

**Aviation Safety Investigation Report  
199402566**

**Cessna Aircraft Company  
Skyhawk  
Cessna Aircraft Company  
310R**

**08 September 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](http://www.atsb.gov.au).**

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**Occurrence Number:** 199402566                      **Occurrence Type:** Incident  
**Location:** 15km NE Moorabbin  
**State:** VIC                                              **Inv Category:** 4  
**Date:** Thursday 08 September 1994  
**Time:** 1633 hours                                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** 172P  
**Aircraft Registration:** VH-AZQ                      **Serial Number:** 17275569  
**Type of Operation:**  
**Damage to Aircraft:** Nil  
**Departure Point:** Moorabbin VIC  
**Departure Time:** 1630 EST  
**Destination:** Albury NSW

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** 310R  
**Aircraft Registration:** VH-UJF                                      **Serial Number:** 310R1342  
**Type of Operation:** Air Transport Domestic Low Capacity Non-scheduled Passenger  
**Damage to Aircraft:** Nil  
**Departure Point:** Cudal NSW  
**Departure Time:**  
**Destination:** Moorabbin VIC

**Approved for Release:** Wednesday, October 26, 1994

VH-UJF was enroute Eildon Weir to Moorabbin at 3000 ft in controlled airspace and was approaching the reporting point Academy when the approach radar controller observed VH-AZQ approaching Academy from the Moorabbin direction at 2800 ft. VH-AZQ had penetrated controlled airspace while awaiting an airways clearance. The approach controller advised VH-UJF of the conflicting traffic and turned VH-UJF onto a heading of 270 degrees. At the same time VH-AZQ called Melbourne radar advisory service (RAS). The RAS controller advised VH-AZQ of the conflicting traffic and verified the level of VH-AZQ as 2500 ft. Both aircraft came within 2 NM of each other in visual meteorological conditions.

