

## ASRS Database Report Set

# Wake Turbulence Encounters

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Report Set Description.....A sampling of reports from flight crews encountering, or affected by, turbojet wake turbulence.

Update Number.....9.0

Date of Update .....October 9, 2003

Number of Records in Report Set.....50

Number of New Records in Report Set .....19

Type of Records in Report Set.....For each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic.

IHS: 262-7

**MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data**

**SUBJECT: Data Derived from ASRS Reports**

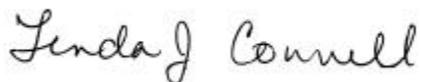
The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

ASRS reports are submitted voluntarily. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Reports submitted to ASRS may be amplified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information may or may not be correct in any or all respects. At best, it represents the perception of a specific individual who may or may not understand all of the factors involved in a given issue or event.

After preliminary processing, all ASRS reports are de-identified. Following de-identification, there is no way to identify the individual who submitted a report. All ASRS report processing systems are designed to protect identifying information submitted by reports, such as, names, company affiliations, and specific times of incident occurrence. There is, therefore, no way to verify information submitted in an ASRS report after it has been de- identified.

The National Aeronautics and Space Administration and its ASRS contractor, Battelle Memorial Institute, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.

A handwritten signature in cursive script that reads "Linda J. Connell".

Linda J. Connell, Director  
Aviation Safety Reporting System

## CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

Certain caveats apply to the use of ASRS statistical data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences.

Moreover, not all pilots, controllers, air carriers, or other participants in the aviation system, are equally aware of the ASRS or equally willing to report to us. Thus, the data reflect **reporting biases**. These biases, which are not fully known or measurable, may influence ASRS statistics. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area "A" than area "B" simply because the airmen who operate in area "A" are more supportive of the ASRS program and more inclined to report to us should an NMAC occur.

One thing that can be known from ASRS statistics is that they represent the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 881 reports of track deviations in 1999 (this number is purely hypothetical), then it can be known with some certainty that at least 881 such events have occurred in 1999.

Because of these statistical limitations, we believe that the **real power** of ASRS lies in the **report narratives**. Here pilots, controllers, and others, tell us about aviation safety incidents and situations in detail. They explain what happened, and more importantly, **why** it happened. The values of these narrative reports lie in their qualitative nature. Using report narratives effectively requires an extra measure of study, but the knowledge derived is well worth the added effort.

**Time**

Date : 200111  
Day : Sat  
Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Airport : ORD.Airport  
State Reference : IL

**Aircraft / 1**

Controlling Facilities.Tower : ORD.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B737 Undifferentiated or Other Model  
Mission : Passenger

**Aircraft / 2**

Controlling Facilities.Tower : ORD.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B737 Undifferentiated or Other Model  
Mission : Passenger

**Aircraft / 3**

Controlling Facilities.Tower : ORD.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : Stratoliner 720  
Mission : Passenger

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
ASRS Report : 529456

**Person / 2**

Function.Flight Crew : First Officer

**Person / 4**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 5**

Function.Controller : Local

**Events**

Anomaly.Non Adherence : Published Procedure  
Anomaly.Non Adherence : Required Legal Separation  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Exited Adverse Environment  
Resolatory Action.Flight Crew : Regained Aircraft Control  
Resolatory Action.Controller : Issued Advisory

**Supplementary**

Problem Areas : Aircraft  
Problem Areas : ATC Human Performance  
Problem Areas : Environmental Factor

Narrative :

WAITING FOR DEP ON RWY 32R, I WITNESSED THE TWR CLRING A B767 FOR TKOF ON RWY 32R WHILE A B737 WAS ON VERY SHORT FINAL FOR RWY 27R. AS THE B737 CROSSED THE INTXN OF RWY 32R IT HAD A LARGE ROLL DEV CAUSED FROM THE B767 JET WASH. THE CAPT OF THE B737 VOICED HIS CONCERNS AND THE TWR CTLR NONCHALANTLY STATED THE CLRNC WAS WITHIN THE RULES AND REGS. I BACKED UP THE B737 PLT ON THE RADIO BY TELLING THE CTLR IT WAS TOO CLOSE AND DEFINITELY A SAFETY CONCERN AND HIS RESPONSE TO ME WAS SIMPLY 'CALL THE FAA.' THIS CTLR DID NOT TAKE ANY RESPONSIBILITY FOR HIS ACTIONS AND, WITH AN ATTITUDE LIKE HIS, HAS NO REGARD FOR SAFETY.

Synopsis :

B737, READY FOR DEP, OBSERVES WAKE TURB EVENT WITH LNDG B737 ON RWY 27R FROM A B767 DEPARTING RWY 32R. QUESTION TO ORD LCL CTLR LESS THAN APPROPRIATE FOR THE INCIDENT.

**Time**

Date : 200110  
Day : Thu  
Local Time Of Day : 0601 To 1200

**Place**

Locale Reference.Airport : SYR.Airport  
State Reference : NY  
Altitude.MSL.Single Value : 8000

**Environment**

Flight Conditions : VMC  
Ceiling : CLR

**Aircraft / 1**

Controlling Facilities.TRACON : SYR.TRACON  
Operator.General Aviation : Personal  
Make Model : PA-34-200 Seneca I  
Mission : Pleasure  
Flight Phase.Cruise : Level

**Aircraft / 2**

Controlling Facilities.TRACON : SYR.TRACON  
Operator.General Aviation : Personal  
Make Model : Cessna 310/T310c  
Flight Phase.Cruise : Level

**Person / 1**

Function.Flight Crew : Single Pilot  
Experience.Flight Time.Total : 2300  
Experience.Flight Time.Last 90 Days : 35  
Experience.Flight Time.Type : 1500  
ASRS Report : 529793

**Person / 2**

Function.Flight Crew : Single Pilot

**Person / 3**

Function.Controller : Approach

**Events**

Anomaly.Conflict : Airborne Critical  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Controller : Issued Advisory  
Miss Distance.Vertical : 0  
Miss Distance.Horizontal : 2000

**Supplementary**

Problem Areas : Airspace Structure  
Problem Areas : ATC Human Performance

Narrative :

I HAVE ABOUT 30 YRS OF EXPERIENCE, MOST OF THE LAST 20 YRS ON IFR FLT PLANS. ON OCT/XA/01 AT ABOUT XA00, I WAS SBOUND FROM WATERTOWN, NY, TO HILTON HEAD, SC, IN MY SENECA II AT 8000 FT ON AN IFR FLT PLAN. THE WX WAS CAVU AND I WAS JUST S OF SYR VOR WHEN SYR DEP TOLD ME TO TURN L FOR TFC. THEY NEVER TOLD ME THE LOCATION, DIRECTION OR ALT OF THE TFC, WHICH IS VERY UNUSUAL. I ASSUMED THE TFC WAS GOING TO PASS OFF MY R SIDE SINCE I HAD BEEN TURNED TO THE L. WITHIN ABOUT 30 SECONDS, A LIGHT TWIN PASSED FROM L TO R DIRECTLY IN FRONT OF ME AT THE SAME ALT AND SO CLOSE THAT I BOUNCED THROUGH HIS WAKE TURB. WE ALL KNOW THAT WINGTIP VORTICES BLOW DOWN AND DSND SO I WAS THAT CLOSE TO THIS ACFT. I WAS VISIBLY SHAKEN KNOWING THAT THE ACCIDENT WOULD HAVE BEEN FATAL FOR THE OCCUPANTS OF BOTH ACFT. EVEN THOUGH I MAINTAIN VIGILANCE IN THE COCKPIT, I WOULD NOT HAVE HAD ENOUGH TIME TO TAKE EVASIVE MANEUVERS, ESPECIALLY IN LIGHT OF THE FACT THAT I WAS SEARCHING THE SKY TO THE R OF CTR. A WRONG ASSUMPTION. NEGLECTING TO TELL ME THE LOCATION OF MY TFC COMPOUNDED THE PROB WHICH WAS DEVELOPING VERY QUICKLY. I FILED AN IFR FLT PLAN FOR ALL MY TRAVELS THINKING THAT 2 SETS OF EYES ARE BETTER THAN 1. IN THIS CASE, PARTIAL RELIANCE ON SYR DEP ALMOST COST ME MY LIFE. I FEEL THAT THERE WAS NO EXCUSE FOR THIS ERROR. GIVEN A CHOICE, I WOULD GLADLY HAVE DONE A 180 DEG TO NBOUND FOR A FEW MINS RATHER THAN RISK THIS ACCIDENT.

Synopsis :

A CLOSE ENCOUNTER BTWN GA ACFT.

**Time**

Date : 200111  
Day : Wed  
Local Time Of Day : 1801 To 2400

**Place**

State Reference : WV  
Altitude.MSL.Single Value : 25000

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.ARTCC : ZDC.ARTCC  
Operator.General Aviation : Corporate  
Mission : Passenger  
Flight Phase.Cruise : Level

**Aircraft / 2**

Controlling Facilities.ARTCC : ZDC.ARTCC  
Operator.Common Carrier : Air Carrier  
Make Model : B757 Undifferentiated or Other Model  
Mission : Passenger  
Flight Phase.Cruise : Level

**Person / 1**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 5950  
Experience.Flight Time.Last 90 Days : 75  
Experience.Flight Time.Type : 1100  
ASRS Report : 529874

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 4**

Function.Controller : Radar

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Events**

Anomaly.Altitude Deviation : Excursion From Assigned Altitude  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Override Automation  
Resolatory Action.Flight Crew : Regained Aircraft Control  
Resolatory Action.Flight Crew : Returned To Assigned Altitude

**Supplementary**

Problem Areas : Aircraft  
Problem Areas : ATC Human Performance  
Problem Areas : Environmental Factor  
Problem Areas : Flight Crew Human Performance

Narrative :

DURING CRUISE PORTION OF FLT, LEVEL AT FL250, THE OTHER PLT AND I WERE TALKING. IN LESS THAN 1 SECOND, THE AIRPLANE WENT INTO A 70 DEG HARD L BANK. THE AUTOPLT KICKED OFF AND THE PF RECOVERED TO LEVEL. 10 SECONDS OR LESS PASSED THEN IT WENT INTO A HARD R BANK, TO PROBABLY 50 DEGS BANK. OUR FLT ATTENDANT WAS UP SERVING DRINKS, SHE WAS KNOCKED TO THE FLOOR. I THEN NOTICED AN ACFT ROUGHLY 10 MI IN FRONT OF US ON TCASII AT OUR ALT. I TOLD THE CTLR ABOUT WHAT HAD JUST HAPPENED. HE RESPONDED AS IF IT WAS NO BIG DEAL! AND THAT WE WERE 12 MI IN-TRAIL OF A B757. I REQUESTED A DIFFERENT ALT, BUT HE STARTED THE B757 DOWN. THE PAX WERE VISIBLY SHAKEN BUT OKAY. THE FLT ATTENDANT WAS UNINJURED.

Synopsis :

HS25 FLC ENCOUNTER WAKE TURB ROLLS WHEN IN-TRAIL AT FL250 UNDER ZDC CTL.

**Time**

Date : 200111  
Day : Wed  
Local Time Of Day : 1801 To 2400

**Place**

Locale Reference.Airport : CYYZ.Airport  
State Reference : ON

**Aircraft / 1**

Controlling Facilities.Tower : CYYZ.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : MD-80 Super 80  
Mission : Passenger  
Flight Phase.Descent : Approach  
Flight Phase.Descent : Intermediate Altitude

**Aircraft / 2**

Controlling Facilities.Tower : CYYZ.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B747 Undifferentiated or Other Model  
Mission : Passenger

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
ASRS Report : 529878

**Person / 2**

Function.Flight Crew : First Officer

**Person / 4**

Function.Controller : Local

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 5**

Function.Controller : Supervisor

**Events**

Anomaly.Conflict : Ground Less Severe  
Anomaly.Non Adherence : Published Procedure  
Anomaly.Non Adherence : Required Legal Separation  
Independent Detector.Other.ControllerA : 4  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

**Supplementary**

Problem Areas : ATC Human Performance  
Problem Areas : Environmental Factor  
Problem Areas : Flight Crew Human Performance

Narrative :

ON A 4 MI FINAL RWY 5 CYYZ, TWR ADVISED THEY WOULD ROLL A B747 PRIOR TO OUR LNDG CLRNC. LESS THAN 1 MI, CLRED TO LAND WITH B747 STILL ON RWY. AT 200 FT EXPERIENCE MODERATE TURB ACCOMPANIED BY WING ROLL. ALSO, A CONSIDERABLE AMOUNT OF DEBRIS WAS AIRBORNE. ON ROLLOUT, I ADVISED TWR THAT THE SEPARATION WAS INADEQUATE FOR THIS TYPE OF OP. THE CTLR INDICATED THAT'S WHAT WAS BEING REQUIRED BY HIS SUPVR. I CALLED THE TWR AND FILED A COMPLAINT. I HAD CONSIDERED A GAR, HOWEVER, DUE TO THE CLOSE PROX OF B747, THOUGHT LNDG WAS MORE SAFE DESPITE CONDITIONS. I THOUGHT THE TWR EXERCISED POOR JUDGEMENT IN SEPARATION. IN MY OPINION THIS CRAMMING CAUSED AN UNSAFE CONDITION.

Synopsis :

S80 LANDS AT CYYZ WITHOUT A GAR EVEN THOUGH THERE APPEARS LTSS FROM A DEPARTING B747.

