS receipt number R200800105 forwarded to reporter. Also all of reporters original documentation. DK [date] 2008. ASIRS de-identified report sent to CASA. DK [date] 2008. Migrated data from Level & Category Notes - 07/04/2009 10:52:03: Licenses: [X] Current ratings: [X] Nominated regulation: CAR 175 A Visability: 9999 Wind: easterly Cloud: few Altitude: 9000 (at time of realisation) Time of departure: [time]	ASIRS		I was pilot in command of a [aircraft type, registration] on [date] 2008. In preparation for my flight on [date] 2008, I lodged my flight plan as IFR. The flight was conducted in a single engine piston [aircraft type] and I had 1 passenger. This contravenes CAR 175A. This mistake was purely unintentional. I conducted the flight but I only realised my mistake half way through the flight. Flight conditions were VMC. I experienced [aircraft systems] problems during the flight, however, the unintentional contravention of CAR 175A had in no way a connection with these mechanical issues. In the days leading up to [date], I had been conducting numerous IFR flights in a [aircraft type] carrying cargo but with no passengers. I suspected my mind on the morning of [date] was on automatic mode and I had a lapse in thought during flight planning. I regret my mistake and must take more due care during preparation in the future.	Cessna Aircraft Company		[Location A] NT	[Location B] NT		5	2	1	1		1	1	
R200800122	2008		QLD	ASRS	General aviation - used incorrect taxiway	Migrated data from Summary - 07/04/2009 10:52:03: Entered in REPCON DK [date] 2008. The flight was IFR in IMC. CTAF (R) airspace at the time. Current NOTAM issued re taxiway use due WIP. ASIRS receipt number R200800122 forwarded to reporter. Also all of reporter's original documentation. DK [date] 2009.	ASIRS		I was pilot in command of a [Aircraft type], [registration] on [date] 2008. I wish to report an incident that I had on the morning of [date] 2008 at [location] Airport. I was on an IFR flight plan to [destination A] and after starting my engine I gave a [frequency 1] all stations call and began taxiing. I then tried to call [frequency 2] to get traffic, at this point I had switched off [frequency 1]. I found that I could not get them on the ground and tried several times while taxiing. I mistakenly turned left into taxiway [X]. I was so consumed trying to get [frequency 2] that I was on the warning lights before I knew it, I ended up taxiing through them and then turned around and went back to taxiway [X]. I have since spoken to the safety officer who said that he tried to call me on [frequency 1], I know now why I did not hear him because I had turned [frequency 1] off. I have since found that I have a faulty press to talk switch, which is being replaced. I have read all the safety digests that I get in the mail from ATSB and watched air crash investigations and often read about how a single thing can consume all your attention to the detriment of all else, I thought this could never happen to me. How wrong I was. I think it is imperative that both frequencies should be on at all times. It would help if the NOTAM's on the internet clearly said to use taxiway [X] and also if the [X] said use taxiway [X]. It is not inconceivable that at 5 AM in the morning one may not be completely awake. I must say I regret what happened and feel I know what a pilot must feel like when he lands with his wheels up.	Cessna Aircraft Company		Qld	Qld		5	2	2	1			1	

Reference Numebr	Event Year	Location	State	REPCON Report Category	ShortTitle	Notes	ActionDescription	ReporterText	RepconDeidentifiedText	Manufacturer	Model	DepartedFrom	Destination	ActualLandingPoint	AirspaceClassId	FlightRulesId	FlightConditionsId	TechnicalCrewNumber	CrewNumber	TotalPaxNumber	RoleId	Comment
R200900003	2008		NSW	ASRS	General aviation - CTAF circuit direction	Migrated data from Summary - 07/04/2009 10:52:03: Entered in REPCON. DK [date] 2009. additional information: nominated regulation CAR 166 (2) (e) Visibility: 10 Km Wind 160/10 Cloud: Nil Altitude: 1200' ASL Airspave: CTAF	ASRS		I was pilot in command of a [aircraft type, registration] on [date] 2008. I read ERSA prior to flying to [destination] in the morning for an afternoon flight. When I arrived at [destination] I had a mental blank (no ERSA on board) and flew right hand circuit at [destination] runway [X] until an aircraft flew inbound and politely corrected me. Read and prepare closer to flight time. Carry ERSA.	Cessna Aircraft Company		NSW	NSW		5	1	1	2			4	
R200900014	2009		NT	ASRS	General aviation - Defect not recorded	Migrated data from Summary - 07/04/2009 10:52:03: Entered in REPCON. DK [date] 2009. CAR 5(1)(A) contravened. Class C airspace. Landing gear problem occurred during the day's operations. ASRS receipt number R200900014 forwarded to reporter. Also all of reporter's original documentation. DK [date] 2009.	ASRS		I was pilot in command of a [aircraft type, registration] on [date] 2009. On departing [aerodrome] the gear kept running on, circuit breaker was pulled. On arrival at [destination] and at conclusion of day I informed operations and maintenance of the problem. I forget to write it up on the maintenance release.	Cessna Aircraft Company		NT	NT	NT	2	1	1	1	0	2	1	
