

**Aviation Safety Investigation Report
199302102**

**Piper Aircraft Corp
Chieftain
Cessna Aircraft Company
Skyhawk**

02 July 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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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:	199302102	Occurrence Type:	Incident
Location:	10km S Moorabbin, Aerodrome		
State:	VIC	Inv Category:	4
Date:	Friday 02 July 1993		
Time:	1140 hours	Time Zone	EST
Highest Injury Level:	None		

Aircraft Manufacturer:	Cessna Aircraft Company		
Aircraft Model:	172F		
Aircraft Registration:	VH-SKB	Serial Number:	17253151
Type of Operation:	Miscellaneous	Unknown	
Damage to Aircraft:	Nil		
Departure Point:	Phillip Island	VIC	
Departure Time:	1106	EST	
Destination:	Phillip Island	VIC	

Aircraft Manufacturer:	Piper Aircraft Corp		
Aircraft Model:	PA-31-350		
Aircraft Registration:	VH-KGN	Serial Number:	31-7952061
Type of Operation:	Charter	Passenger	
Damage to Aircraft:	Nil		
Departure Point:	Moorabbin	VIC	
Departure Time:	1139	EST	
Destination:	King Island	TAS	

Approved for Release: Wednesday, October 26, 1994

A report was received from the pilot of VH-SKB saying a Navajo type aircraft had passed about 100 feet above the top of his aircraft, on a reciprocal track. He expressed concern that although the other aircraft was on the radar advisory frequency it had not been passed advice on his aircraft which had the transponder on code 2000. VH-SKB was on a visual flight rules flight. The other aircraft, VH-KGN, was on an instrument flight rules flight. No report was received from the pilot of VH-KGN.

The close proximity took place 10 kilometres south of Moorabbin Airport. This area is in a buffer zone, which extends from 5.5 kilometres to 14.8 kilometres, around the Moorabbin control zone. Within this airspace radar advisory service traffic information is only passed to aircraft operating under instrument flight rules, about other aircraft operating under instrument flight rules.

Significant Factors

The following factors were considered relevant to the development of the incident:

1. The pilot of VH-SKB did not see the other aircraft in time to allow for an increase in separation.
2. The aircraft were operating in an area where the radar advisory service did not give advice to aircraft operating under instrument flight rules, about aircraft operating under visual flight rules.