

**Aviation Safety Investigation Report
199603066**

**Cessna Aircraft Company
Skyhawk
Boeing Co
B747**

25 September 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.

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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: 199603066 **Occurrence Type:** Incident
Location: Brooklyn, VTC Approach Point
State: VIC **Inv Category:** 4
Date: Wednesday 25 September 1996
Time: 1130 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Boeing Co
Aircraft Model: 747-200
Aircraft Registration: SX-OAE

Serial Number:

Type of Operation: Air Transport High Capacity International Passenger
Scheduled
Damage to Aircraft: Nil
Departure Point:
Departure Time:
Destination: Melbourne Vic

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 172P
Aircraft Registration: VH-LOR **Serial Number:** 17274121
Type of Operation: Instructional Solo
Damage to Aircraft: Nil
Departure Point: Essendon Vic
Departure Time:
Destination: Hamilton Vic

Crew Details:

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on Type</u>	<u>Hours Total</u>
Pilot-In-Command	Student	6.0	72

Approved for Release: Wednesday, October 2, 1996

A Boeing 747 was being radar vectored for Melbourne runway 34 when radar controllers noticed an unidentified aircraft at 2,400 ft in controlled airspace (CTA) where it should not have been above 1,500 ft outside controlled airspace. The departures south controller immediately instructed the Boeing 747 pilot to turn right 60 degrees due to conflicting traffic. Melbourne radar advisory service (RAS) gave a general broadcast to any aircraft heading up the western lane to descend immediately to 1,500 ft, but there was no response. Both aircraft passed within approximately 1 mile and 700 ft.

With advice from Essendon Tower, RAS identified the offending aircraft near Brooklyn as VH-LOR and instructed the pilot to descend to 1,500 ft. About 5 minutes later, 2 miles west of Mount Cottrell, LOR climbed above 2,500 ft into CTA without a clearance and was again corrected by RAS.

A student pilot was flying LOR on his second solo navigational exercise. He subsequently advised that he must have made errors in navigation because each time he inadvertently penetrated CTA he thought he was much further west where the base of the CTA was higher.

The student pilot was required to undergo more dual instruction before the next solo navigational flight.

