



As a consequence of the wake vortex induced turbulence which lasted only a few seconds, the No. 2 cabin attendant was thrown into the air from the jump seat but landed back on it. The No. 1, who was closing the flight deck door, having reported that all the passengers were secure, was thrown into the air and landed awkwardly on the floor breaking her leg. She remained on the floor in considerable pain until after the aircraft had landed some two minutes later. Emergency services met the aircraft at its parking stand and the No. 1 cabin attendant was taken by ambulance to Hillingdon Hospital.

The Manual of Air Traffic Services Part 2 sets out the criteria for London Heathrow giving the minimum separation for wake vortex as 5 miles for crossing traffic and 6 miles for following traffic. Wake vortex incidents are recorded by the ATC Evaluation Unit of NATS at Bournemouth (Hurn) Airport. Since records began in about 1972 until June 1990 there were 1089 reports of wake vortex incidents, of which 85% were at London Heathrow and 90% of those occurred during the final approach. Since 1982, when the separation criteria were revised, there have been 515 incidents, of which 392 were at Heathrow. Whilst the greatest number of these occurred between 500 and 100 feet, a significant number occurred between 2,000 and 4,000 feet.