Aviation Safety Investigation Report 199600740

Cessna Aircraft Company Citation II Boeing Co B737

07 March 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.

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.

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:	199600740		Occurrence Type	e: Incident		
Location:	13km S Melbour	ne, Aerodrome				
State:	VIC		Inv Category:	4		
Date:	Thursday 07 Mar	rch 1996				
Time:	1914 hours		Time Zone	ESuT		
Highest Injury Level:	None					
Aircraft Manufacture	r: Cessna Aircraf	t Company				
Aircraft Model:	550					
Aircraft Registration:	N61CF	Sei	rial Number:			
Type of Operation:						
Damage to Aircraft:	Nil					
Departure Point:	Essendon Vic					
Departure Time:	1913 ESuT					
Destination:	Adelaide SA					
Aircraft	Boeing Co					
Manufacturer:						
Aircraft Model:	737-377					
Aircraft Registration:	VH-CZL				Serial Number:	23664
Type of Operation:	Air Transport Scheduled	Domestic High	n Capacity Passeng	ger		
Damage to Aircraft:	Nil					
Departure Point:	Melbourne Vic	;				
Departure Time:	0812 ESuT					
Destination:	Hobart Tas					

Approved for Release: Wednesday, April 3, 1996

At 0812, VH-CZL departed runway 16 at Melbourne on a 16 Cowes 5 departure with instructions to maintain 3000 ft. This departure involves tracking 170 deg until through 2500 ft or four miles DME and then tracking direct to Cowes which is on the Melbourne 150 deg VOR radial. After CZL made contact with departures control, the aircraft was cleared to climb to flight level 370.

At 0813, N61CF departed from runway 17 at Essendon heading 170 deg and initially limited to 3000 ft. At 0815 CZL left 5000 ft and N61CF was cleared to climb to 4000 ft. Shortly afterwards N61CF was instructed "at 4000 ft turn right heading 260 deg".

At 0816, N61CF was observed in a right turn and climbing through 4700 ft. At this time CZL was climbing through 5500 ft with N61CF less than two miles away and closing. N61CF was asked to confirm maintaining 4000 ft and passed traffic on CZL. The pilot of N61CF advised the traffic was in sight and apologised for the transgression.