R200900056	2009		SA	ASRS	General aviation - flight without autopilot fitted	Migrated data from Summary - 07/04/2009 10:52:01: Entered in REPCON. DK [date] 2009. CAR 207 of CAR's 1988 and CAO 20.18 contravened. WX conditions, Vis unrestricted, Wind LØ/V and Cloud nil. Some of the flight was conducted in G airspace. Receipt posted to reporter. Reporter's original documentation received by fax at the ATSB was shredded. DK [date] 2009. CASA officer [name] left a message that he would like to be called back. Tried that night but only got answerring machine. [name] had run again despite me saying that I was about to leave and left another message to be called. Rang first thing in the morning. He wanted to know when we received R200900056 ASRS. He knew that it was faxed and when the report was made. It sounded from what he said that he was checking to see if the reporter had put in the ASRS after they had spoken to him. Spoke to [name] about what information that we should provide, he spoke to [name]. It was decided that the date of the report is the date that it is made to the ATSB and needs to be consistent with the date that we received it in the office. ASRS reports can only be made via post, fax or they could e-mail a scanned copy of the report. Only ever seen faxed or post so far. Sent the bellow e-mail after discussions with [name]. [date] 09 PM [name] The report R200900056 was dated the [date] 2009 and consistent with the date received. The legislation requires that we return the report to the reporter and do not keep any record that would identify the reporter. All the best [name] From: [name] Sent: Wednesday, [date] 2009 10:03 To: [name] Subject: ASRS 200900056 [SEC=IN-CONFIDENCE: AUDIT] Hello [name], Thank you for you time this morning. This email is to confirm a log in time of 09:39am, [date] 2009, for a fax received from pilot [name removed] regarding ASRS R200900056. Regards, [name] [position] [contact details]	ASRS		I was pilot in command of a [aircraft type, registration] on [date] 2009. On the morning of [date] 2009 I operated a Charter flight from [departure aerodrome], SA [location identifier] to [destination aerodrome], SA [location identifier] with a stop enroute at [enroute aerodrome], SA [location identifier] in our company a [aircraft type, registration]. Whilst [registration] was (and is) endorsed for flight under the IFR, and I have a valid [X], it is not fitted with a CASA approved Automatic Pilot and I operated as a single pilot. I was concerned about the level of aircraft activity in the area of [land mark] and chose to plan the flight under the IFR to and from [enroute aerodrome] to take advantage of the increased safety afforded by IFR separation. I was under the mistaken belief that it was flight in IMC that was illegal with one pilot and no autopilot, and not under the IFR. The entire flight was conducted in VMC, and there was no risk of IMC. I have become accustomed to operating under the IFR and I prefer the services and separation provided by IFR operations. I suppose that it is this familiarity and the added safety which drew me to operate under the IFR. Should I have been presented with actual IMC conditions I would have changed to operate under the VFR and remained in VMC. As an outcome of this incident the company has elected to conduct a safety briefing in order to ensure crew conversant with the difference between operating under the IFR and in IMC as well as the requirements of CAO 20.18.	Beech Aircraft Corp		Parafield SA	Marree SA	Marree SA	2	2	1	1		9	1	
R200900067	2009		Vic	ASRS	Sports aviation - precautionary search	Migrated data from Summary - 07/04/2009 10:52:02: Entered in REPCON. DK [date] 2009. CAR 1988 157 (1) contravened. Pilot descended below 500 ft AGL. WX vis 10 km +, wind zero, cloud nil and altitude 200 ft AGL. Airspace class G. Time of departure from [departure aerodrome. [time] . ASRS receipt number R200900067 posted to reporter. Also all of reporter's original documentation. DK [date] 2009.	ASRS		I was pilot in command of a [aircraft type, registration] on [date] 2009. Whilst en-route [departure aerodrome] to [destination aerodrome] over the northern fringe of [en-route location] a vehicle was noted in a densely bushed area with what appeared to be a person near the vehicle in a prone position. Being in a remote location on the [en-route location] I was concerned for the welfare of the person, so descended below 500 ft to ascertain if all was well on the ground. When passing over the vehicle at approximately 200 ft it was noted that the person was in fact holding a rifle and shooting at wildlife of sorts. I then climbed back to a higher altitude and returned to [destination aerodrome]. The person with the rifle may have been a ranger / parks officer of sorts, however this is unknown at this time.	Amateur Built Aircraft					5	1	1	1	0	0	1	
