

**Aviation Safety Investigation Report
199802387**

**Saab Aircraft AB
SF-340A
Saab Aircraft AB
340**

21 June 1998

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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: 199802387 **Occurrence Type:** Incident
Location: 28km SW Wagga Wagga, VOR
State: NSW **Inv Category:** 4
Date: Sunday 21 June 1998
Time: 1310 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Saab Aircraft AB
Manufacturer:
Aircraft Model: SF-340A
Aircraft Registration: VH-KEQ **Serial** 340A-011
Number:
Type of Operation: Air Transport Domestic Low Capacity Passenger
Scheduled
Damage to Aircraft: Nil
Departure Point: Albury NSW
Departure Time: 1251 EST
Destination: Wagga Wagga NSW

Aircraft Manufacturer: Saab Aircraft AB
Aircraft Model: SF-340B
Aircraft Registration: VH-EKH **Serial Number:** 369
Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled
Damage to Aircraft: Nil
Departure Point: Sydney NSW
Departure Time: 1209 EST
Destination: Wagga Wagga NSW

Approved for Release: Friday, July 10, 1998

The crew of VH-KEQ contacted Melbourne Centre at their descent point, 30 NM south of Wagga Wagga and were advised that there was no IFR traffic. The crew completed their pre-descent checklist, briefed for a runway 05 VOR/DME approach and commenced to descend. At 28 NM Wagga and descending through 8,000 ft, the crew broadcast their position on the Wagga MBZ frequency. They received a response from the Wagga Aerodrome Frequency Response Unit, that indicated the frequency had not been used within the preceding five minutes.

The crew of KEQ continued their descent and contacted Melbourne Centre at 18 NM and advised they were transferring to the Wagga MBZ. The crew joined the 05 VOR/DME approach on the 10 DME arc and reported their intentions to Melbourne Centre, nominating a time for an operations normal call. Following this transmission, the crew of a second aircraft VH-EKH, broadcast their position 7 NM south west of Wagga, approaching 3,000 ft. They reported having conducted an overshoot from the runway 23 VOR/DME approach and requested that KEQ climb to 4,000 ft to facilitate separation. Both aircraft subsequently landed safely from the runway 05 VOR/DME approach.

At the time of the occurrence, the ATS Sector 2 and 8 positions were combined. The two crews' initial estimates for Wagga Wagga differed by 8 minutes and the controller's expectation was that the first SAAB would have already landed by the time the second SAAB transferred to the MBZ. The controller is reported to have recognised the conflict between the aircraft and had passed traffic information to the crew of EKH as they initiated a missed approach from the runway 23 VOR/DME procedure. Communication between the two crews was subsequently established on the area VHF frequency with EKH at 7 DME on the overshoot from runway 23 and KEQ on the 10 DME arc and inbound for runway 05. The controller did not pass traffic information to the crew of KEQ.

Following this occurrence, ATS team leaders briefed controllers on the importance of anticipating aircraft separation when issuing traffic information.

