



Australian Government

Australian Transport Safety Bureau

Taxiing collision involving a Cessna 172S, VH-EOT and a Cessna 172S, VH-EOP

Moorabbin Airport, Victoria, 29 January 2015

ATSB Transport Safety Report
Aviation Occurrence Investigation
AO-2015-011
Final – 22 April 2015

Released in accordance with section 25 of the *Transport Safety Investigation Act 2003*

Publishing information

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Addendum

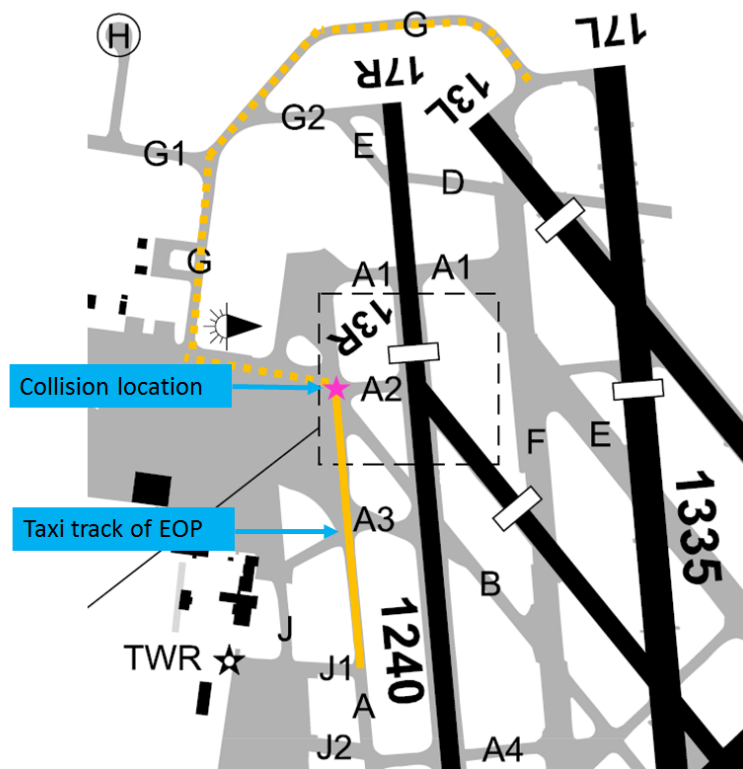
Page	Change	Date

Taxiing collision involving a Cessna 172S, VH-EOT and a Cessna 172S, VH-EOP

What happened

On 29 January 2015, the student pilot of a Cessna 172S aircraft, registered VH-EOP, taxied for a solo training flight at Moorabbin Airport, Victoria. The student was cleared by air traffic control (ATC) to taxi via taxiway 'A' (Figure 1) to the holding point on taxiway 'G' for a departure from runway 13 Left (13L).

Figure 1: Extract of Moorabbin Airport En Route Supplement Australia entry



Source: Airservices Australia

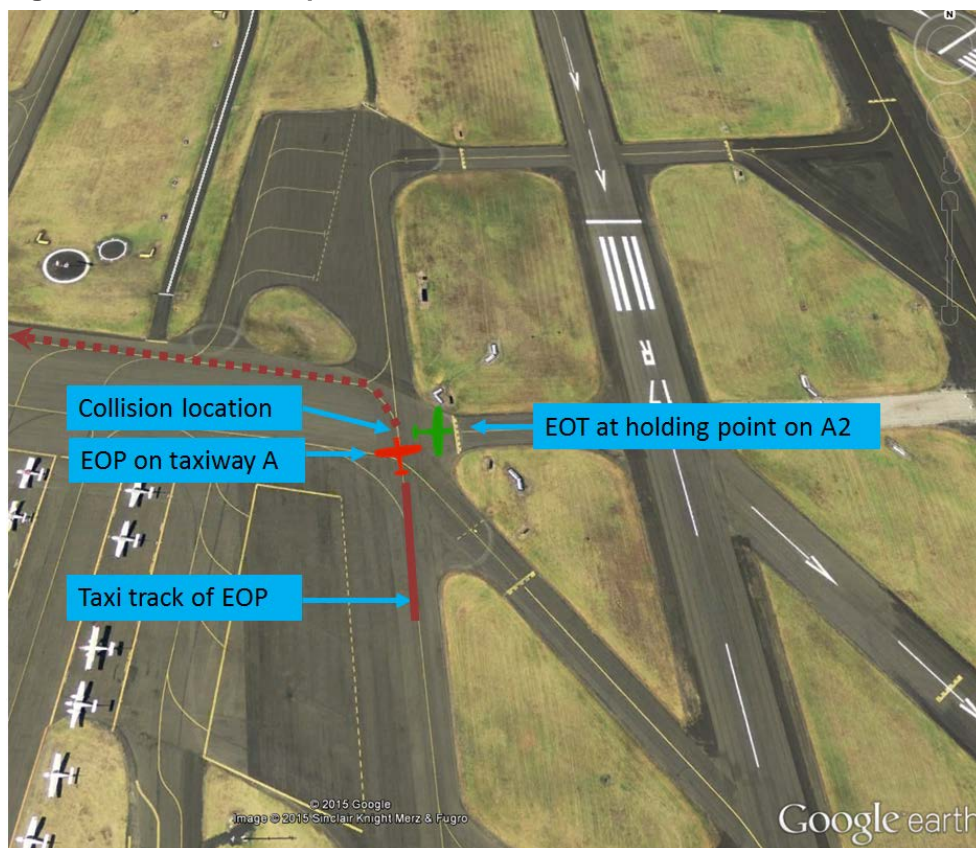
As EOP passed the 'A2' taxiway, the right wingtip struck the rudder of another Cessna 172S aircraft, registered VH-EOT, which was stationary at the holding point for runway 13 Right (13R) on the 'A2' taxiway, and less than half a metre behind the marked holding line (Figure 2). The student pilot of EOP was unaware of the collision and continued to taxi to the holding point for runway 13L. A flight instructor on board EOT advised ATC of the collision and the controller directed the pilot of EOP to taxi back to the run-up bay. He was then advised of the collision and the instructor of EOT inspected both aircraft for damage. EOP was undamaged and EOT sustained minor damage to the rudder.

