

**Aviation Safety Investigation Report  
199301148**

**Saab Aircraft AB  
340**

**21 April 1993**

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.

**Occurrence Number:** 199301148                      **Occurrence Type:** Incident  
**Location:** 37kms NE Wagga Wagga  
**State:** NSW    **Inv Category:** 4  
**Date:** Wednesday 21 April 1993  
**Time:** 1120 hours                                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Saab Aircraft AB  
**Aircraft Model:** SF-340B  
**Aircraft Registration:** VH-LIH    **Serial Number:**  
**Type of Operation:** Air Transport Domestic Low Capacity Passenger Scheduled  
**Damage to Aircraft:** Nil  
**Departure Point:** Sydney NSW  
**Departure Time:** 1041 EST  
**Destination:** Wagga Wagga NSW

**Approved for Release:** Monday, August 30, 1993

The pilot reported that Melbourne Control had instructed him to call Melbourne on 126.0 Mhz at Yass, which he did. He was not aware at the time that this frequency was in fact a Melbourne Flight Information Service (FIS) frequency. The aircraft was at Flight Level 180, in controlled airspace. As a result, communications between ATC and the aircraft were disrupted, during which time the aircraft commenced descent without a clearance. The pilot should have called Melbourne Control on 126.6 MHz.

It was determined that the correct frequency was passed to the flight crew.