

**Aviation Safety Investigation Report
199603548**

**Piper Aircraft Corp
Chieftain
Boeing Co
B747**

31 October 1996

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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.

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: 199603548 **Occurrence Type:** Incident
Location: 93km ENE Sydney, VOR
State: NSW **Inv Category:** 4
Date: Thursday 31 October 1996
Time: 1825 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-31-350
Aircraft Registration: VH-RDL **Serial Number:** 31-7405195
Type of Operation: Charter Passenger
Damage to Aircraft: Nil
Departure Point: Lord Howe Island. NSW
Departure Time: 1611 EST
Destination: Sydney. NSW

Crew Details:

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on</u>	<u>Type Hours Total</u>
Pilot-In-Command	ATPL	600.0	2038

Aircraft Manufacturer: Boeing Co
Aircraft Model: 747-438
Aircraft Registration: VH-OJR **Serial Number:** 25547
Type of Operation: Air Transport High Capacity International Passenger
Scheduled
Damage to Aircraft: Nil
Departure Point: Sydney. NSW
Departure Time: 1816 EST
Destination: Los Angeles. USA

Approved for Release: Wednesday, April 2, 1997

The pilot of the Piper PA31 had submitted details for an IFR flight from Lord Howe Island to Sydney via MAGOO and CHEZA at 9,000 ft, estimating CHEZA (60 NM from Sydney on the 084 radial), at 1835. At 1825 the pilot called Brisbane Centre for a clearance and was instructed to squawk transponder code 2350. The aircraft was identified at 50 NM from Sydney, on the 059 radial. This placed the aircraft some 22 NM right of track, within controlled airspace, and in potential conflict with an outbound Boeing 747.

The pilot of the PA31 later reported that he had been initially tracking on a bearing from the Lord Howe Island NDB. However, at the time of the incident he was unable to receive any Sydney radio navigation aids, and was navigating on time intervals and dead reckoning. The PA31 was squawking transponder code 2000 prior to calling Brisbane Centre. The crew of the B747 did not receive any Traffic Alert and Collision Avoidance System (TCAS) warning. Brisbane radar did not record any transponder returns from the PA31 prior to the aircraft squawking code 2350.

