

**Aviation Safety Investigation Report
199602771**

**Cessna Aircraft Company
310R
Piper Aircraft Corp
Chieftain**

12 August 1996

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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.

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: 199602771 **Occurrence Type:** Incident
Location: 185km N Adelaide, Aerodrome
State: SA **Inv Category:** 4
Date: Monday 12 August 1996
Time: 0830 hours **Time Zone** CST
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-31-350
Aircraft Registration: VH-NPD **Serial Number:** 31-7752126

Type of Operation: Air Transport Domestic Low Capacity Passenger
Scheduled
Damage to Aircraft: Nil
Departure Point: Port Augusta SA
Departure Time: 0732 CST
Destination: Adelaide SA

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 310R
Aircraft Registration: VH-JVN **Serial Number:** 310R0872
Type of Operation: Charter Passenger
Damage to Aircraft: Nil
Departure Point: Adelaide SA
Departure Time: 0708 CST
Destination: Leigh Creek SA

Approved for Release: Tuesday, November 26, 1996

The pilot of VH-NPD, operating IFR and tracking from Port Augusta to Adelaide at 7,000ft, requested Adelaide Flight Service for a change of altitude to 9,000ft. Adelaide Flight Service arranged the altitude change and advised there was no other IFR traffic in the area.

VH-JVN, another IFR aircraft, had been cleared direct from Adelaide to Leigh Creek at 9,000ft, and therefore not assessed by air traffic control as traffic for NPD. The flight route was later changed to via Ardrossan, which put it on a reciprocal heading to NPD. The possibility of a conflict was not recognised by the sector controller before the two pilots had become concerned about the situation and arranged their own separation.

The aircraft passed each other within 1km at the same altitude.