Pilot comments

The student pilot of EOP reported that he taxied on the yellow marked taxi line and assumed that this would provide adequate clearance from the stationary aircraft.

He subsequently had a taxi lesson focused on maintaining adequate clearance from other aircraft and obstacles, which he believed would be valuable training for all student pilots.

Figure 2: Moorabbin Airport, EOP taxi route and location of EOT



Source: Google earth

Safety action

Whether or not the ATSB identifies safety issues in the course of an investigation, relevant organisations may proactively initiate safety action in order to reduce their safety risk. The ATSB has been advised of the following proactive safety action in response to this occurrence.

Moorabbin Airport operator

As a result of this occurrence, the airport operator is taking the following safety actions:

Taxi line repaint

A work order has been raised to extend the left turn taxiway line to join the northern apron right side taxi line (Figure 3). This will increase the distance between an aircraft taxiing via taxiways 'A' and 'G' and an aircraft holding at the 'A2' holding point.

Figure 3: Taxiway line to be extended



Source: Google earth

Safety message

This incident highlights the importance of maintaining a good lookout when taxiing. Practice in taxiing an aircraft assists pilots to develop an awareness of where the extremities of the aircraft structure are going to track during ground manoeuvring.

General details

Occurrence details

Date and time:	29 January 2015 – 1232 EST	
Occurrence category:	Incident	
Primary occurrence type:	Taxiing collision	
Location:	Moorabbin Airport, Victoria	
	Latitude: 37° 58.55' S	Longitude: 145° 06.13' E

Aircraft details: VH-EOP

Manufacturer and model:	Cessna Aircraft Company, 172S	
Registration:	VH-EOP	
Serial number:	172S10022	
Type of operation:	Flying training - solo	
Persons on board:	Crew – 1	Passengers – Nil
Injuries:	Crew – Nil	Passengers – Nil
Damage:	Nil	

Aircraft details: VH-EOT

Manufacturer and model:	Cessna Aircraft Company, 172S	
Registration:	VH-EOT	
Serial number:	172S10317	
Type of operation:	Flying training – dual	
Persons on board:	Crew – 2	Passengers – Nil
Injuries:	Crew – Nil	Passengers – Nil
Damage:	Minor	

About the ATSB

The Australian Transport Safety Bureau (ATSB) is an independent Commonwealth Government statutory agency. The ATSB is governed by a Commission and is entirely separate from transport regulators, policy makers and service providers. The ATSB's function is to improve safety and public confidence in the aviation, marine and rail modes of transport through excellence in: independent investigation of transport accidents and other safety occurrences; safety data recording, analysis and research; and fostering safety awareness, knowledge and action.

The ATSB is responsible for investigating accidents and other transport safety matters involving civil aviation, marine and rail operations in Australia that fall within Commonwealth jurisdiction, as well as participating in overseas investigations involving Australian registered aircraft and ships. A primary concern is the safety of commercial transport, with particular regard to fare-paying passenger operations.

The ATSB performs its functions in accordance with the provisions of the *Transport Safety Investigation Act 2003* and Regulations and, where applicable, relevant international agreements.

The object of a safety investigation is to identify and reduce safety-related risk. ATSB investigations determine and communicate the safety factors related to the transport safety matter being investigated.

It is not a function of the ATSB to apportion blame or determine liability. At the same time, an investigation report must include factual material of sufficient weight to support the analysis and findings. At all times the ATSB endeavours to balance the use of material that could imply adverse comment with the need to properly explain what happened, and why, in a fair and unbiased manner.

About this report

Decisions regarding whether to conduct an investigation, and the scope of an investigation, are based on many factors, including the level of safety benefit likely to be obtained from an investigation. For this occurrence, a limited-scope, fact-gathering investigation was conducted in order to produce a short summary report, and allow for greater industry awareness of potential safety issues and possible safety actions.