

**Aviation Safety Investigation Report  
199302081**

**Cessna Aircraft Company  
Titan**

**07 July 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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

**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:** 199302081                      **Occurrence Type:** Incident  
**Location:** Corowa  
**State:** NSW    **Inv Category:** 4  
**Date:** Wednesday 07 July 1993  
**Time:** 2156 hours                                  **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** 404  
**Aircraft Registration:** VH-CSV                      **Serial Number:** 4040217  
**Type of Operation:** Charter      Cargo  
**Damage to Aircraft:** Nil  
**Departure Point:** Wagga Wagga NSW  
**Departure Time:** 2128 EST  
**Destination:** Melbourne VIC

**Crew Details:**

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on Type</u>	<u>Hours Total</u>
Pilot-In-Command	Senior Commercial	100.0	4800

**Approved for Release:** Wednesday, October 26, 1994

The aircraft climbed to Flight Level (FL) 120 without an airways clearance. A clearance had been requested by the pilot. Phraseology used by ATS was misinterpreted by the pilot as a clearance to climb to FL120.

The Flight Service Officer (FSO) coordinating the clearance for VH-CSV failed to immediately recognise that the aircraft would enter controlled airspace when climbing above 10000 feet. The FSO was recently rerated in the position and lacked recent experience. The airspace divisions marked on the FSO's map were difficult to read. Phraseology used by the FSO was misleading.

**Significant Factors**

The following factors were considered relevant to the development of the incident:

1. The FSO lacked recent experience.
2. The FSO's work station map was difficult to read.

3. The FSO did not immediately realise that the aircraft would enter controlled airspace.
  4. Phraseology used by the FSO was misleading to the pilot.
-