

**Aviation Safety Investigation Report  
199302020**

**Beech Aircraft Corp  
Bonanza  
Beech Aircraft Corp  
Commuter C99**

**08 July 1993**

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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).**

**Occurrence Number:** 199302020      **Occurrence Type:** Incident  
**Location:** 25km N Coffs Harbour  
**State:** NSW      **Inv Category:** 4  
**Date:** Thursday 08 July 1993  
**Time:** 1135 hours      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Beech Aircraft Corp  
**Aircraft Model:** V35A MK II  
**Aircraft Registration:** VH-ILE      **Serial Number:** D-8971  
**Type of Operation:** Non-commercial Pleasure/Travel  
**Damage to Aircraft:** Nil  
**Departure Point:** Maroochydore QLD  
**Departure Time:**  
**Destination:** Coffs Harbour NSW

**Aircraft Manufacturer:** Beech Aircraft Corp  
**Aircraft Model:** C99  
**Aircraft Registration:** VH-OXD      **Serial Number:** U-237  
**Type of Operation:** Air Transport Domestic Low Capacity Passenger Scheduled  
**Damage to Aircraft:**  
**Departure Point:**  
**Departure Time:**  
**Destination:** Coffs Harbour NSW

**Approved for Release:** Sunday, June 19, 1994

A Beech 99 aircraft had been cleared to descend to 2,000 feet on approach to Coffs Harbour. As the aircraft was approaching 2,300 feet the pilot heard a radio transmission from VH-ILE which placed that aircraft in the vicinity of his aircraft at an altitude of 2,000 feet. The pilot of the Beech 99 arrested the descent of his aircraft at 2300 feet until he was well clear of VH-ILE.

The pilot of VH-ILE had apparently requested an airways clearance but this transmission was not received by Coffs Tower and no clearance was issued to the aircraft. The pilot believes he must have misinterrupted transmissions to other aircraft as a clearance from Coffs Tower for his aircraft.