**Time**

Date : 200112  
Day : Tue  
Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Airport : ORD.Airport  
State Reference : IL

**Aircraft / 1**

Controlling Facilities.Tower : ORD.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : MD-80 Super 80  
Mission : Passenger

**Aircraft / 2**

Controlling Facilities.Tower : ORD.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B757 Undifferentiated or Other Model  
Mission : Passenger

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
ASRS Report : 531825

**Person / 2**

Function.Flight Crew : First Officer

**Person / 4**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 3**

Function.Controller : Local

**Events**

Anomaly.Non Adherence : Clearance  
Independent Detector.Other.ControllerA : 3  
Resolatory Action.Controller : Issued New Clearance

**Supplementary**

Problem Areas : Airport  
Problem Areas : ATC Facility  
Problem Areas : ATC Human Performance  
Problem Areas : Flight Crew Human Performance

Narrative :

DEPARTING RWY 22R AT ORD. WE WERE MOVED AHEAD OF SEVERAL ACFT TO MEET A RELEASE TIME OF XB01Z. A COMPANY B757 WAS CLRED TO GO BEFORE US AND WE WERE TOLD TO BE READY. ACFT WERE LNDG ON RWY 27L AND I KNOW ORD TWR HAD TO TIME THIS WELL FOR DEPS. WE WERE CLRED FOR TKOF WITH THE DEPARTING B757 JUST CLBING OUT OF 1500 FT ON OUR TCAS. I DECLINED TKOF CLRNC AND WAS TOLD THAT WE MIGHT MISS OUR RELEASE TIME. THIS WAS AT XA59, TWO MINS BEFORE OUR PREVIOUSLY STATED RELEASE TIME. I KNOW THE FOLKS AT ORD ARE DOING THEIR BEST TO KEEP THINGS MOVING HOWEVER REDUCING STDS JUST TO MAKE A RELEASE TIME JUST DOESN'T CUT IT. SAFETY FIRST.

Synopsis :

AN MD80 CREW, CONCERNED ABOUT WAKE TURB OF PREVIOUSLY DEPARTED ACFT AT KORD, REFUSED TKOF CLRNC.

**Time**

Date : 200112  
Day : Fri  
Local Time Of Day : 0601 To 1200

**Place**

Locale Reference.Airport : DFW.Airport  
State Reference : TX  
Altitude.MSL.Single Value : 6000

**Aircraft / 1**

Controlling Facilities.TRACON : D10.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : B757 Undifferentiated or Other Model  
Mission : Passenger

**Aircraft / 2**

Controlling Facilities.TRACON : D10.TRACON  
Make Model : Skylane 182/Rg Turbo Skylane/Rg  
Mission : Tactical  
Flight Phase.Cruise : Holding

**Aircraft / 3**

Controlling Facilities.TRACON : D10.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : B767-300  
Mission : Passenger

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
ASRS Report : 532704

**Person / 2**

Function.Flight Crew : First Officer

**Person / 4**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 3**

Function.Controller : Departure

**Person / 5**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Events**

Anomaly.Conflict : Airborne Critical  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Aircraft Equipment : TCAS  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.None Taken : Insufficient Time  
Miss Distance.Vertical : 500  
Miss Distance.Horizontal : 3000

**Supplementary**

Problem Areas : ATC Human Performance  
Problem Areas : Flight Crew Human Performance

Narrative :

ON DEP FROM DFW ATC VECTORED US CLOSE TO VFR TFC AT 6500 FT BTWN DFW AND FTW APPROX 9 MI W OF DFW. WE WERE RESTR TO 6000 FT ABOUT A 270 DEG HDG WHEN THE CESSNA TURNED TO THE R AND PASSED WITHIN A HALF MI TO OUR L AND 500 FT ABOVE CAUSING 2 RA'S ON TCASII. AFTER GIVEN A FREQ CHANGE I ASKED DEP WHY THE CESSNA WAS THERE IN ORBIT. HE STATED IT WAS FOR LAW ENFORCEMENT. BEFORE LEAVING FREQ I HEARD 2 OTHER ACFT RECEIVE VECTORS AND ALT RESTRS TO AVOID HIM. I RECOMMEND THAT THE DEP CORRIDOR BE KEPT CLR OF SUCH TFC. OUR FLT ENCOUNTERED A MODERATE WAKE TURB EVENT WHILE AT 6000 FT AFTER PASSING THE TFC. WE WOULD NOT HAVE ENCOUNTERED IT IN CLB. THE WAKE WAS FROM A HVY B767-300ER TO HNL WHO WAS 13 DME AHEAD.

Synopsis :

A B757 CREW, RESTR TO 6000 FT, DEPARTING DFW, RECEIVED A TCASII RA.

**Time**

Date : 200112  
Day : Tue  
Local Time Of Day : 1201 To 1800

**Place**

State Reference : TX  
Altitude.MSL.Single Value : 8000

**Environment**

Flight Conditions : VMC  
Ceiling : CLR

**Aircraft / 1**

Controlling Facilities.TRACON : D10.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : EMB ERA 145 ER&LR  
Mission : Passenger

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 13000  
Experience.Flight Time.Last 90 Days : 150  
Experience.Flight Time.Type : 1100  
ASRS Report : 533846

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Controller : Departure

**Events**

Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : Published Procedure  
Resolatory Action.Controller : Issued New Clearance

**Supplementary**

Problem Areas : ATC Human Performance  
Problem Areas : Flight Crew Human Performance

Narrative :

DEPARTED DFW FROM RWY 17R BEHIND ANOTHER ACFT (MAYBE MD80 OR F100) WITH USUAL 'NORMAL' SEPARATION. I WAS HAND FLYING THE ACFT. DURING CLBOUT ON A 174 DEG HDG (THE DALLAS 6 DEP, I BELIEVE), WE ENCOUNTERED WAKE TURB FROM THE PRECEDING ACFT. THE ROLL UPSET WAS ONLY LIGHT OR SO, BUT ENOUGH THAT IT HAD MY FULL ATTN TRYING TO ESCAPE AND AVOID IT. IT ONLY LASTED SEVERAL SECONDS, BUT THEN WE ENCOUNTERED SOME MORE. DURING THE ENCOUNTERS, ATC ISSUED A L TURN TO 055 DEG HDG. MY FO READ BACK THE CLRNC. THERE WAS NO REPLY OR CORRECTION FROM ATC, NOR DID I HEAR ANOTHER ACFT REPLY. SINCE MY FULL ATTN WAS ON FLYING THE ACFT OUT OF THE WAKE TURB, I HAD TO ASK HIM 'WHAT WAS THE ASSIGNED HDG?' HE REPLIED '055 DEGS,' WHICH RANG A BELL FROM WHAT I HEARD IN HIS READBACK TO ATC. AS WE PASSED THROUGH A 090 DEG HDG, ATC SAID 'ACR X, IT APPEARS YOU TOOK A TURN FOR ANOTHER ACFT. GO BACK TO YOUR TWR ASSIGNED HDG.' I IMMEDIATELY ROLLED THE ACFT BACK TO THE R. FO SAID HE HEARD OUR CALL SIGN (ACR X) WITH THE TURN INSTRUCTIONS. I ONLY RECALLED HIS READBACK TO THE CLRNC. (I HAVE BEEN FLYING WITH FO THE ENTIRE MONTH. HE HAS DISPLAYED EXCELLENT AND COMPETENT RADIO COM SKILLS. SINCE I DID NOT HEAR THE WHOLE ATC CLRNC, I ASKED HIM WHAT IT WAS. THERE WAS NO REASON TO DOUBT WHAT HE HEARD, AND REPLIED TO.) WE DID NOT ARGUE WITH THE CTRLR. PRIOR TO REACHING THE 174 DEG HDG, ATC TURNED US TO MAYBE 080 DEGS (I DON'T REMEMBER) AND HANDED US OFF. DURING THE TURNS THERE WAS NO KNOWN TFC CONFLICTS THAT WE COULD SEE. (TCASII DID NOT SHOW ANY ACFT CLOSE BY.) AS FAR AS WE KNOW, NO OTHER ACFT WERE TURNED BECAUSE OF US. MAYBE I WANTED TO BELIEVE THE TURN WAS FOR US. WE WERE ENCOUNTERING TURB. IT WAS THE DIRECTION OF OUR DEST. LIGHT TFC. TRUST IN AN EXCELLENT FO. MAYBE THE CTRLR DID SAY OUR CALL SIGN. I'VE HEARD THEM USE WRONG CALL SIGNS TOO, BUT I DON'T RECALL THE INITIAL CLRNC.

Synopsis :

AN ACR TAKES A CLRNC FOR A HDG CHANGE MEANT FOR ANOTHER ACFT.

**ACN: 534041**

**Time**

Date : 200201

Day : Thu

Local Time Of Day : 1801 To 2400

**Place**

Locale Reference.Airport : LAS.Airport

State Reference : NV

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.Tower : LAS.Tower

Make Model : B737-300

Mission : Passenger

Flight Phase.Descent : Approach

Route In Use.Approach : Visual

**Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Last 90 Days : 200

ASRS Report : 534041

**Person / 2**

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 7000

Experience.Flight Time.Last 90 Days : 140

Experience.Flight Time.Type : 3000

ASRS Report : 534792

**Supplementary**

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE MAKING AN APCH IN VMC, ON PROFILE AND SPD. WE WERE VISUALLY FOLLOWING A B757. WE TRIED TO STAY 4-5 MI BEHIND THE B757. THE ONLY EVIDENCE OF ANY WAKE WAS AT ABOUT 500 FT AGL. IT WAS MINOR AND MOMENTARY. AT ABOUT 20 FT AGL, ON SPD AND SPOOLED APPROX, THE SPD DROPPED OFF FROM A NORMAL SPD OF 'REF +5 KTS' TO 'REF -2 KTS.' I WAS THE PNF. I CALLED OUT 'REF.' THE FO IMMEDIATELY ADDED PWR AND ATTEMPTED TO PITCH DOWN THE AIRPLANE AND NOT RESPOND AS WE WOULD HAVE EXPECTED, BUT PITCHED UP INSTEAD. MORE PWR WAS ADDED. ACFT TOUCHED DOWN, BALLOONED BACK UP ABOUT 5 FT, THEN TOUCHED DOWN AGAIN. NEITHER TOUCHDOWN WAS WITH EXCESSIVE FORCE. THE REST OF THE ROLLOUT AND TAXI TO GATE WAS UNEVENTFUL. UPON POSTFLT WALKAROUND, EVIDENCE OF A TAIL STRIKE WAS SEEN. MECHS TOOK THE ACFT OTS. WE SUBMITTED TO DRUG AND ALCOHOL TESTS AND WERE REMOVED FROM DUTY. BECAUSE THE APCH WAS A TEXTBOOK APCH TO 20 FT, THEN FELL APART SO QUICKLY, I BELIEVE SOME RESIDUAL WAKE MAY HAVE BEEN CAUSAL.

Synopsis :

B737-300 FO LOST AIRSPD DURING LNDG TOUCHDOWN AND BOUNCED INTO THE AIR FOR ANOTHER LNDG RESULTING IN A TAIL STRIKE AND MAINT REMOVING IT FROM SVC. FLC BELIEVE THAT THE ACFT WAS CAUGHT IN WAKE TURB OF A PRECEDING B757.

**ACN: 534161**

## **Time**

Date : 200201

Day : Wed

Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : DEN.Airport

State Reference : CO

Altitude.MSL.Single Value : 7000

## **Aircraft / 1**

Controlling Facilities.TRACON : D01.TRACON

Operator.Common Carrier : Air Carrier

Make Model : A300

Mission : Passenger

Flight Phase.Descent : Approach

Route In Use.Approach : Visual

## **Aircraft / 2**

Controlling Facilities.TRACON : D01.TRACON

Operator.Common Carrier : Air Carrier

Make Model : B757 Undifferentiated or Other Model

Mission : Passenger

Flight Phase.Descent : Approach

## **Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 534161

## **Person / 2**

Function.Flight Crew : First Officer

## **Person / 4**

Function.Oversight : PIC

Function.Flight Crew : Captain

## **Person / 3**

Function.Controller : Approach

## **Person / 5**

Function.Controller : Local

## **Events**

Anomaly.Conflict : Airborne Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Controller : Issued Advisory

Resolatory Action.None Taken : Anomaly Accepted

Resolatory Action.None Taken : Detected After The Fact

## **Supplementary**

Problem Areas : Aircraft

Problem Areas : ATC Human Performance

Narrative :

CLRED FOR THE VISUAL RWY 16, MAINTAIN 170 KTS UNTIL THE FAF, CAUTION WAKE TURB FOLLOWING A B757. WE TURNED FINAL A FEW MI OUTSIDE THE FAF. IT APPEARED WE WERE CATCHING THE B757. WE BEGAN TO SLOW. THIS REQUIRED GETTING THE GEAR DOWN, RUNNING CHKLISTS, AND LOWERING FLAPS. DURING THE PROCESS, ATC INQUIRED ABOUT OUR SPD. I TOLD HIM WE WERE SLOWING FOR WAKE. HE TOLD US THAT WE WERE 5 MI IN TRAIL. HE ALSO SAID WE HAD A REQUIREMENT TO FLY 170 KTS AND IT WAS OUR RESPONSIBILITY TO NOTIFY HIM BEFORE SLOWING. AS DIRECTED, WE CHANGED OVER TO TWR. I INQUIRED OUR DISTANCE TO THE B757. THE TWR STATED 4 MI. WE HAD A RESPONSIBILITY FOR WAKE TURB SEPARATION. WE WERE BUSY FLYING THE ACFT. THE COM DIDN'T OCCUR BECAUSE OF THE WORKLOAD.

