

**Aviation Safety Investigation Report  
199602228**

**Cessna Aircraft Company  
Cardinal  
Boeing Co  
B737**

**18 June 1996**

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.

<b>Occurrence Number:</b>	199602228	<b>Occurrence Type:</b>	Incident
<b>Location:</b>	52km SSW Darwin, Aerodrome		
<b>State:</b>	NT	<b>Inv Category:</b>	4
<b>Date:</b>	Tuesday 18 June 1996		
<b>Time:</b>	1159 hours	<b>Time Zone</b>	CST
<b>Highest Injury Level:</b>	None		

<b>Aircraft Manufacturer:</b>	Cessna Aircraft Company		
<b>Aircraft Model:</b>	177RG		
<b>Aircraft Registration:</b>	VH-CVG	<b>Serial Number:</b>	177RG0696
<b>Type of Operation:</b>	Non-commercial Pleasure/Travel		
<b>Damage to Aircraft:</b>	Nil		
<b>Departure Point:</b>	Unknown		
<b>Departure Time:</b>			
<b>Destination:</b>	Unknown		

<b>Aircraft Manufacturer:</b>	Boeing Co		
<b>Aircraft Model:</b>	737-376		
<b>Aircraft Registration:</b>	VH-TAW	<b>Serial Number:</b>	23488
<b>Type of Operation:</b>	Air Transport Domestic High Capacity Passenger Scheduled		
<b>Damage to Aircraft:</b>	Nil		
<b>Departure Point:</b>	Unknown		
<b>Departure Time:</b>			
<b>Destination:</b>	Unknown		

**Approved for Release:** Friday, July 26, 1996

The pilot of VH-CVG contacted Darwin Approach for an Airways Clearance, but due to other traffic in the CTA the clearance was not issued at that time.

A short time later the pilot again contacted approach for a clearance, and the aircraft was then identified at 5,500 ft within the CTA causing a procedural breakdown in separation with the other aircraft. The pilot was not aware that he had entered the CTA steps.