

**Aviation Safety Investigation Report  
199500504**

**Boeing Co  
B767  
Cessna Aircraft Company  
Unknown**

**20 February 1995**

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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](http://www.atsb.gov.au).**

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**Occurrence Number:** 199500504                      **Occurrence Type:** Incident  
**Location:** 37km NE Melbourne  
**State:** VIC    **Inv Category:** 4  
**Date:** Monday 20 February 1995  
**Time:** 1316 hours                                      **Time Zone**                      ESuT  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Boeing Co  
**Aircraft Model:** 767-338ER  
**Aircraft Registration:** VH-OGN    **Serial Number:** 25576

**Type of Operation:** Air Transport Domestic High Capacity Passenger Scheduled  
**Damage to Aircraft:** Nil  
**Departure Point:** Sydney NSW  
**Departure Time:**  
**Destination:** Melbourne VIC

**Aircraft Manufacturer:** Cessna Aircraft Company  
**Aircraft Model:** Unknown    **Serial Number:**  
**Aircraft Registration:**  
**Type of Operation:** Air Transport Domestic High Capacity Passenger Scheduled  
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**Damage to Aircraft:** Nil  
**Departure Point:**  
**Departure Time:**  
**Destination:**

**Approved for Release:** Monday, February 27, 1995

The pilot of VH-OGN advised that whilst on descent approaching their cleared altitude of 5000 feet via a Hopla 1 STAR for runway 16, they received a TCAS proximity traffic warning with no altitude readout. The intruding traffic was sighted and was reported to be similar to either a Cessna 182/206, tracking from left to right and about one and one half nautical miles to their left. VH-OGN was levelled at 5400 feet and banked to the right.

The other aircraft maintained its track and passed approximately half a nautical mile behind VH-OGN. The captain of VH-OGN said that while this was occurring, the TCAS changed to a "yellow traffic with aural warning". He estimated that the Cessna was between 4800 and 5000 feet.

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Although the Cessna was squawking code 2000, there was no altitude readout on air traffic control screens. Attempts to contact and identify the Cessna were not successful.

