

**Aviation Safety Investigation Report
199402227**

**Cessna Aircraft Company
402C
Cessna Aircraft Company
Centurion**

22 July 1994

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.

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: 199402227 **Occurrence Type:** Incident
Location: 16km N Victoria River Downs
State: NT **Inv Category:** 4
Date: Friday 22 July 1994
Time: 1350 hours **Time Zone** CST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 402C
Aircraft Registration: VH-AZO **Serial Number:** 402C0508
Type of Operation: Charter Passenger
Damage to Aircraft: Nil
Departure Point: Tanami NT
Departure Time: 1240 CST
Destination: Darwin NT

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	250.0	913

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 210M
Aircraft Registration: VH-IDZ **Serial Number:** 21062530
Type of Operation: Charter Passenger
Damage to Aircraft: Nil
Departure Point: Darwin NT
Departure Time: 1240 CST
Destination: Kalkgurung NT

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	1000.0	1500

Approved for Release: Friday, October 14, 1994

VH-IDZ was enroute Darwin to Kalkgurung, tracking via Victoria River Downs, tracking 174 degrees at the correct cruising level of 9500 feet. About 16km north of Victoria River Downs the pilot observed another aircraft pass directly under him in the opposite direction with a vertical separation of 100-200 feet.

The other aircraft, VH-AZO, was enroute from Tanami to Darwin via Victoria River Downs tracking 007 degrees, and also cruising correctly at 9500 feet.

Changes made to Australian airspace, which replaced the quadrantal cruising levels with hemisphere cruising levels, allows opposing VFR traffic within the same hemisphere to operate at the same altitude.