Synopsis :

A B737-300 FLC SLOWS BELOW THE ASSIGNED AIRSPD OF 170 KTS ON APCH AS THEY OBSERVE THAT THEY ARE GAINING ON A B757 WHICH IS 4-5 MI AHEAD ON A VISUAL APCH TO RWY 16 AT DEN, CO.

**Time**

Date : 200201  
Day : Wed  
Local Time Of Day : 1201 To 1800

**Place**

State Reference : CA  
Altitude.MSL.Single Value : 1500

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.TRACON : O90.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : DC-10 Undifferentiated or Other Model  
Mission : Freight  
Flight Phase.Descent : Approach  
Route In Use.Approach : Charted Visual

**Aircraft / 2**

Controlling Facilities.TRACON : O90.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : Brasilia EMB-120 All Series  
Mission : Passenger  
Flight Phase.Descent : Approach

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 12000  
Experience.Flight Time.Last 90 Days : 150  
Experience.Flight Time.Type : 2500  
ASRS Report : 534985

**Person / 2**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 4550  
Experience.Flight Time.Last 90 Days : 120  
Experience.Flight Time.Type : 150  
ASRS Report : 535282

**Person / 4**

Function.Controller : Approach

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 5**

Function.Controller : Local

**Events**

Anomaly.Conflict : Airborne Less Severe  
Anomaly.Non Adherence : Published Procedure  
Anomaly.Non Adherence : Required Legal Separation  
Independent Detector.Other.ControllerA : 5  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Resolatory Action.Controller : Issued Advisory

Resolatory Action.Controller : Issued New Clearance

Miss Distance.Vertical : 0

Miss Distance.Horizontal : 1000

### **Supplementary**

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

ON QUIET BRIDGE VISUAL APCH TO RWY 28R AT SFO. WE WERE CLRED FOR THE APCH AND TOLD WE HAD TFC GOING TO RWY 28L THAT HAD US IN SIGHT. APPROX 5 MI OUT, TFC WAS AGAIN CALLED OUT AND I WAS TOLD TO CONTACT TWR. I TOLD APCH THAT I PROBABLY COULDN'T SEE THE TFC BECAUSE I WAS LOOKING FOR IT DIRECTLY INTO THE SUN. I THEN SAW THE ACFT, RPTED SEEING IT, AND WAS TOLD TO MAINTAIN VISUAL SEPARATION AND AGAIN TO CONTACT TWR. WHEN I CONTACTED TWR, I WAS TOLD NOT TO PASS THE ACFT ON APCH TO RWY 28L. I RESPONDED THAT I WAS UNABLE TO KEEP FROM PASSING THAT ACFT. I WAS THEN CLRED TO LAND AND I LANDED WITHOUT FURTHER INCIDENT. AFTER VISUALLY ACQUIRING THE TFC, IN MY JUDGEMENT, WE WERE NOT SO CLOSE AS TO CREATE A COLLISION HAZARD. IN HINDSIGHT, I NOW BELIEVE MY WAKE TURB COULD POSSIBLY HAVE CAUSED A PROB FOR THE SMALLER ACFT. THE DISTR OF LOOKING TO ACQUIRE THE OTHER ACFT VISUALLY, WHILE FLYING THE APCH PROC, AND RUNNING CHKLIST CAUSED ME TO BE SOMEWHAT LATE IN CONFIGURING AND SLOWING MY ACFT, WHICH ACCENTUATED THE SPD DISPARITY BTWN THE 2 AIRPLANES. ANOTHER CONTRIBUTING FACTOR WAS THAT WE WERE NEVER GIVEN ANY SPD ADVISORIES WITH THE OTHER ACFT, OR ASSIGNED ANY SPD TO FLY DURING THE APCH. THIS WOULD HAVE ALLOWED FOR BETTER SEQUENCING OF THE 2 ACFT. TO PREVENT A FUTURE OCCURRENCE OF AN EVENT SIMILAR TO THIS, I WOULD SUGGEST BETTER SPD ADVISORIES FROM ATC, ESPECIALLY IF AN ACFT DOESN'T HAVE VISUAL CONTACT ON OTHER TFC UNTIL BEING SO CLOSE TO THE ARPT. SUPPLEMENTAL INFO FROM ACN 535282: EVEN IF WE HAD SLOWED/CONFIGURED EARLIER WE WOULD HAVE STILL PASSED THE SLOWER COMMUTER SOMEWHERE DOWN FINAL. WHEN WE OVERTOOK HE ADVISED THAT HE COULD REMAIN VISUAL SEPARATED FROM US. THE BASIC PROB HERE WAS SEQUENCING OF VERY DIFFERENT ACFT. THE SUN ANGLE AND THE COM HD OF BTWN APCH AND TWR RIGHT AS BOTH ACFT CONVERGED JUST COMPLICATED THE PROB.

Synopsis :

TURNING ONTO SFO RWY 28R FINAL FOR A VISUAL APCH, DC10 WAS TOLD NOT TO PASS E120 INBOUND FOR RWY 28L. AFTER ADVISING 'UNABLE,' DC10 CLRED TO LAND.

**Time**

Date : 200201

Day : Mon

Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Airport : DFW.Airport

State Reference : TX

**Environment**

Flight Conditions : VMC

Ceiling : CLR

**Aircraft / 1**

Controlling Facilities.Tower : DFW.Tower

Operator.Common Carrier : Air Carrier

Make Model : A300

Mission : Passenger

**Aircraft / 2**

Controlling Facilities.Tower : DFW.Tower

Operator.Common Carrier : Air Carrier

Make Model : A300

Mission : Passenger

**Aircraft / 3**

Operator.Common Carrier : Air Carrier

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Mission : Passenger

**Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 535886

**Person / 2**

Function.Flight Crew : First Officer

**Person / 4**

Function.Controller : Local

**Person / 3**

Function.Oversight : PIC

Function.Flight Crew : Captain

**Person / 5**

Function.Controller : Departure

**Events**

Anomaly.Conflict : Airborne Less Severe

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Resolatory Action.Controller : Issued New Clearance

**Supplementary**

Problem Areas : ATC Human Performance

Narrative :

TWR FOR RWY 18L WAS PUMPING THE ACFT OUT WITH VERY CLOSE SPACING. WE WERE JUST MAKING THE TURN INTO POS WHEN CLRED FOR TKOF. THE MD80 AHEAD OF US WAS JUST AT THE 1000 FT MARKERS ON THE RWY, NOWHERE NEAR HIS ROTATION POINT. WE TOOK OUR TIME FOR A LITTLE MORE SPACING, BUT AFTER TKOF, WE WERE RIGHT IN HIS WAKE. ASKED DEP FOR A BIT OF A TURN L OR R TO GET OUR OF THE WAKE. THEY GAVE US 5 DEGS L. SPACING WAS TOO CLOSE.

Synopsis :

B737-300 CREW DEPARTING DFW RECEIVED WAKE TURB FROM AN MD80 OFF AHEAD AND FELT SPACING WAS INSUFFICIENT.

**Time**

Date : 200201  
Day : Thu  
Local Time Of Day : 1801 To 2400

**Place**

Locale Reference.Intersection : MAZAT  
State Reference : AZ  
Altitude.MSL.Single Value : 31000

**Environment**

Flight Conditions : IMC

**Aircraft / 1**

Controlling Facilities.ARTCC : ZAB.ARTCC  
Operator.General Aviation : Corporate

**Aircraft / 2**

Controlling Facilities.ARTCC : ZAB.ARTCC  
Operator.Common Carrier : Air Carrier  
Make Model : B767 Undifferentiated or Other Model  
Mission : Passenger  
Flight Phase.Cruise : Enroute Altitude Change

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 11800  
Experience.Flight Time.Last 90 Days : 60  
Experience.Flight Time.Type : 4000  
ASRS Report : 536904

**Person / 2**

Function.Flight Crew : First Officer

**Person / 4**

Function.Controller : Radar

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Events**

Independent Detector.Other.ControllerA : 4  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Exited Adverse Environment  
Resolatory Action.Controller : Issued New Clearance

**Supplementary**

Problem Areas : ATC Human Performance  
Problem Areas : Flight Crew Human Performance  
Problem Areas : Weather

Narrative :

WE WERE APPROX 20 MI IN TRAIL TO A B767 HVY IN AND OUT OF CLOUDS. BOTH OF US HAD BEEN CLRED FOR A DSCNT TO FL310. APPARENTLY WE DSNDED AT A HIGHER RATE AND REACHED FL310 FIRST. AT SOME POINT OUR LEVEL FLT PATH CROSSED THEIR DSNding FLT PATH AND WE FLEW THROUGH THEIR WAKE TURB. WE WERE ROLLED APPROX 80 DEGS TO THE R AND THE AUTOPLT DISENGAGED. WE REGAINED CTL AND HAD GAINED APPROX 200 FT IN ALT. WE DID NOT SEE THE ACFT VISUALLY DUE TO CLOUDS AND OUR TCASII DID NOT SHOW IT DUE TO ITS 12 NM RANGE. THE CTLR WAS SURPRISED WE HAD WAKE TURB AND AGREED TO OUR REQUEST FOR AN OFFSET OF 5 MI AND THEN A 'DIRECT TO' OUR FORMER FIX. WE WERE CONCERNED THROUGHOUT THE ARR BECAUSE WE CONTINUED BEHIND THE B767 ALONG THE SAME ARR RTE WITH THE SAME XING ALTS AND SPDS, BUT WE GOT NO FURTHER TURB. ALL PAX WERE BELTED, BUT FLT ATTENDANT THROWN TO FLOOR, NO INJURIES.

Synopsis :

CL60 DSNding SIMULTANEOUSLY WITH A B767 20 MI AHEAD TO FL310 ENCOUNTERS SEVERE WAKE TURB.

**Time**

Date : 200208  
Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Airport : LAX.Airport  
State Reference : CA

**Environment**

Flight Conditions : VMC  
Ceiling : CLR

**Aircraft / 1**

Controlling Facilities.TRACON : SCT.TRACON  
Controlling Facilities.Tower : LAX.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B757 Undifferentiated or Other Model  
Mission : Passenger  
Flight Phase.Descent : Approach  
Route In Use.Approach : Instrument Precision

**Aircraft / 2**

Controlling Facilities.TRACON : SCT.TRACON  
Controlling Facilities.Tower : LAX.Tower  
Operator.General Aviation : Corporate  
Make Model : Commercial Fixed Wing  
Mission : Passenger  
Flight Phase.Descent : Approach

**Aircraft / 3**

Controlling Facilities.TRACON : SCT.TRACON  
Controlling Facilities.Tower : LAX.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B757 Undifferentiated or Other Model  
Mission : Passenger  
Flight Phase.Descent : Approach  
Route In Use.Approach : Instrument Precision

**Person / 1**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 5000  
Experience.Flight Time.Last 90 Days : 200  
Experience.Flight Time.Type : 1500  
ASRS Report : 537712

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 4**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 6**

Function.Controller : Local

**Person / 5**

Function.Controller : Approach

**Events**

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Controller : Issued Advisory

Miss Distance.Vertical : 300

Miss Distance.Horizontal : 0

**Supplementary**

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE ON APCH TO LAX RWY 25L. AT ABOUT 25-30 MI OUT, WE WERE GIVEN A TFC CALL FOR A COMMUTER FLT 11 O'CLOCK POS AND AT 10 MI. WE SEARCHED BUT DID NOT SEE THE TFC. THE COMMUTER FLT CALLED 'TFC IN SIGHT.' WHAT I NOW REALIZE MUST HAVE HAPPENED, THE COMMUTER ACFT SAW THE B757 WHO WAS AT 3 1/2 MI IN FRONT OF US. ABOUT 1 MIN AFTER THIS EXCHANGE, OUR B757 ENCOUNTERED THE WAKE TURB OF THE B757 IN FRONT OF US. OUR AUTOPLT DISENGAGED AND I PROCEEDED TO HAND FLY THE APCH. I ELEVATED 1/2 DOT ABOVE GLIDE PATH TO GET OUT OF WAKE TURB. SINCE I WAS HAND-FLYING, MY OUTSIDE SCAN WAS DEGRADED. A MIN OR TWO LATER WE GOT A TCASII WARNING. THE DISPLAY SHOWED AN ACFT SLIGHTLY AHEAD TO THE L AT 500 FT SEPARATION. WE SEARCHED BUT DID NOT SEE THE TFC. WE CALLED TWR AND ASKED IF THERE WAS TFC IN OUR VICINITY. HE RESPONDED 'YES THE COMMUTER.' AT THIS POINT, COMMUTER WAS DIRECTLY ABOVE US WITH TCASII SHOWING 200-300 FT SEPARATION. TCASII CALLED OUT, 'DSND, DSND,' SO WE DSNDDED. WE THEN STARTED OPENING FROM TFC. CAPT THOUGHT THE COMMUTER CAPT WAS SHOWING OFF FOR A NEW FO. I NOW REALIZE, HE NEVER SAW US TO BEGIN WITH. SOLUTION: 1 ACFT CALLING TFC IN SIGHT IN A SIT SUCH AS THIS SHOULD NOT RELIEVE ATC OF THEIR TFC SEPARATION RESPONSIBILITIES. ALSO, IF A PLT CALLS TFC IN SIGHT IN THE APCH ENVIRONMENT HE IS WAY TOO BUSY TO STARE AT THAT TFC INDEFINITELY.

Synopsis :

A B757 FLC IS CONFUSED REGARDING TA'S AND DURING A DISTR WITH WAKE TURB ENCOUNTER THEY EXPERIENCE AN NMAC WITH A COMMUTER FLT WHILE ON APCH TO RWY 25L, E OF LAX, CA.

