

**Aviation Safety Investigation Report
199600208**

**Boeing Co
B737-400**

19 January 1996

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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: 199600208 **Occurrence Type:** Incident
Location: Melbourne
State: VIC **Inv Category:** 4
Date: Friday 19 January 1996
Time: 0918 hours **Time Zone:** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Boeing Co
Aircraft Model: 737-476
Aircraft Registration: VH-TJH **Serial Number:** 24433
Type of Operation: Air Transport Domestic High Capacity Passenger
Scheduled
Damage to Aircraft: Nil
Departure Point: Melbourne Vic
Departure Time: 0918 ESuT
Destination: Sydney NSW

Approved for Release: Thursday, May 9, 1996

Runway 34 was in use and the wind was from 340 degrees T, at 15-25 knots. VH-HYJ, an A320 aircraft, commenced the take off roll from the Juliet taxiway intersection. The aircraft was climbed on a track of 340 degrees M until about three miles from the airport, then was turned left onto a track of 230 degrees M. VH-TJH was also cleared for take off from the Juliet taxiway intersection. At the time of this clearance VH-HYJ had passed the threshold at the departure end of the runway.

VH-TJH was also flown on a track of 340 degrees M on climb. At a height of about 1800 feet the aircraft encountered severe wake turbulence from VH-HYJ. To maintain control and prevent the aircraft from rolling excessively the captain was forced to apply and hold almost full left aileron followed by a significant amount of right aileron over a period of approximately 20 seconds.

At the time of the incident VH-TJH was about five kilometres behind the other aircraft. The longitudinal separation between the two aircraft, at the time the take off in VH-TJH was commenced, met the minimum standard specified in the Manual of Air Traffic Services.

Significant Factors

The following factors were considered relevant to the development of the incident:

1 Encounter with wake turbulence.

