

**Aviation Safety Investigation Report  
199504169**

**Piper Aircraft Corp  
Seminole  
Fairchild Industries Inc  
Metro 23**

**06 December 1995**

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.

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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](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.

<b>Occurrence Number:</b>	199504169	<b>Occurrence Type:</b>	Incident
<b>Location:</b>	9 km SE of Melbourne		
<b>State:</b>	VIC	<b>Inv Category:</b>	4
<b>Date:</b>	Wednesday 06 December 1995		
<b>Time:</b>	1154 hours	<b>Time Zone</b>	ESuT
<b>Highest Injury Level:</b>	None		

<b>Aircraft Manufacturer:</b>	Fairchild Industries Inc		
<b>Aircraft Model:</b>	SA227-DC		
<b>Aircraft Registration:</b>	VH-KDO	<b>Serial Number:</b>	DC-837
<b>Type of Operation:</b>	Air Transport Domestic Low Capacity Passenger Scheduled		
<b>Damage to Aircraft:</b>	Nil		
<b>Departure Point:</b>	Melbourne Vic		
<b>Departure Time:</b>	1152 ESuT		
<b>Destination:</b>	Albury NSW		

<b>Aircraft Manufacturer:</b>	Piper Aircraft Corp		
<b>Aircraft Model:</b>	PA-44-180		
<b>Aircraft Registration:</b>	VH-JQF	<b>Serial Number:</b>	44-7995291
<b>Type of Operation:</b>	Air Transport Domestic Low Capacity Passenger Scheduled		
<b>Damage to Aircraft:</b>	Nil		
<b>Departure Point:</b>	Melton Vic		
<b>Departure Time:</b>			
<b>Destination:</b>	Melton Vic		

**Approved for Release:** Tuesday, March 26, 1996

The crew of VH-KDO were given a runway 16 Strathbogie standard instrument departure (SID) and were told to maintain 3000 feet. After take off they were cleared to climb to 4000 feet.

Shortly afterwards, the air traffic controller noticed the transponder mode C altitude readout increase to above 4000 feet. When the crew were queried on the altitude deviation they promptly descended back to 4000 feet. However, a loss of separation occurred with VH-JQF, an airwork aircraft, tracking in an easterly direction to the south of Melbourne and maintaining 5000 feet.

Significant Factors

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

- 1 The crew of VH-KDO did not maintain the assigned altitude of 4000 feet.

