

**Aviation Safety Investigation Report
199302186**

**Cessna Aircraft Company
402**

17 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.

Occurrence Number: 199302186 **Occurrence Type:** Incident
Location: 11km W Sydney
State: NSW **Inv Category:** 3
Date: Saturday 17 July 1993
Time: 0832 hours **Time Zone:** EST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 402
Aircraft Registration: VH-CJA **Serial Number:** 4020089
Type of Operation: Charter Passenger
Damage to Aircraft: Nil
Departure Point: Bankstown NSW
Departure Time: 2231 EST
Destination: Archerfield QLD

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Commercial	120.0	1900

Approved for Release: Tuesday, April 5, 1994

The pilot was issued with an amended clearance "Radar Two West Maitland 3000" and was instructed to turn left heading 290 degrees and report leaving 2000 ft. After takeoff the aircraft maintained runway heading and penetrated Sydney Control Zone to a point 6 NM west of Sydney. VH-CJA, a Cessna 402, was in potential confliction with VH-TJH, a Boeing 737, on final approach for runway 07 at Sydney.

Civil Aviation Authority Aeronautical Information Circular (AIC) Sydney (Kingsford Smith Airport) 17/93 dated 2 April 1993 stated that "Bankstown Air Traffic Control will instruct pilots in VMC by day, to remain clear of the Sydney CTR when departure instructions have been issued by Sydney ATC which require left turns to headings that will enable the aircraft to remain clear of the Sydney CTR".

The pilot of CJA was not issued with instructions in accordance with AIC 17/93 and had not remained clear of the Sydney Control Zone as required by the Aeronautical Information Publication.

Safety Action:

The safety deficiency identified during this investigation resulted in the following Safety Advisory Notice being issued on 30 September 1993.

"The Bureau of Air Safety Investigation suggests that Air Traffic Services and Safety Regulation Divisions of the Civil Aviation Authority review procedures in respect to the Bankstown Runway 11 Radar Two Departure."