**Time**

Date : 200203  
Day : Sat  
Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Airport : PVD.Airport  
State Reference : RI  
Altitude.MSL.Single Value : 21000

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.ARTCC : ZBW.ARTCC  
Operator.Common Carrier : Air Carrier  
Make Model : B737 Undifferentiated or Other Model  
Mission : Passenger

**Person / 1**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 6000  
Experience.Flight Time.Last 90 Days : 200  
Experience.Flight Time.Type : 1000  
ASRS Report : 540238

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 3**

Function.Controller : Radar

**Events**

Anomaly.Altitude Deviation : Undershoot  
Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Anomaly.Non Adherence.Other : SETTING TO 29.92 ALTIMETER  
Independent Detector.Other.ControllerA : 3  
Resolatory Action.Flight Crew : Returned To Assigned Altitude  
Resolatory Action.Controller : Issued Alert

**Supplementary**

Problem Areas : Flight Crew Human Performance

Narrative :

MULTIPLE DISTRACTIONS DURING CLBOUT INCLUDING EMER LEVELOFF BY ATC FOR TFC, ALSO HAD WAKE TURB ON DEP MODERATE TO SEVERE. FIRST LEG WITH NEW CAPT, SHORT FLT (EWR-BOS). GOT TO FILED FLT ALT OF FL210 AND ATC ADVISED WE WERE 400 FT LOW AFTER ABOUT 5 MINS AT THAT ALT. WE HAD BOTH FORGOTTEN TO RESET ONE ALTIMETER TO 29.92. WE BOTH RESET ALTIMETERS AND CLBED TO FL210. LESSON LEARNED: ALL CHARTS READY PRIOR TO DEP AND NO OTHER DUTIES UNTIL AFTER LEVELOFF FOR CRUISE!

Synopsis :

A B737 CREW NEGLECTED TO RESET THEIR ALTIMETERS, PASSING 18000 FT, DURING CLBOUT, RESULTING IN A 400 FT UNDERSHOOT.

**Time**

Date : 200203  
Day : Thu  
Local Time Of Day : 1801 To 2400

**Place**

Locale Reference.Airport : LAX.Airport  
State Reference : CA

**Aircraft / 1**

Controlling Facilities.Tower : LAX.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : MD-80 Super 80  
Mission : Passenger  
Flight Phase.Descent : Approach  
Route In Use.Approach : Visual

**Aircraft / 2**

Controlling Facilities.Tower : LAX.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B747 Undifferentiated or Other Model  
Flight Phase.Descent : Approach  
Route In Use.Approach : Visual

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
ASRS Report : 541863

**Person / 2**

Function.Flight Crew : First Officer

**Person / 4**

Function.Controller : Local

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Events**

Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Executed Go Around  
Resolatory Action.Flight Crew : Regained Aircraft Control  
Resolatory Action.Controller : Issued Advisory

**Supplementary**

Problem Areas : ATC Human Performance  
Problem Areas : Environmental Factor  
Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE CLRED VISUAL APCH TO RWY 24R AT LAX. F0 WAS PLT FLYING. ATC HAD CLRED A B747 TO LAND ON RWY 24L. WE HAD A VISUAL ON THE ARPT AND WITH THE B747. ATC DID ISSUE A CAUTION ABOUT WAKE TURBULENCE FROM THE PRECEDING B747. THE PF DID A GOOD JOB BEING AWARE OF THE WAKE TURB AND FLEW SLIGHTLY HIGH TO STAY ABOVE AND SLOWED THE ACFT TO GAIN ADDED DISTANCE. EVERYTHING WAS GREAT UNTIL 100 FT AGL. WE ENCOUNTERED VERY RAPID ROLLS RIGHT THEN ABRUPTLY L. WE INITIATED A GAR TO ESCAPE THE WAKE TURB AND USED MAX PWR DOING SO. WE BOTH HAVE A GREAT AWARENESS OF THE CONSEQUENCES OF THIS UNSEEN HAZARD. WE DID ALL WE COULD TO AVOID IT. THE PREVAILING WIND MUST HAVE BLOWN THE B747 WAKE DIRECTLY ON OUR LNDG RWY. I INTEND TO GET A FULL 5 MILES BEHIND THIS TYPE HEAVY EVEN IF THE ACFT IS LNDG ON A PARALLEL.

Synopsis :

MD80 FLC ENCOUNTERED WAKE TURBULENCE 100 FT AGL FROM A B747 THAT HAD JUST LANDED AHEAD OF THEM ON A PARALLEL RWY.

**Time**

Date : 200203  
Day : Fri  
Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Airport : BET.Airport  
State Reference : AK

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.Tower : BET.Tower  
Operator.Common Carrier : Air Taxi  
Make Model : PA-31 Navajo Chieftan/Majave/Navajo  
Mission : Passenger  
Route In Use.Approach : Visual

**Aircraft / 2**

Controlling Facilities.Tower : BET.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B727-200  
Mission : Freight

**Person / 1**

Function.Flight Crew : Single Pilot  
Experience.Flight Time.Total : 14000  
Experience.Flight Time.Last 90 Days : 150  
Experience.Flight Time.Type : 500  
ASRS Report : 542015

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 3**

Function.Controller : Local

**Events**

Anomaly.Non Adherence : Published Procedure  
Anomaly.Non Adherence : Required Legal Separation  
Independent Detector.Other.ControllerA : 3  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Executed Go Around  
Resolatory Action.Flight Crew : Regained Aircraft Control  
Resolatory Action.Controller : Issued New Clearance  
Resolatory Action.Controller : Separated Traffic

**Supplementary**

Problem Areas : ATC Facility  
Problem Areas : ATC Human Performance  
Problem Areas : Flight Crew Human Performance

Narrative :

A PIPER NAVAJO CHIEFTAN, (PA31-350) WAS ON VISUAL APCH TO RWY 18, BETHEL, AK, FOLLOWING A B727. THE B727 MADE A NORMAL, UNEVENTFUL LNDG AND WAS IN THE PROCESS OF TAXIING CLR OF THE ACTIVE RWY WHEN THE BETHEL TWR CTLR REQUESTED THE NAVAJO 'GO AROUND AND MAINTAIN RWY HEADING' DUE TO TFC STILL ON THE RWY. I COMPLIED WITH THE TWR CTLR'S REQUEST AND APPLIED PWR AND BEGAN A GAR FROM 200 FT, WHEN MY ACFT WAS 'ROCKED' BY THE WINGTIP VORTICES OF THE ALREADY LANDED B727. WIND AT THE TIME WAS RPTED BY BETHEL ATIS AS 'CALM.' MY PA31-350 ACFT ENTERED AN UNCOMMANDED R BANK OF 60 DEGS AND 'I WAS PULLED FORWARD AND R ABRUPTLY.' I CONFIRMED THAT BOTH ENGS WERE MAKING FULL PWR. I APPLIED OPPOSITE AILERON INPUT TO COUNTERACT THE UNCOMMANDED BANK. I WAS UNABLE TO ESCAPE THE EFFECTS OF THE WINGTIP VORTICES. I EXITED THE VORTEX APPROX 800 FT HORIZ LATER. UPON EXITING THE VORTICES THE AIRPLANE ACCELERATED, AND I FELT PRESSURE IN THE CTLS. THE AIRPLANE WINGS LEVELED, AND THEN THE ACFT ENTERED A SECOND UNCOMMANDED BANK OF 20-30 DEGS THIS TIME TO THE L. AT APPROX 1/4 THE WAY DOWN THE RWY, I REGAINED COMPLETE CTL. I REESTABLISHED RWY HEADING AND CTRLINE. THE BETHEL TWR CTLR APOLOGIZED AND REQUESTED THAT I JOIN L DOWNWIND, CLRED TO LAND FOLLOWING A TWIN OTTER (DHC-6). I FOLLOWED THE REQUEST AND LANDED SAFELY. UPON TAXIING CLR OF THE ACTIVE RWY THE BETHEL TWR/GND CTLR ASKED 'IS EVERYONE OK?' I REPLIED 'YES.' UPON REACHING THE PARKING AREA, THE ACFT ENGS ARE SHUT DOWN, I ONCE AGAIN CHKED WITH THE PAX TO RECONFIRM THAT EVERYBODY WAS OK. I DISCOVERED THAT THERE WERE NO INJURIES. WHEN THE TWR GAVE ME CLRNC TO LAND I LOOKED TO SEE WHERE THE B727 WAS ON HIS APCH. AT THE TIME I FELT I WAS FAR ENOUGH BEHIND THE B727 TO LIMIT MY EXPOSURE TO HIS WAKE TURB. OBVIOUSLY THIS WAS INCORRECT. I WILL DEFINITELY IN THE FUTURE GIVE THE B727 MORE ROOM, EVEN IF THAT MEANS NOT ACCEPTING A LNDG CLRNC AS GIVEN.

Synopsis :

WAKE VORTEX ENCOUNTER AND LOSS OF ACFT CTL IN A PA31-350 WHEN THE PLT IS TOLD BY TWR CTLR TO GO AROUND BECAUSE LNDG B727 HAD NOT YET CLRED RWY 18 AT PABE, AK.

**Time**

Date : 200203  
Day : Mon  
Local Time Of Day : 1801 To 2400

**Place**

State Reference : MI  
Altitude.MSL.Single Value : 28000

**Environment**

Flight Conditions : VMC  
Ceiling : CLR

**Aircraft / 1**

Controlling Facilities.ARTCC : ZOB.ARTCC  
Operator.Common Carrier : Air Carrier  
Make Model : B737-300  
Mission : Passenger  
Flight Phase.Cruise : Level

**Aircraft / 2**

Controlling Facilities.ARTCC : ZOB.ARTCC  
Operator.Common Carrier : Air Carrier  
Make Model : B747 Undifferentiated or Other Model  
Flight Phase.Cruise : Level

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 6000  
Experience.Flight Time.Last 90 Days : 150  
ASRS Report : 542304

**Person / 2**

Function.Flight Crew : First Officer

**Person / 4**

Function.Controller : Radar

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Events**

Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Regained Aircraft Control

**Supplementary**

Problem Areas : Aircraft  
Problem Areas : Environmental Factor  
Problem Areas : Flight Crew Human Performance

Narrative :

AT CRUISE WITH AUTOPLT ON, WE EXPERIENCED A ROLLING MOTION THAT HAD TO BE MANUALLY CORRECTED WITH AILERON CTL. ACFT BANK REACHED 40 DEGS. SUSPECT A B747 15 MI AHEAD CREATED WAKE TURB THAT CAUSED THE ROLLING MOTION. NO CTL MALFUNCTION INDICATED. NO INJURIES. MAINT NOTIFIED, DEBRIEFED AND A WRITE-UP ENTERED IN THE LOGBOOK.

Synopsis :

B737-300 INVOLUNTARY ROLLED TO 40 DEGS DURING CRUISE AT FL280 WHICH HAD TO BE CORRECTED MANUALLY WITH AILERON AFTER AUTOPLT DISCONNECTED. THERE WAS NO CTL MALFUNCTION INDICATED. FLC SUSPECTED WAKE TURB FROM A B747 15 MI AHEAD.

**Time**

Date : 200203  
Day : Fri  
Local Time Of Day : 1201 To 1800

**Place**

State Reference : NC  
Altitude.MSL.Single Value : 36500

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.ARTCC : ZJX.ARTCC  
Operator.General Aviation : Corporate  
Make Model : Bae 125 Series 1000  
Mission : Business  
Flight Phase.Cruise : Enroute Altitude Change

**Aircraft / 2**

Controlling Facilities.ARTCC : ZJX.ARTCC  
Operator.Common Carrier : Air Carrier  
Make Model : B757-200  
Mission : Passenger  
Flight Phase.Cruise : Level

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 13250  
Experience.Flight Time.Last 90 Days : 70  
Experience.Flight Time.Type : 550  
ASRS Report : 542537

**Person / 2**

Function.Flight Crew : First Officer

**Person / 4**

Function.Controller : Radar

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Events**

Independent Detector.Other.ControllerA : 4  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Regained Aircraft Control  
Resolatory Action.Flight Crew : Took Evasive Action  
Resolatory Action.Controller : Issued New Clearance  
Resolatory Action.None Taken : Unable

**Supplementary**

Problem Areas : ATC Human Performance  
Problem Areas : Flight Crew Human Performance

Narrative :

WAKE TURB UPSET BEHIND A B757. WE WERE LEVEL AT FL350 DOING .75 MACH, ABOUT 220 NM S OF DIW NEAR AR7. WE WERE FLYING A HEADING OF 005 DEGS AND A TRACK OF 018 DEGS. THE WINDS WERE 274 DEGS/65 KTS. WE WERE FILED FOR FL370 BUT WE HAD TFC AT 11 O'CLOCK POS AND 3 NM AT FL370. ZJX (135.07) CALLED AND SAID IF WE SLOWED AND GOT 8 NM BEHIND THE TFC THEY WOULD LET US UP TO FL370. WE SLOWED TO .70 MACH AND WHEN WE WERE 8 NM BEHIND THE TFC, CTR GAVE US FL370. WE WERE CLBING AT .70 MACH AND AROUND 500 FPM. WHEN WE WENT THROUGH FL365 I FELT A SLIGHT NIBBLE FOLLOWED BY A SEVERE ROLL TO THE R. IT TOOK FULL L AILERON AND SOME TIME TO RECOVER FROM THE ROLL. WHEN THINGS FINALLY SETTLED DOWN AND WE WERE BACK TO WINGS LEVEL OUR ALT WAS FL373. CTR CALLED AND SAID WE WERE ONLY CLRED TO FL370. WE RESPONDED 'WE WERE RECOVERING FROM A WAKE TURB UPSET.' WE WERE HANDED OFF TO ZJX (120.12). WE ASKED THE NEW CTRLR WHAT WE WERE FOLLOWING AND WHAT HIS SPD WAS. ZJX SAID A B757 DOING .80 MACH. WE ASKED IF WE COULD SLOW DOWN TO 10 NM IN TRAIL. CTR ASKED IF WE WANTED TO TURN L OR R. WE SAID L AND TURNED L 15 DEGS MAINTAINING .70 MACH. WHEN WE WERE 12 MI BEHIND AND SLIGHTLY L OF THE PATH OF THE B757, CTR CLRED US BACK DIRECT DIW.

