

**Aviation Safety Investigation Report
199503454**

**Boeing Co
B737**

15 October 1995

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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: 199503454 **Occurrence Type:** Incident
Location: 24km SW Sydney, Aerodrome
State: NSW **Inv Category:** 4
Date: Sunday 15 October 1995
Time: 1610 hours **Time Zone** EST
Highest Injury Level: Minor

Aircraft Boeing Co
Manufacturer:
Aircraft Model: 737-377
Aircraft Registration: VH-CZH **Serial Number:** 23660

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

Approved for Release: Wednesday, June 5, 1996

The Boeing 737 was tracking towards Sydney at about 250 kts, descending through 6000 ft, following a Boeing 747, when the crew of the 737 reported that they suddenly encountered wake turbulence. The aircraft abruptly rolled about 30 degrees to the left before the handling pilot was able to return the aircraft to straight and level. The crew advised ATC that they required greater separation from the 747.

No passengers were injured, however the purser cut her arm and the second senior flight attendant grazed her knee, when they fell during the occurrence.

Subsequent investigation revealed that the 737 was 5.8 NM behind and 600 ft below the 747 at the time of the occurrence. The 737 had rolled 38.1 degrees to the left before the roll was stopped. The minimum longitudinal separation standard required for wake turbulence avoidance was 5 NM.