

**Aviation Safety Investigation Report
199503966**

**British Aerospace Plc
Jetstream**

30 September 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: 199503966 **Occurrence Type:** Incident
Location: Sydney
State: NSW **Inv Category:** 4
Date: Saturday 30 September 1995
Time: 1240 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: British Aerospace Plc
Aircraft Model: 3107
Aircraft Registration: VH-TQL **Serial Number:** 707
Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled
Damage to Aircraft: Nil
Departure Point: Williamtown NSW
Departure Time: 1207 EST
Destination: Sydney NSW

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	ATPL	524.0	12070

Approved for Release: Wednesday, August 21, 1996

A Jetstream 31 aircraft was inbound to Sydney runway 34, on descent from 6,000 ft to 4,000 ft, when severe turbulence was encountered. Whilst being subjected to sustained buffeting, the aircraft experienced uncommanded pitch and roll events. Both pilots responded on the controls, in an attempt to minimise the excursions. At the crew's request, the air traffic controller advised that their separation from a preceding Airbus A300, also tracking for runway 34, was six miles.

Examination of recorded radar information confirmed that the required wake turbulence avoidance separation standard had been maintained. At the time at which the Jetstream 31 had experienced the upset, the A300 was 6.3 NM ahead. However, when closest to the point at which the upset occurred, the A300 had been 600 ft higher than the Jetstream, and the flight path of the A300 had been about 1 NM upwind of that of the Jetstream.

The effect of the prevailing wind, and the descent of the Jetstream to an altitude of less than 1,000 ft below that of the A300, placed the significantly smaller aircraft in the wake turbulence generated by the wide bodied aircraft.