

**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.

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
State: VIC **Inv Category:** 4
Date: Friday 05 July 1996
Time: 1420 hours **Time Zone:** EST
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-34-200
Aircraft Registration: VH-STJ **Serial Number:** 34-7250077
Type of Operation:
Damage to Aircraft: Nil
Departure Point: Essendon Vic
Departure Time: 1417 EST
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.

When the controller noticed by radar that VH-STJ continued to climb through 5,000 feet he queried the pilot who discontinued the climb.

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.

