

**Aviation Safety Investigation Report  
199300697**

**Cessna Aircraft Company  
Super Skywagon  
Boeing Co  
B737**

**19 March 1993**

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.

**Occurrence Number:** 199300697                      **Occurrence Type:** Incident  
**Location:** Canberra  
**State:** ACT    **Inv Category:** 4  
**Date:** Friday 19 March 1993  
**Time:** 1402 hours                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** 337G  
**Aircraft Registration:** VH-MGW    **Serial Number:** 33701502  
**Type of Operation:** Air Transport Domestic Low Capacity Passenger Scheduled  
**Damage to Aircraft:** Nil  
**Departure Point:** Canberra ACT  
**Departure Time:**  
**Destination:** Cootamundra NSW

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type Hours Total</b>
Pilot-In-Command	Senior Commercial	4300

**Aircraft Manufacturer:** Boeing Co  
**Aircraft Model:** 737-377  
**Aircraft Registration:** VH-CZD    **Serial Number:** 23656  
**Type of Operation:** Air Transport Domestic High Capacity Passenger Scheduled  
**Damage to Aircraft:** Nil  
**Departure Point:**  
**Departure Time:**  
**Destination:** Canberra ACT

**Approved for Release:** Wednesday, May 17, 1995

The pilot of VH-MGW requested taxi clearance for take-off and reported in receipt of automatic terminal information service (ATIS) "Echo". The runway nominated by the ATIS was runway 35. The aircraft was cleared to taxi, but shortly after, the pilot requested runway 30 for departure. The Surface Movement Controller (SMC) then issued the following instruction:- "Mike Golf Whisky taxi for change of runway 30, hold short of runway 35." A Boeing 737 VH-CZD had been cleared to land on runway 35 and was beginning to flare for landing. VH-MGW was then observed to cross the holding point for runway 35. After repeated calls from the SMC the pilot of VH-MGW finally stopped his aircraft close to the edge of the flight strip. The Boeing was not instructed to go-around as it was at the point of touchdown and considered by ATC to be committed to landing.

The pilot of VH-MGW stated he did not see the holding point markings until he had been instructed to stop by the SMC. He said the holding point markings had been changed and was planning to stop at the "old" holding point position. He also stated that he was aware of the landing Boeing 737.

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