Synopsis :

BAE125 CLBING TO FL370 ENCOUNTER A SEVERE ROLL CAUSED BY WAKE TURB FROM A B757 8 MI AHEAD AT FL370.

**Time**

Date : 200203  
Day : Sat  
Local Time Of Day : 0601 To 1200

**Place**

Locale Reference.Airport : DTW.Airport  
State Reference : MI

**Environment**

Flight Conditions : VMC  
Ceiling.Single Value : 3000

**Aircraft / 1**

Controlling Facilities.Tower : DTW.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : A320  
Mission : Passenger  
Flight Phase.Descent : Approach

**Aircraft / 2**

Controlling Facilities.Tower : DTW.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : Commercial Fixed Wing  
Mission : Passenger  
Flight Phase.Descent : Approach

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 18300  
Experience.Flight Time.Last 90 Days : 100  
ASRS Report : 543165

**Person / 2**

Function.Flight Crew : First Officer

**Person / 4**

Function.Controller : Approach

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 5**

Function.Controller : Local

**Events**

Anomaly.Non Adherence : Company Policies  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Aircraft Equipment : GPWS

**Supplementary**

Problem Areas : Aircraft  
Problem Areas : Airspace Structure  
Problem Areas : Environmental Factor

Narrative :

GPWS ACTIVATED AT 750 FT FOR LNDG GEAR NOT DOWN. WE IMMEDIATELY LOWERED THE GEAR AND MADE AN UNEVENTFUL LNDG. SEVERAL FACTORS CONTRIBUTED TO OUR FAILURE TO GET THE GEAR DOWN. FIRST, THE COPLT HAD HAND FLOWN THE PATTERN (LOTS OF VECTORING) FROM ABOUT 8000 FT (AUTOTHROTTLES ENGAGED), INCREASING MY WORKLOAD CONSIDERABLY. SECOND, WE WERE BEING VECTORED BEHIND A HVY JET AND HIT MODERATE WAKE TURB AT ABOUT 4000 FT, REQUIRING A PA TO THE PAX. WE WERE ALSO SLOWED TO 150 KTS VERY EARLY IN THE PATTERN, AND THE COPLT CALLED FOR FLAPS 3 DEGS, OUR NORMAL POINT TO ALSO LOWER THE GEAR, BUT DID NOT CALL FOR THE GEAR AS WE WERE TOO FAR OUT. WE WERE ALSO SWITCHED TO THE TWR AND CLRED TO LAND AT ABOUT 12 MI OUT -- A VERY LONG, SLOW FINAL AND OUT OF NORMAL SEQUENCE (RELAX AT LAST). AT ABOUT 1500 FT, THE COPLT CALLED FLAPS FULL, LNDG CHK. (I HAVE 16 YRS IN A DC9 WHERE YOU GET A WARNING FLAPS FULL.) AS I STARTED THE CHKLIST, I WAS DISTR BY SOME VERY LIGHT TURB (THE HVY WAS STILL IN THE BACK OF MY MIND) AND I MISSED OR WAS NOT CONCENTRATING ON THE FIRST AND MOST IMPORTANT ITEM IN THE CHKLIST 'GEAR DOWN AND GREEN.' COMPLACENCY WAS A MAJOR FACTOR IN THAT WE WERE BOTH TOO COMFORTABLE AT THIS POINT IN THE APCH WITH ALL THE 'DIFFICULT' STUFF BEHIND US. SOMETHING WAS NAGGING AT ME BUT I WAS THINKING IT WAS PROBABLY THE WAKE TURB. I ALWAYS RECHK LIGHTS, GEAR, FLAPS AND SPOILERS BEFORE LNDG, BUT THAT IS NO SUBSTITUTE FOR GOOD CHKLIST DISCIPLINE. BEING ALERT IS EASY DURING THE DIFFICULT PHASES OF FLT, BUT WE REAFFIRMED HOW IMPORTANT IT IS TO STAY ALERT DURING THE ENTIRE FLT.

Synopsis :

A GEAR UP APCH BY AN A320 FLC WHO RECEIVE A GPWS GEAR UP WARNING ON SHORT FINAL AT 750 FT AGL ON FINAL TO RWY 21L AT DTW, MI.

**Time**

Date : 200204  
Day : Thu  
Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Airport : PDX.Airport  
State Reference : OR

**Environment**

Flight Conditions : VMC  
Ceiling : CLR

**Aircraft / 1**

Controlling Facilities.TRACON : P80.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : A320  
Mission : Passenger  
Flight Phase.Descent : Approach

**Aircraft / 2**

Controlling Facilities.TRACON : P80.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : B757 Undifferentiated or Other Model  
Mission : Passenger  
Flight Phase.Descent : Approach

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Type : 313  
ASRS Report : 543499

**Person / 2**

Function.Flight Crew : First Officer

**Person / 4**

Function.Controller : Approach

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Events**

Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Regained Aircraft Control  
Resolatory Action.Controller : Issued New Clearance  
Resolatory Action.Controller : Provided Flight Assist  
Resolatory Action.None Taken : Anomaly Accepted

**Supplementary**

Problem Areas : Aircraft  
Problem Areas : Environmental Factor  
Problem Areas : Weather

Narrative :

ON BONVL 4 ARR, WHILE FOLLOWING DSCNT PROFILE, A B757 INTERCEPTED PROFILE ABOUT 8 NM AHEAD. CONTINUING DOWN THE PROFILE, OUR ACFT EXPERIENCED 3 CASES OF WAKE TURB AT LEAST MODERATE IN NATURE, AND WITH MOMENTARY LOSSES OF CTL ON 2 OCCASIONS. WE WERE FLYING 250 KTS, ON THE PROFILE, SPD BREAK EXTENDED ON FIRST OCCASION, NONE AFTER. WE EXPERIENCED THE TURB AT ABOUT 13000 FT THE FIRST TIME, AND AROUND 8000 FT. THE FINAL INCIDENT. WE CONTINUED WELL ABOVE THE PROFILE AND VECTORED LATERALLY AWAY FROM THE B757. THIS WAS COORD WITH ATC. THE LNDG WAS UNEVENTFUL. IN 2 OF 3 OCCASIONS, ROLL WAS MOMENTARILY UNCTLABLE, AND THE ACFT WENT TO AROUND 30 UNTIL CTL WAS RESTORED, WINDS WERE 280 DEGS AT 15-20 KTS, A DIRECT HEADWIND, CLR SKIES. THE OTHER ACFT WAS ACR Y. I DISCUSSED THIS WITH CREW MEMBERS ABOARD ACR Y. THEY WERE ON PROFILE, 250 KTS, FULL SPD BRAKES EXTENDED AT 180000 LB WT. THEY MAINTAINED SPD TO A 6 MI FINAL AND HAD BRAKES EXTENDED TO 4 MI. THEY ALSO NOTED IT UNUSUAL THAT A WAKE TURB ENCOUNTER WOULD OCCUR AT 8 NM SEPARATION AT THAT SEVERITY. CREW COORD THROUGHOUT WAS EXCELLENT, AS WAS THE COOPERATION OF OTHER CREW. THE NECESSITY OF THIS RPT WAS DICTATED BY THE SEVERITY OF THE ENCOUNTER AND THE LARGE SEPARATION OF ACFT, WHICH MADE IT AN UNUSUAL OCCURRENCE.

Synopsis :

A320 CREW ENCOUNTERED MODERATE TO SEVERE WAKE TURB FROM A B757 8 MI AHEAD IN PDX CLASS E AIRSPACE.

**Time**

Date : 200204  
Day : Sun  
Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Airport : ORD.Airport  
State Reference : IL  
Altitude.MSL.Single Value : 5000

**Environment**

Flight Conditions : IMC

**Aircraft / 1**

Controlling Facilities.TRACON : C90.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model  
Mission : Passenger  
Flight Phase.Descent : Approach  
Route In Use.Approach : Instrument Precision

**Aircraft / 2**

Controlling Facilities.TRACON : C90.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : B757-200  
Mission : Passenger  
Flight Phase.Descent : Approach  
Route In Use.Approach : Instrument Precision

**Aircraft / 3**

Controlling Facilities.TRACON : C90.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : B757-200  
Mission : Passenger  
Flight Phase.Descent : Approach  
Route In Use.Approach : Instrument Precision

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
ASRS Report : 543696

**Person / 2**

Function.Flight Crew : First Officer

**Person / 4**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 6**

Function.Oversight : Supervisor  
Function.Controller : Supervisor

**Person / 5**

Function.Controller : Approach

**Events**

Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Regained Aircraft Control  
Resolatory Action.None Taken : Detected After The Fact

**Supplementary**

Problem Areas : FAA

Problem Areas : Weather

Narrative :

WAKE TURB ENCOUNTER. LOCATION: PRIOR TO GS ON RWY 22R ILS APCH. WE WERE IMC ON ILS FINAL TO RWY 22R AT ORD AT 5000 FT AND CLRED FOR THE APCH. WE HAD BEEN SLOWED DOWN TO 160 KTS AND ADVISED TO USE CAUTION FOR WAKE TURB AS WE WERE FOLLOWING A B757. SPACING WAS APPROX 4.5 MI ON OUR TCASII SCOPE. THE B757 AHEAD OF US WAS FLYING 500 FT HIGH ACCORDING TO OUR TCASII ALT INDICATION. THE FO AND I COMMENTED THAT WE WERE GOING TO HIT HIS WAKE, AND THAT WE WOULD BE READY FOR IT. I BELIEVE THAT THE B757 WAS FOLLOWING ANOTHER B757 AND WAS PROBABLY FLYING HIGH TO AVOID ITS WAKE. WHEN WE HIT THE WAKE, IT EXCEEDED THE ABILITY OF OUR AUTOPLT TO CTL THE ACFT. THE AUTOPLT DISCONNECTED AND I HAND FLEW AS THE ACFT ROLLED APPROX 25 DEGS L AND R -- CERTAINLY ENOUGH TO CONCERN OUR PAX. I INFORMED APCH CTL THAT WE WERE GOING TO CLB 200 FT AND TOLD HIM WHY. HE SAID OK, BUT COMMENTED THAT THE SPACING WAS GOOD. I RESPONDED THAT I WAS NOT COMPLAINING ABOUT THE SPACING BUT THAT WE WERE BEING 'BEAT UP' BY THE WAKE. I WAS PREPARED TO FLY 1/2 DOT HIGH ON THE GS IF NECESSARY TO AVOID HIS WAKE, BUT ONCE ON THE GS, THE WAKE WAS NOT A PROB. UPON LNDG, I CALLED THE APCH FACILITY ON THE HOTLINE IN ORD TO EXPLAIN WHAT HAD HAPPENED. THE PERSON I SPOKE TO SAID HE WOULD PASS IT TO THE CTLR. THE PURPOSE OF THIS RPT IS NOT TO CRITICIZE THE CTLR, BUT TO POINT OUT THE AFFECT OF A B757 ON AN MD80 IN THAT SIT.

Synopsis :

MD80 CREW ENCOUNTERED WAKE TURB BEHIND A B757-200 WHICH ALMOST EXCEEDED THE CTL CAPABILITY OF THE ACFT.

**Time**

Date : 200204  
Day : Thu  
Local Time Of Day : 0601 To 1200

**Place**

Locale Reference.Airport : MDW.Airport  
State Reference : IL

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.TRACON : C90.TRACON  
Operator.General Aviation : Corporate  
Make Model : Learjet 35  
Mission : Business  
Flight Phase.Descent : Intermediate Altitude  
Route In Use.Approach : Circling

**Aircraft / 2**

Controlling Facilities.TRACON : C90.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : B757-200  
Mission : Passenger  
Route In Use.Approach : Circling

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 14000  
Experience.Flight Time.Last 90 Days : 70  
Experience.Flight Time.Type : 7000  
ASRS Report : 544869

**Person / 2**

Function.Flight Crew : First Officer

**Person / 4**

Function.Controller : Approach

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Events**

Anomaly.Altitude Deviation : Excursion From Assigned Altitude  
Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : Required Legal Separation  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Exited Adverse Environment  
Resolatory Action.Flight Crew : Regained Aircraft Control  
Resolatory Action.Flight Crew : Took Evasive Action  
Resolatory Action.Controller : Issued Advisory

**Supplementary**

Problem Areas : Aircraft  
Problem Areas : Airspace Structure  
Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

ON APCH TO RWY 31C WITH A CIRCLE TO RWY 22L, BEHIND A HVY B757, ENCOUNTERED TURB AT 3300 FT. I WAS CLRED FROM 4000 FT TO 3000 FT. WHEN I ENCOUNTERED THE TURB I CLBED TO 3600 FT TO AVOID THE WAKE TURB FROM THE B757. APCH TOLD ME I COULD NOT CLB. I ADVISED APCH I WAS TRYING TO AVOID WAKE TURB. THEY TOLD ME THE BOEING WAS NOT A FACTOR. HOWEVER, THEY WERE NOT SITTING IN MY SEAT. NO OTHER TFC WAS INVOLVED. I FELT I WAS PROTECTED BTWN 4000 FT AND 3000 FT.

