Aviation Safety Investigation Report 199602134

Piper Aircraft Corp Seneca Cessna Aircraft Company Centurion

05 July 1996

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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.

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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: 199602134 Occurrence Type: Incident

Location: Fentons Hill, VOR

VIC State: **Inv Category:**

Date: Friday 05 July 1996

1420 hours Time Zone **EST** Time:

Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp

Aircraft Model: PA-34-200

VH-STJ Aircraft Registration: **Serial Number:** 34-7250077

Type of Operation:

Damage to Aircraft: Nil

Departure Point: Essendon Vic 1417 EST **Departure Time: Destination:** Cobar NSW

Aircraft Manufacturer: Cessna Aircraft Company

Aircraft Model: 210G

Aircraft Registration: VH-TWC Serial Number: 21058905

Type of Operation:

Damage to Aircraft: Nil

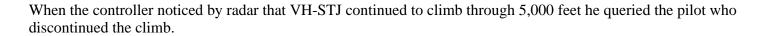
Departure Point: Geelong Vic **Departure Time:** 1410 EST **Destination:** Wagga NSW

Approved for Release: Monday, July 29, 1996

Vertical separation diminished to about 500 feet between two aircraft in controlled airspace. VH-STC was on climb from Essendon, and VH-TWC was ex Geelong and cruising at 6,000 feet.

Initially VH-STJ was cleared to climb to 6,000 feet, but when the departures controller realised that VH-STJ's groundspeed was too slow for it to remain ahead of VH-TWC, he cleared VH-STJ on climb to 5,000 feet and wrote the amended altitude on VH-STJ's flight strip.

To resolve potential conflict with other traffic in the Melbourne area, both VH-STJ and VH-TWC were issued with an amended route clearance, Melbourne - Fentons Hill - Mangalore. When issuing this amended route clearance. the controller followed the normal practice of including the cleared level. However, he inadvertently cleared VH-STJ to the original flight planned altitude of 6,000 feet instead of the amended altitude of 5,000.



Significant Factor

The following factor was considered relevant to the development of the incident:

1. The air traffic controller inadvertently cleared VH-STJ to the wrong altitude.