

**Aviation Safety Investigation Report  
199300616**

**Aero Commander Div  
Shrike Commander**

**23 March 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.

**Occurrence Number:** 199300616                      **Occurrence Type:** Incident  
**Location:** Launceston  
**State:** TAS    **Inv Category:** 4  
**Date:** Tuesday 23 March 1993  
**Time:** 1322 hours                                  **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Aero Commander Div  
**Aircraft Model:** 500-S  
**Aircraft Registration:** VH-EXC                      **Serial Number:** 3251  
**Type of Operation:** Charter                      Unknown  
**Damage to Aircraft:** Nil  
**Departure Point:** Launceston TAS  
**Departure Time:**  
**Destination:** Hobart TAS

**Crew Details:**

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on Type</u>	<u>Hours Total</u>
Pilot-In-Command	Commercial	2000.0	10000

**Approved for Release:** Thursday, July 22, 1993

The flight was planned from Launceston to Hobart via Clark. This requires that the aircraft track via the 149 degree radial from Launceston to Clark. From Clark, the inbound track to Hobart is 122 degrees. When the pilot requested a taxi clearance at Launceston, the air traffic controller responded with a taxi clearance and an airways clearance in the same transmission. The airways clearance was 'Hobart One 7000'. This is a standard instrument departure (SID) which involves tracking direct from Launceston to Hobart, not via Clark as planned. The clearance was not prefixed with the word 'amended' as it should have been, to reflect that the aircraft was being cleared on a route different than the one planned by the pilot.

The pilot read the clearance back and a short time later departed. After departure, the pilot made the required departure report including advice that he was tracking via 'Hobart One'. Later, when the pilot called Hobart Control Tower, it was found that he had tracked via his planned route and not via the route cleared by air traffic control.