Synopsis :

WAKE TURB ENCOUNTER CREATED BY A B757 FORCES AN LR35 PIC TO CLB BACK TOWARDS HIS LAST ASSIGNED ALT 6 NM FROM MDW, IL.

**ACN: 545207**

**Time**

Date : 200204

Day : Mon

Local Time Of Day : 0601 To 1200

**Place**

Locale Reference.Airport : ORD.Airport

State Reference : IL

**Aircraft / 1**

Controlling Facilities.Tower : ORD.Tower

Operator.Common Carrier : Air Carrier

Make Model : A320

**Aircraft / 2**

Controlling Facilities.Tower : ORD.Tower

Make Model : B757 Undifferentiated or Other Model

**Person / 1**

Function.Flight Crew : Captain

ASRS Report : 545207

**Person / 2**

Function.Oversight : PIC

Function.Flight Crew : Captain

**Person / 4**

Function.Controller : Local

**Person / 3**

Function.Oversight : PIC

Function.Flight Crew : Captain

**Events**

Anomaly.Non Adherence : Published Procedure

**Supplementary**

Problem Areas : ATC Human Performance

Narrative :

I CONTINUE TO SEE ACFT BEING GIVEN TKOF CLRNC ON RWY 32L T-10 WITH NO REGARD FOR TYPE OF ACFT LNDG ON RWY 09L. THE 09L APCH PATH CROSSES THE DEPARTURE PATH OF THE 32L DEPARTURES. THE OTHER MORNING AN A-320 TYPE WITH CLRED FOR TKOF ON RWY 32L, AS SOON AS A B757 CLRED THE TKOF PATH LNDG ON 09L. IT IS MY UNDERSTANDING THAT WE NEED 4 MILES OR 2 MINS BEHIND A B757, EVEN IF IT CROSSES THE DEPARTURE PATH. DURING THE DAYTIME IT IS EASY TO CHK ACFT TYPE, BUT AT NIGHT TIME, IT IS HARD TO SEE TYPE OF ACFT ON FINAL FOR 09L WHEN HOLDING INTO POS RWY 32L AWAITING TKOF CLRNC.

Synopsis :

OBSERVING RPTR CONCERNED THAT WAKE TURB SEPARATION IS NOT BEING APPLIED BTWN A B757 LNDG ON RWY 09L AND AN A-320 DEPARTING OFF RWY 32L.

**Time**

Date : 200205  
Day : Tue  
Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Airport : DET.Airport  
State Reference : MI  
Altitude.MSL.Single Value : 3000

**Environment**

Flight Conditions : IMC  
Ceiling.Single Value : 900

**Aircraft / 1**

Controlling Facilities.TRACON : D21.TRACON  
Operator.General Aviation : Personal  
Mission : Pleasure

**Aircraft / 2**

Controlling Facilities.TRACON : D21.TRACON  
Operator.General Aviation : Corporate  
Make Model : Cessna Citation Undifferentiated or Other Model  
Mission : Passenger

**Aircraft / 3**

Controlling Facilities.Tower : DET.Tower  
Operator.General Aviation : Corporate  
Make Model : Hawker Horizon (Ray)  
Mission : Passenger

**Person / 1**

Function.Flight Crew : Single Pilot  
Experience.Flight Time.Total : 1297.3  
Experience.Flight Time.Last 90 Days : 14.5  
Experience.Flight Time.Type : 1094.8  
ASRS Report : 546823

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 4**

Function.Controller : Departure

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Events**

Independent Detector.Other.ControllerA : 4  
Independent Detector.Other.Flight CrewA : 1  
Resolutory Action.Controller : Issued New Clearance  
Resolutory Action.Controller : Provided Flight Assist  
Resolutory Action.None Taken : Detected After The Fact

**Supplementary**

Problem Areas : Flight Crew Human Performance  
Problem Areas : Weather

Narrative :

THE CEILING WAS 900 FT WITH OVCST AT 1200 FT. AS WE ENTERED THE CLOUDS, THE PLANE WAS SUDDENLY ALL OVER THE SKY WITH DETROIT DEP TRYING TO VECTOR ME AND ME BEING UNABLE TO FLY THE PROPER HDGS. MY ASSIGNED ALT WAS 3000 FT AND THEN I WAS CLRED TO 4000 FT BUT I WAS UNABLE TO FLY IT. THE GYRO, ATTITUDE INDICATOR AND COMPASS WERE ALL SWINGING WILDLY WITH THE VERT SPD INDICATOR GOING FROM 2000 FPM DOWN TO 2000 FPM UP. DETROIT DEP THEN ADVISED ME TO STAY AT 3000 FT. AT THAT POINT I WAS ABLE TO FOLLOW THE VECTORS AND MAINTAIN ALT. IT DID NOT LAST VERY LONG AND I WAS ABLE TO FLY TOWARD SARNIA (ZR) ON THE PROPER HDG. I BELIEVE THAT THE 2 JETS TAKING OFF FROM PTK PRIOR TO MY TAKING OFF WERE MY PROB IN THAT I WAS IN THE WAKE TURB OF A CESSNA CITATION WHICH TOOK OFF IMMEDIATELY BEFORE ME OR THE HAWKER SIDDLEY WHICH HAD TAKEN OFF JUST BEFORE THE CESSNA. AFTER MUCH THOUGHT ABOUT THE SIT, I BELIEVE THAT IF I HAD WAITED MORE TIME AFTER THE TKOF OF THE CESSNA, I WOULD HAVE BEEN MUCH BETTER OFF. FORTUNATELY MY PRACTICE WITH UNUSUAL ATTITUDES HELPED GET THE PLANE UNDER CTL. ALSO, IF THE TWR HAD REMINDED ME ABOUT WAKE TURB, I WOULD HAVE BEEN MORE AWARE OF IT.

Synopsis :

AC11 PLT LOST ACFT CTL AFTER ENTERING IMC. WAKE TURB FROM BIZJET TFC AHEAD MAY HAVE CONTRIBUTED.

**Time**

Date : 200205  
Day : Sat  
Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Intersection : MACEY  
State Reference : GA  
Altitude.MSL.Single Value : 20000

**Environment**

Flight Conditions : VMC  
Ceiling.Single Value : 22000

**Aircraft / 1**

Controlling Facilities.ARTCC : ZTL.ARTCC  
Operator.Common Carrier : Air Carrier  
Make Model : MD-88  
Mission : Passenger  
Flight Phase.Descent : Intermediate Altitude

**Aircraft / 2**

Controlling Facilities.ARTCC : ZTL.ARTCC  
Operator.Common Carrier : Air Carrier  
Make Model : B777 Undifferentiated or Other Model  
Flight Phase.Cruise : Level  
Flight Phase.Descent : Intermediate Altitude

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 4000  
Experience.Flight Time.Last 90 Days : 200  
Experience.Flight Time.Type : 2400  
ASRS Report : 547918

**Person / 2**

Function.Flight Crew : First Officer

**Person / 4**

Function.Controller : Radar

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Events**

Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Exited Adverse Environment  
Resolatory Action.Flight Crew : Regained Aircraft Control  
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action  
Resolatory Action.Controller : Issued New Clearance

**Supplementary**

Problem Areas : Environmental Factor

Narrative :

20 MI IN TRAIL OF B777 ON MACEY ARR AT FL200, GOT UNCOMMANDED ROLL 45-90 DEGS BOTH R, THEN L WITH MODERATE TURB. AGAIN AT APPROX FL180 GOT ROLL OF 35-45 DEGS IN BOTH DIRECTIONS. ATC INFORMED US OF B777 20 MI AHEAD. WIND WAS R XWIND AT 35 KTS. OFFSET UPWIND REST OF ARR WITH NO FURTHER INCIDENT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE AUTOPLT WAS IN USE BUT DISCONNECTED AUTOMATICALLY WITH THE TURB ENCOUNTER. DURING THE HAND FLOWN RECOVERY NEAR FULL CTL INPUTS WERE USED. BOTH ACFT INVOLVED WERE ON THE MACEY 2 ARR WITH A XING RESTR OF 13000 FT AT WOMAC INTXN. THERE WAS NO OTHER RPTED TURB RPTED IN THE AREA.

Synopsis :

AN MD88 FOLLOWING 20 MI BEHIND A B777 ENCOUNTERS WAKE TURB RESULTING IN TURB AND A ROLL OF UP TO 90 DEGS BEFORE RECOVERY IS ACCOMPLISHED.

**Time**

Date : 200204  
Day : Sat  
Local Time Of Day : 0601 To 1200

**Place**

Locale Reference.Airport : SEA.Airport  
State Reference : WA  
Altitude.MSL.Single Value : 3000

**Environment**

Flight Conditions : IMC

**Aircraft / 1**

Controlling Facilities.TRACON : S46.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : DHC-8-300  
Mission : Passenger  
Flight Phase.Descent : Approach  
Route In Use.Approach : Instrument Precision

**Aircraft / 2**

Controlling Facilities.Tower : SEA.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B777 Undifferentiated or Other Model  
Mission : Passenger

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 4207  
Experience.Flight Time.Last 90 Days : 78  
Experience.Flight Time.Type : 2178  
ASRS Report : 548184

**Person / 2**

Function.Flight Crew : First Officer

**Person / 4**

Function.Controller : Approach

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 5**

Function.Controller : Local

**Events**

Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Exited Adverse Environment  
Resolatory Action.Flight Crew : Regained Aircraft Control  
Resolatory Action.Controller : Issued Advisory  
Resolatory Action.None Taken : Unable  
Miss Distance.Horizontal : 42000

**Supplementary**

Problem Areas : ATC Human Performance  
Problem Areas : Environmental Factor  
Problem Areas : Flight Crew Human Performance

Narrative :

ON LOCALIZER, LEVEL AT 3000 FT MSL, 7NM BEHIND B777 THAT WAS DESCENDING OVER AND IN FRONT OF MY AIRPLANE. ENCOUNTERED WAKE TURB, AIRPLANE ROLLED 60 DEGS TO THE RIGHT BEFORE I WAS ABLE TO STOP THE ROLL. STOPPED ROLL ONLY AFTER ADDED POWER, FULL OPPOSITE AILERON HAD NO EFFECT UNTIL ADDED POWER. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THEY WERE IN SOLID IMC CONDITIONS WHEN THE ACFT ROLLED APPROX 60 DEGS. HE SAID HE APPLIED POWER AND CAME VERY CLOSE TO MAKING A COMPLETE ROLL BUT THE ADDED POWER BROUGHT THE ACFT BACK UNDER CTL. HE STATED THEY WERE EXTENDED ON DOWNWIND TO ABOUT 16 MILES THEN TURNED ONTO FINAL. THE CTLR ADVISED HE WAS VECTORING A B777 ON TO FINAL 7 MILES IN FRONT OF THEM AND TO CAUTION WAKE TURB. IN TALKING TO THE TWR SUPVR AFTER LNDG, HE WAS TOLD THERE IS NO VERTICAL CRITERIA FOR WAKE TURB IF THE NO LESS THAN SPECIFIED MINIMUM DISTANCE IS MET.

Synopsis :

A DHC-8 COMMUTER ENCOUNTERS SEVERE WAKE TURB FROM A B777 THAT WAS BEING VECTORED ONTO FINAL AHEAD OF THE FLT.

**Time**

Date : 200205  
Day : Fri  
Local Time Of Day : 1801 To 2400

**Place**

Locale Reference.Airport : CVG.Airport  
State Reference : KY  
Altitude.MSL.Single Value : 4000

**Environment**

Flight Conditions : VMC  
Ceiling.Single Value : 4100

**Aircraft / 1**

Controlling Facilities.TRACON : CVG.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : Regional Jet CL65, Bombardier (Canadair)  
Mission : Passenger  
Flight Phase.Descent : Approach

**Aircraft / 2**

Controlling Facilities.TRACON : CVG.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : B757 Undifferentiated or Other Model  
Flight Phase.Descent : Approach

**Aircraft / 3**

Controlling Facilities.TRACON : CVG.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : Commercial Fixed Wing  
Flight Phase.Descent : Approach

**Person / 1**

Function.Controller : Approach  
ASRS Report : 548255

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 4**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Events**

Anomaly.Non Adherence : Published Procedure  
Anomaly.Non Adherence : Required Legal Separation  
Independent Detector.Other.ControllerA : 1  
Independent Detector.Other.Flight CrewA : 2  
Resolutory Action.Flight Crew : Took Precautionary Avoidance Action  
Resolutory Action.Controller : Issued New Clearance

**Supplementary**

Problem Areas : ATC Human Performance  
Problem Areas : Flight Crew Human Performance

Narrative :

ACFT X ISSUED A CAUTIONARY WAKE TURB ADVISORY FOR FOLLOWING A B757 WHILE ON DOWNWIND LEG. PARALLEL APCHS IN USE. ACFT X WAS GIVEN A VECTOR AND APCH CLRNC TO RWY 36L TO JOIN FINAL 7 1/2 - 8 MI, BEHIND B757, AT 3000 FT MSL. ACFT X -- NO REPLY. CLRNC WAS REISSUED -- NO REPLY. CLRNC ISSUED A THIRD TIME AND PLT ADVISED (AS PLT WAS GOING THROUGH THE LOC AND TFC BEING VECTORED TO RWY 36R), HE COULD 'NOT ACCEPT ALT FOR CLRNC.' HE WAS VECTORED AWAY FROM OTHER TFC AND QUESTIONED ABOUT HIS LATE NON ACCEPTANCE. SAID HE WOULD NOT TAKE AN ALT BELOW THE HVY. THE FACT IS HE WAS TOLD HE WAS FOLLOWING A B757 NOT A HVY. THEY WERE BOTH CLRED TO JOIN AT 3000 FT MSL. HE HAD MORE THAN REQUIRED SEPARATION.

