**Aviation Safety Investigation Report 199403584** 

Fokker B.V. F50 (Fokker 50) Saab Aircraft AB 340

**30 November 1994** 

## Aviation Safety Investigation Report 199403584

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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.

Occurrence Type: Incident Occurrence Number: 199403584

**Location:** 56km NE Albury

**NSW** 4 State: **Inv Category:** 

Date: Wednesday 30 November 1994

Time Zone Time: 1002 hours **ESuT** 

**Highest Injury Level:** None

Aircraft Fokker B.V.

Manufacturer:

Aircraft Model: F27 MK 50

VH-FNE Serial 20110 Aircraft Registration:

Number:

**Type of Operation:** Air Transport Domestic High Capacity Passenger

Scheduled

Damage to Aircraft: Nil

**Departure Point:** Sydney NSW 0904 ESuT **Departure Time: Destination:** Albury NSW

Aircraft Manufacturer: Saab Aircraft AB

Aircraft Model: SF-340B

Aircraft Registration: VH-LIH **Serial Number: 316** 

Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled

**Damage to Aircraft:** Nil

**Departure Point:** Albury NSW **Departure Time:** 0954 ESuT **Destination:** Sydney NSW

**Approved for Release:** Tuesday, January 17, 1995

VH-LIH was tracking out of Albury for Sydney and was cleared to climb to flight level 120. VH-FNE was inbound for Albury, from Sydney, initially maintaining flight level 230. Because one of the radar stations was out of service the radar coverage in that area was unreliable and procedural separation was employed. The crew of VH-FNE were given descent to flight level 120, in error. The air traffic controller had intended to descend VH-FNE to flight level 130.

The crew of VH-LIH requested a clearance to climb to a higher level. This was not allowed as the controller mistakenly believed that VH-FNE was at flight level 130. The controller gave both crews traffic information on each other and asked them to report sighting and passing each other. In response the crew of VH-FNE told the controller they had been cleared to flight level 120, were currently at flight level 126 and were climbing back to flight level 130. Following discovery of the error in giving VH-FNE flight level 120, this aircraft was maintained at flight level 130 until it had passed VH-LIH.

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The following factor was considered relevant to the development of the incident:

1. Incorrect level clearance issued by the air traffic controller.