R201000040	2010		SA	ASRS	Flight training - violation controlled airspace	Entered in REPCON. DK [date] 2010. Class C airspace LL 4,500. WX details : Vis Cavok, wind 15 kts var and Cloud few. Receipt number R201000040 posted to reporter. Also all of the reporter's original documentation. DK. [date] 2010.	ASRS		I was pilot in command of a [aircraft type, registration] on [date] 2010. • Height infringement above 4,500 feet into CTA • Second solo nav. Inattention reading height change way point. Suggestions – will use single page flight plan and avoid way point codes	Cessna Aircraft Company	172S	SA	SA		2	1	1	1	0	0	1	
R201000072		near Bankstown	NSW	ASRS	Flying training - VFR in IMC	Entered in REPCON. pb [date] 2010. PPL (unrestricted) Legislation controvened: Infringing Sydney CTA in lane of entry. ACT restricitons , Should of turned back Weather variable: Wind: variable Cloud: 3000 Altitude at time of contravention: 1500 to 1300 Airspace designation: Sydney Lane of entry Receipt Number R201000072 posted to reporter with all of the reporters original documentation.	ASRS		I was pilot in command of a [aircraft type] registration [rego number] on [date of contravention]. I was asked to investigate and make pictures of a property north of [location]. Arriving to [location], I enquired about the weather and was told by an [X] not too bad for it, cloud is at 3,500 ft. The [flying school] just had an internal committee dispute and members left with their aircraft and my aircraft was replaced with one in which I had some radio jack connection and static problems. The weather was getting worse, not so much the cloud base but fog patches. I had to negotiate and at around [location] I turned back. I specifically bought an expensive ANR headset which for some reason started to make extremely strong static noises as well. It is very easy to see where I went wrong in hindsight. I'm not a risk taking man and I could not sleep all night. I do not think I was ever in a dangerous situation; in cloud, close to cloud, losing sight of land, close to stall etc, but I definitely should have postponed the flight. Class D will help a bit, because we will have to have more contact with [X]. Any radio or connection problems will be highlighted.	Piper Aircraft	PA-28-161				5	1	1	1		1	1	
R201000079	2010		Vic	ASRS	General aviation - runway incursion	Entered in REPCON. pb [date] 2010. WX details : Vis Cavok, wind 160/25 kts scattered 1500. Receipt Number R201000079 posted to reporter with all of the reporters original documentation.	ASRS		I was pilot in command of a [aircraft type, registration] on [date] 2010. While taxiing from the [location] adjacent taxiway [x] between [X] and [X] for runway [X], I crossed the holding point at [X] without a clearance. Earlier in the morning operations had been confined to runway [X]. I had briefed and marked a copy of ERSA chart. Subsequently operations had changed to runways [X] and [X]. I had not adequately prepared for the change. As I crossed the hold point I stopped at the same time as [X] called. Add hold points to ERSA similar to VFG.	CESSNA AIRCRAFT COMPANY	172S				6	1	1	1		3	1	
R201000109	2010		WA	ASRS	Aerial work - Over-run of flight duty time		Entered in REPCON ASRS.	Civil Aviation Regulations 1988 CAO 48 flight and duty times exceeded. Priority patient transfer flight PQB 3 crew and the patient. IFR operation in VMC conditions. Weather conditions / [location], nil cloud during cruise at FL 240. The reporter stated that at the top of climb the headwind was stronger than expected and as a result the flight took 20 minutes longer than was planned.	I was pilot in command of a [aircraft type, registration] on [date] 2010. I was tasked from [Location] to pick up a priority "1" patient from [location] with 7.4 hours remaining at beginning of my shift, it all looked good. However, with extended delays at [Location] I phoned operations to confirm no other crew was available. I was informed no. Anticipating I still had enough duty remaining to fly to [Location] we took off. At the top of climb the head winds were stronger than expected. As a result we landed 20 minutes after I should have and at completion of handover with the ambulance personnel I was over by 0.9 hours.	Pilatus Aircraft Ltd	PC-12/45											1	
R201000163	2010		Vic	ASRS	Air transport Cargo - collision with an object		Entered ASRS.		I was pilot in command of a [aircraft type, registration] on [date] 2010. After landing on runway [X], aircraft exited at taxiway [X], crew misunderstood tower instruction regarding back taxi on runway [X]. Due to lighting and aircraft angle, failed to see [object]. Overran one [object]. No damage to aircraft, no ground personnel present. Lead and taxi lights illuminated on taxiway [X] added confusion.	CONV/AIR	340											1	
R201100032		Darwin	NT	ASRS	Flight training - landing occurence		ASRS		ASRS submitted by mistake to report an ASIR Landing occurence	AMATEUR BUILT AIRCRAFT											4	