Synopsis :

CRJ PLT REFUSES 8 MI SEPARATION BEHIND A B757.

**Time**

Date : 200206  
Day : Wed  
Local Time Of Day : 1801 To 2400

**Place**

Locale Reference.Airport : ORD.Airport  
State Reference : IL

**Environment**

Ceiling.Single Value : 700

**Aircraft / 1**

Controlling Facilities.Tower : ORD.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : Fokker 100  
Mission : Passenger  
Flight Phase.Descent : Approach  
Route In Use.Approach : Instrument Precision

**Aircraft / 2**

Controlling Facilities.Tower : ORD.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B777 Undifferentiated or Other Model  
Mission : Passenger  
Flight Phase.Descent : Approach

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
ASRS Report : 550539

**Person / 2**

Function.Flight Crew : First Officer

**Person / 4**

Function.Controller : Local

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Events**

Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Executed Go Around

**Supplementary**

Problem Areas : Aircraft  
Problem Areas : Environmental Factor

Narrative :

APCH TO ORD RWY 9L FOLLOWING B777 5 MI IN TRAIL. WX 700 FT BROKEN, 3 MI VISIBILITY OR GREATER. FLEW APCH SLIGHTLY HIGH TO AVOID WAKE TURB. NO PROBS UNTIL IN CLOSE. SETTLED TO THE GS AT ABOUT 500 FT AGL. B777 DELAYED TURNING OFF THE RWY. AT 250 FT AGL WITH B777 JUST TURNING OFF, OUR ACFT ON SPD AND ON GS WITH FLAPS 42 DEGS WE HAD A SUDDEN L WING DROP OF 20-25 DEGS AND A 20 KT LOSS OF AIRSPD WITH SOME L YAW GAR INITIATED AND RECOVERY WAS UNEVENTFUL. NORMAL LNDG ON RWY 4 FOLLOWED. WE WERE VERY COMFORTABLE ON THE APCH AND SPACING DID NOT SEEM TO BE A PROB. WINDS AT THE FIELD WERE VARIABLE AT THE TIME BELOW 10 KTS. WE WERE VERY SURPRISED TO ENCOUNTER THE WAKE TURB WHEN WE DID.

Synopsis :

AN 4100 CREW, ON SHORT FINAL AT ORD, EXECUTED A GAR WHEN ENCOUNTERING WAKE TURB FROM THE PROCEEDING ACFT.

**Time**

Date : 200207  
Day : Sun  
Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Airport : LAX.Airport  
State Reference : CA

**Aircraft / 1**

Controlling Facilities.Tower : LAX.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B767-300  
Mission : Passenger

**Aircraft / 2**

Controlling Facilities.Tower : LAX.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B747 Undifferentiated or Other Model

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 15000  
Experience.Flight Time.Last 90 Days : 125  
Experience.Flight Time.Type : 4200  
ASRS Report : 553765

**Person / 2**

Function.Flight Crew : First Officer

**Person / 4**

Function.Controller : Local

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Events**

Anomaly.Non Adherence : Published Procedure  
Anomaly.Non Adherence : Required Legal Separation  
Independent Detector.Other.ControllerA : 4  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Controller : Issued New Clearance

**Supplementary**

Problem Areas : ATC Human Performance  
Problem Areas : Flight Crew Human Performance

Narrative :

IN A LONG LINE-UP FOR TKOF RWY 24L, WE WERE POSITIONED BEHIND A B747. THE B747 WAS CLRED FOR TKOF AND WE WERE ASKED TO TAXI INTO POS AND HOLD. WIND CONDITIONS: 250 DEGS AT 10 KTS. THIS CAUSES CONCERN FOR WAKE TURB PURPOSES. WE TAXIED INTO POS AND HELD ON THE RWY. FOR SAFETY REASONS, I TIMED THE B747'S ROTATION UNTIL WE RECEIVED OUR TKOF CLRNC -- IT WAS 35 SECONDS! I TOLD MY FO TO REFUSE THE TKOF CLRNC. LAX TWR CAME BACK AND ASKED, 'WHY DID WE CANCEL THE CLRNC?' WE EXPLAINED 'INSUFFICIENT WAKE TURB SEPARATION!' THE TWR SNAPPED BACK AND SAID 'NEXT TIME YOU SHOULD ASK FOR MORE TIME AND THEN REPLIED THAT THEY (LAX TWR) GAVE ADEQUATE SEPARATION BY DISTANCE CRITERIA!' WE HELD ON THE RWY ANOTHER 3 MINS AND THE TWR ASKED US IF WE WERE READY FOR TKOF. WE SAID YES, AND DEPARTED UNEVENTFULLY ENCOUNTERING NO WAKE TURB FROM THE B747 AND ARRIVED SAFELY IN SLC.

Synopsis :

LAX LCL CTLR QUESTIONS B767 IS REASON FOR NOT DEPARTING WHEN CLRED AFTER A B747 HAD JUST TAKEN OFF.

**Time**

Date : 200207  
Day : Wed  
Local Time Of Day : 0601 To 1200

**Place**

Locale Reference.Intersection : ADAME  
State Reference : IL  
Altitude.MSL.Single Value : 4000

**Environment**

Flight Conditions : VMC  
Ceiling : CLR

**Aircraft / 1**

Controlling Facilities.TRACON : C90.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : B737-300  
Mission : Passenger  
Flight Phase.Descent : Approach

**Aircraft / 2**

Controlling Facilities.TRACON : C90.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : B757 Undifferentiated or Other Model  
Flight Phase.Descent : Approach

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 16000  
Experience.Flight Time.Last 90 Days : 200  
Experience.Flight Time.Type : 4245  
ASRS Report : 554022

**Person / 2**

Function.Flight Crew : First Officer  
Experience.Flight Time.Last 90 Days : 173  
ASRS Report : 554021

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 5**

Function.Controller : Approach

**Events**

Anomaly.Altitude Deviation : Excursion From Assigned Altitude  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action  
Resolatory Action.Controller : Issued New Clearance

**Supplementary**

Problem Areas : Environmental Factor

Narrative :

ON APCH TO RWY 27L, FOLLOWING A B757, 5 1/2 MI AHEAD, ENCOUNTERED MODERATE WAKE TURB. ACFT ROLLED IN EXCESS OF 30 DEGS, FO WAS PF. DISCONNECTED AUTOPLT, CLBED ABOUT 200 FT TO SMOOTH AIR. CONTINUED APCH UNEVENTFULLY. UPON ARR, FOUND OUT 1 FLT ATTENDANT HAD INJURED HER HAND IN THE ENCOUNTER. NO OTHER INJURIES RPTED. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THAT HE HAD NOTICED CALLS FROM PRECEDING ACFT ON THE APCH QUESTIONING THE TYPE ACFT THEY WERE FOLLOWING, WHICH KEYED HIM INTO THE FACT THAT THE CONDITIONS WERE SUCH THAT WAKES WERE NOT DISSIPATING. IT WAS A VERY SMOOTH FLT CONDITION OTHERWISE WITH ALMOST NO WIND. ATC WAS NOTIFIED AND SPD WAS REDUCED TO INCREASE SEPARATION. THE FLT ATTENDANT INJURY WAS MINOR.

Synopsis :

A B737 ENCOUNTERS WAKE TURB AT 4000 FT WHEN FOLLOWING 5 PT 5 MI BEHIND A B757 ON APCH.

**Time**

Date : 200207  
Day : Sat  
Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Airport : EWR.Airport  
State Reference : NJ

**Environment**

Flight Conditions : VMC  
Ceiling : CLR

**Aircraft / 1**

Controlling Facilities.Tower : EWR.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B757-300  
Mission : Passenger

**Aircraft / 2**

Controlling Facilities.Tower : EWR.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : Commercial Fixed Wing

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 15000  
Experience.Flight Time.Last 90 Days : 200  
Experience.Flight Time.Type : 1500  
ASRS Report : 554112

**Person / 2**

Function.Flight Crew : First Officer

**Person / 4**

Function.Controller : Local

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Events**

Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Regained Aircraft Control  
Resolatory Action.Flight Crew : Rejected Takeoff

**Supplementary**

Problem Areas : Airport  
Problem Areas : ATC Human Performance  
Problem Areas : FAA

Narrative :

AT APPROX 120 KTS, ON THE TKOF ROLL, HAD WHAT APPEARED TO BE UNCOMMANDED R RUDDER INPUT. COULD NOT KEEP ACFT ON RWY CTRLINE, SO I ELECTED TO ABORT THE TKOF. ONCE ACFT WAS STOPPED ON THE RWY, WE RAN THE REJECTED TKOF CHKLIST. NO INJURIES OR DAMAGE TO ACFT. RPTED THE APPARENT MAINT PROB AS REQUIRED. CREW CRM BTWN FLT DECK AND CABIN CREW WAS GOOD. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: CREW WAS FLYING A B757-200 ACFT. THE ACFT WAS EXTENSIVELY CHKED BY MAINT. NO PROBS COULD BE FOUND. THE ACFT WAS THEN GIVEN A COMPLETE FLT TEST. AGAIN, NO PROBS COULD BE FOUND. THE FLT RECORDER WAS REMOVED AND READ. IT SHOWED AN INSTANTANEOUS LOSS OF 26 KIAS AND AT THE SAME TIME A R TURN BEGAN. IT SHOWED NO R RUDDER INPUT, AND ONLY L RUDDER TO COUNTERACT THE R TURN. THE ACFT THEN HAD AN INSTANTANEOUS INCREASE OF 12 KIAS, WHEN THE ABORT SEQUENCE STARTED. PLT RPTED HVY ACFT WERE LNDG ON RWY 4R AT THE TIME. THE COMPANY THINKS THE ACFT ENCOUNTERED THE WAKE VORTEX OF A LNDG ACFT, WHILE ON ITS TKOF ROLL, THE FAA PARTICIPATED IN THE INVESTIGATION AND CONCURS WITH THE CONCLUSION.

Synopsis :

B757-200 CREW ENCOUNTERED UNCTABLE R TURN ON TKOF ROLL ON RWY 4L AT EWR.

**Time**

Date : 200207  
Day : Tue  
Local Time Of Day : 0601 To 1200

**Place**

Locale Reference.Airport : MDW.Airport  
State Reference : IL  
Altitude.MSL.Single Value : 3000

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.TRACON : C90.TRACON  
Controlling Facilities.Tower : MDW.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B737 Undifferentiated or Other Model  
Mission : Passenger  
Flight Phase.Descent : Approach  
Route In Use.Approach : Instrument Precision

**Aircraft / 2**

Controlling Facilities.Tower : MDW.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B757 Undifferentiated or Other Model  
Mission : Passenger  
Flight Phase.Descent : Approach  
Route In Use.Approach : Instrument Precision

**Person / 1**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 11500  
Experience.Flight Time.Last 90 Days : 125  
Experience.Flight Time.Type : 3500  
ASRS Report : 554765

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 4**

Function.Controller : Approach

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 5**

Function.Controller : Local

**Events**

Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : Published Procedure  
Anomaly.Non Adherence : Required Legal Separation  
Independent Detector.Other.ControllerA : 5  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Executed Missed Approach  
Resolatory Action.Controller : Issued New Clearance

## **Supplementary**

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

ON ILS RWY 31C AT MDW, 180 KTS ASSIGNED. AFTER ENCOUNTERING WAKE FROM A B757 IN FRONT OF US, WE SLOWED. FREQ TOO BUSY TO ADVISE APCH CTL. SWITCHED TO MDW TWR. TWR ISSUED 90 DEG TURN, TOLD US TO RETURN TO APCH CTL. APCH SAID WE SLOWED TOO EARLY. CHICAGO APCH NEEDS TO UTILIZE A BOTTOM LINE 60 SECOND IN-TRAIL RULE.

Synopsis :

B737 FLC ISSUED GAR DURING APCH TO MDW AFTER THEIR FLT ENCOUNTERS WAKE TURB FROM THE PRECEDING B757 ON APCH TO RWY 31C AND IS SLOWED PREMATURELY.

**ACN: 554854**

## **Time**

Date : 200207

Day : Fri

Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : ANC.Airport

State Reference : AK

## **Environment**

Flight Conditions : VMC

Ceiling.Single Value : 8000

## **Aircraft / 1**

Controlling Facilities.Tower : ANC.Tower

Operator.Common Carrier : Air Carrier

Make Model : MD-11

Mission : Freight

## **Aircraft / 2**

Controlling Facilities.Tower : ANC.Tower

Operator.Common Carrier : Air Carrier

Make Model : B747 Undifferentiated or Other Model

Mission : Freight

## **Aircraft / 3**

Controlling Facilities.Tower : ANC.Tower

Operator.Common Carrier : Air Carrier

Make Model : Commercial Fixed Wing

Flight Phase.Descent : Approach

## **Person / 1**

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 6000

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 1000

ASRS Report : 554854

## **Person / 2**

Function.Oversight : PIC

Function.Flight Crew : Captain

## **Person / 4**

Function.Oversight : PIC

Function.Flight Crew : Captain

## **Person / 3**

Function.Oversight : PIC

Function.Flight Crew : Captain

## **Person / 5**

Function.Controller : Local

## **Events**

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.ControllerA : 5

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Separated Traffic

## **Supplementary**

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE CLRED TO 'POS AND HOLD' BEHIND A B747 TAKING OFF ON RWY 14 AT PANC. WE STARTED THE STOP WATCH FOR THE 2 MIN WAKE TURB SEPARATION. THERE WAS A PAX JET ON 6 MI FINAL APCH TO RWY 14 AT THE TIME OF OUR CLRNC ON THE RWY. ONCE IN POS, THE TWR CLRED US FOR TKOF WITH ONLY 90 SECONDS ELAPSED TIME FROM THE B747 TKOF ROLL. I QUESTIONED THE TWR ABOUT THE ADEQUATE WAKE TURB SEPARATION. TWR REPLIED 'HE HAD WHAT HE NEEDED.' BY THIS TIME WE HAD OUR 2 MINS AND ACCEPTED THE TKOF CLRNC. WE TOOK OFF WITHOUT INCIDENT. HOWEVER, THE JET ON FINAL WAS TOLD TO GO AROUND BY TWR. TO MY KNOWLEDGE, NO LOSS OF SEPARATION OCCURRED WITH THE ACFT ON GAR. WINDS ON TKOF WERE 130 DEGS AT 17 KTS GUSTING TO 22 KTS.

Synopsis :

MD11 CREW IN POS ON THE RWY QUESTIONS HIS TKOF INSTRUCTION AND HIS SEPARATION FROM A B747 THAT HAD DEPARTED 90 SECONDS EARLIER.

**Time**

Date : 200207  
Day : Tue  
Local Time Of Day : 0601 To 1200

**Place**

Locale Reference.Airport : ORD.Airport  
State Reference : IL  
Altitude.MSL.Single Value : 24000

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.ARTCC : ZAU.ARTCC  
Operator.Common Carrier : Air Carrier  
Make Model : Medium Large Transport, Low Wing, 2 Turbojet Eng  
Mission : Passenger  
Flight Phase.Cruise : Level

**Aircraft / 2**

Controlling Facilities.ARTCC : ZAU.ARTCC  
Operator.Common Carrier : Air Carrier  
Make Model : Airbus Industrie Undifferentiated or Other Model  
Flight Phase.Cruise : Level

**Person / 1**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 15000  
Experience.Flight Time.Last 90 Days : 180  
Experience.Flight Time.Type : 1500  
ASRS Report : 556585

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 4**

Function.Controller : Radar

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Events**

Independent Detector.Other.Flight CrewA : 1

**Supplementary**

Problem Areas : ATC Human Performance  
Problem Areas : Environmental Factor  
Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE GIVEN A DSCNT ON OUR WAY INTO ORD. THE ACFT ENCOUNTERED WAKE TURB AND ROLLED 30 DEGS. WE NOTICED AN ACFT 15 MI AHEAD ON OUR TCASII AND ASKED THE TYPE. CTR TOLD US IT WAS AN AIRBUS. WE AGAIN HIT THE WAKE AND ROLLED 30 DEGS TURNING OFF THE AUTOPLT. WE ASKED THE TYPE OF AIRBUS AND WERE TOLD IT WAS AN A320. WE SLOWED DOWN TO INCREASE OUR SEPARATION. WE WERE BTWN 16-18 MI BEHIND THE ACFT THE TIME WE ENCOUNTERED THEIR WAKE AND HE WAS DSNDING AS WERE WE, OUR SPD WAS ASSIGNED 320 KTS.

Synopsis :

AN MLG CREW, IN DSCNT TO ORD, EXPERIENCED WAKE TURB FROM PRECEDING ACFT.

**ACN: 557671**

**Time**

Date : 200208

Day : Mon

Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Airport : ORD.Airport

State Reference : IL

**Aircraft / 1**

Controlling Facilities.Tower : ORD.Tower

Operator.Common Carrier : Air Carrier

Make Model : B757 Undifferentiated or Other Model

Mission : Passenger

**Person / 1**

Function.Flight Crew : First Officer

ASRS Report : 557671

**Person / 2**

Function.Oversight : PIC

Function.Flight Crew : Captain

**Person / 3**

Function.Controller : Local

**Events**

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

**Supplementary**

Problem Areas : Aircraft

Problem Areas : Airport

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

LOCATION: RWY 32L INTXN HOLD SHORT, TAXI PRETKOF. TWICE IN AS MANY WKS, WE HAVE EXPERIENCED A 10 MIN OR LONGER DELAY AWAITING TKOF DUE TO ARPT LNDG/DEPARTING CONFIGN. THE SIT AT ORD SEEMS TO HAPPEN WHEN LNDG RWY 4 AND RWY 9 WHILE DEPARTING OFF OF RWY 32L. IN THIS SIT, ALL ACFT B757 AND LARGER ARE DELAYED WAITING FOR A LARGE GAP BTWN RWY 9L ARRS SO THAT OUR WAKE DOES NOT AFFECT THEM. THIS PROB APPEARS TO HAVE GOTTEN WORSE THIS MONTH. WHEN ORD IS EXPECTING A HIGH AMOUNT OF ARRS, SEEMS LIKE IT WOULD MAKE MORE SENSE TO SEND B757 AND LARGER ACFT OFF OF RWY 32R, RWY 4L OR RWY 9L SO THAT WE ARE NOT DELAYED AS LONG WAITING FOR THE GAP IN LNDG TFC. I'M ASSUMING THE GAP WOULD NOT HAVE TO BE AS BIG IF WE ARE LIFTING OFF SOMEWHERE OTHER THAN IN THE ARR'S FLARE ZONE.

Synopsis :

ACR PLT COMPLAINS THAT B757 AND LARGER AT ORD RECEIVE MORE DELAYS OF 10 MINS OR MORE THAN OTHER FLTS BECAUSE THEY CAUSE WAKE TURB.

**Time**

Date : 200208  
Day : Fri  
Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Airport : ADW.Airport  
State Reference : MD  
Altitude.MSL.Single Value : 10500

**Aircraft / 1**

Operator.General Aviation : Personal  
Make Model : Skyhawk 172/Cutlass 172  
Mission : Pleasure  
Flight Phase.Cruise : Level

**Aircraft / 2**

Make Model : Fighting Falcon F16  
Mission.Other : INTERCEPT

**Person / 1**

Function.Flight Crew : Single Pilot  
Experience.Flight Time.Total : 800  
Experience.Flight Time.Last 90 Days : 30  
Experience.Flight Time.Type : 30  
ASRS Report : 558045

**Person / 2**

Function.Flight Crew : Single Pilot

**Events**

Anomaly.Altitude Deviation : Excursion From Assigned Altitude  
Anomaly.Conflict : Airborne Less Severe  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Regained Aircraft Control  
Miss Distance.Horizontal : 2000

**Supplementary**

Problem Areas : Airspace Structure  
Problem Areas : FAA  
Problem Areas : Flight Crew Human Performance

Narrative :

IN CRUISE FLT FROM NYC TO LKY IN LOUISA, VA, WAS NEAR ANDREWS AFB, MD, MONITORING RADIO FREQ 121.5 AND 127.7 WHEN WHAT I THOUGHT TO BE AN ELT SOUND HEARD ON 121.5. I CHKED MY ELT - IT WAS NOT ON. SOUND COULD BE GREW LOUDER UNTIL COM WAS IMPOSSIBLE ON EITHER RADIO. INTERCEPTED BY F16 WHICH CROSSED IN FRONT AND ACCELERATED VERTLY CAUSING ME TO FLY THROUGH HIS WAKE. CTL LATERALLY AND PITCH ALMOST IMPOSSIBLE. UP TO 200 FT ALTDEV IN A C172. NOISE ON 121.5 PREVENTED COM. RECOMMEND 121.5 BE KEPT CLR FOR COM. AND JET PLTS. SHOULD BE MADE AWARE OF DANGER TO LIGHT ACFT FROM JETBLAST AND WAKE.

Synopsis :

A C172 PLT VIOLATED A TFR INVOLVING A MIL INSTALLATION.

**Time**

Date : 200208  
Day : Mon  
Local Time Of Day : 1801 To 2400

**Place**

Locale Reference.Airport : JFK.Airport  
State Reference : NY

**Aircraft / 1**

Controlling Facilities.TRACON : N90.TRACON  
Controlling Facilities.Tower : JFK.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B757 Undifferentiated or Other Model  
Mission : Passenger  
Flight Phase.Descent : Approach

**Aircraft / 2**

Controlling Facilities.TRACON : N90.TRACON  
Controlling Facilities.Tower : JFK.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B747 Undifferentiated or Other Model  
Flight Phase.Descent : Approach

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
ASRS Report : 558222

**Person / 2**

Function.Flight Crew : First Officer

**Person / 4**

Function.Controller : Approach

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 5**

Function.Controller : Local

**Events**

Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action  
Resolatory Action.Controller : Issued Advisory  
Resolatory Action.Controller : Issued New Clearance

**Supplementary**

Problem Areas : Airspace Structure  
Problem Areas : ATC Human Performance  
Problem Areas : Environmental Factor  
Problem Areas : Flight Crew Human Performance

Narrative :

WE SUSPECTED THAT WE WERE FOLLOWING A B747 COMING INTO JFK AS WE WERE BEING VECTORED FOR THE VOR RWY 13L APCH. WE SUSPECTED THIS BECAUSE OF THE CALL SIGN OF THE ACFT WHICH USUALLY FLIES B747'S INTO JFK. NOTICING ON THE TCASII THAT THIS ACFT WAS LESS THAN 10 MI AHEAD OF US, AND WE WERE GAINING ON HIM, I ASKED ATC WHAT KIND OF ACFT WE WERE FOLLOWING. HE HEMMED AND HAWED A BIT, AND FINALLY SAID THAT WE WERE NOT FOLLOWING ANYONE. THIS DID NOT FIT WITH WHAT WE WERE SEEING ON THE TCASII AND WHAT WE WERE HEARING ON THE RADIO. OF COURSE, SINCE ATC WOULD NOT ACKNOWLEDGED THAT WE WERE INDEED FOLLOWING A B747, HE DID NOT GIVE A WAKE TURB WARNING EITHER. LATER IN THE APCH, WHEN WE SWITCHED TO TWR FREQ, THE TWR CTLR IMMEDIATELY INFORMED US -- WITHOUT ANY QUERY OR PROMPTING FROM US -- THAT WE WERE BEHIND A B747, ISSUED A CAUTION WAKE TURB, AND TOLD US TO LAND ON RWY 13R TO KEEP US AWAY FROM HIM. I WAS VERY ANGRY THAT THE APCH CTLR HAD ESSENTIALLY LIED TO US ABOUT THE B747 AHEAD OF US, AND DIDN'T BOTHER TO WARN US ABOUT WAKE TURB EITHER. I GOT THE IMPRESSION THAT THE REASON HE DID NOT WANT US TO KNOW WHAT WE WERE FOLLOWING IS BECAUSE HE DIDN'T WANT US TO SLOW DOWN ANY MORE. HE HAD JUST PREVIOUSLY TOLD US TO NOT SLOW ANY MORE UNTIL CRI. HE WAS MORE CONCERNED ABOUT KEEPING HIS TFC MOVING ACCORDING TO HIS PLAN THAN FOR THE SAFETY OF OUR AIRPLANE. I WOULD THINK THAT AFTER WHAT HAPPENED WITH A RECENT ACR WAKE TURB INCIDENT, CTLRS WOULD HAVE A BIT MORE RESPECT AND CONCERN FOR JUST HOW SERIOUS WAKE TURB CAN BE, BUT SADLY THAT DOES NOT SEEM TO BE THE CASE. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR ADVISED THAT SHE RECOGNIZED THE CALL SIGN OF THE JET IN FRONT, AND KNEW IT WAS A B747. SHE THEN ASKED THE CTLR FOR 10 MI SPACING BEHIND THE B747, AND BEGAN A SPD RESTR BACK TO 180 KTS. THE RPTR STATED THAT THIS WAS THE POINT IN WHICH THE APCH CTLR'S COMPLAINT WITH THE FLC BEGAN. THE RPTR STATED THAT SHE ALWAYS ASKS FOR MORE THAN 'MINIMUM' SPACING, DEPENDING ON WHAT ACFT TYPE SHE IS FOLLOWING.

Synopsis :

B757 FLC CHALLENGE N90 HVY JET SPACING WHEN FOLLOWING A B747 INTO JFK.

**Time**

Date : 200209  
Day : Sun  
Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Airport : ATL.Airport  
State Reference : GA  
Altitude.MSL.Single Value : 3600

**Environment**

Flight Conditions : IMC

**Aircraft / 1**

Controlling Facilities.TRACON : A80.TRACON  
Controlling Facilities.Tower : ATL.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B727 Undifferentiated or Other Model  
Mission : Passenger  
Flight Phase.Descent : Approach  
Route In Use.Approach : Instrument Precision

**Aircraft / 2**

Controlling Facilities.TRACON : A80.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : B777 Undifferentiated or Other Model  
Mission : Passenger  
Flight Phase.Descent : Approach

**Aircraft / 3**

Controlling Facilities.TRACON : A80.TRACON  
Make Model : Small Aircraft  
Flight Phase.Descent : Approach

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 10000  
Experience.Flight Time.Last 90 Days : 45  
Experience.Flight Time.Type : 1100  
ASRS Report : 560093

**Person / 2**

Function.Flight Crew : First Officer

**Person / 4**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 3**

Function.Flight Crew : Second Officer

**Person / 6**

Function.Controller : Approach

**Person / 5**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 7**

Function.Controller : Local

**Person / 8**

Function.Controller : Supervisor

**Events**

Anomaly.Non Adherence : Clearance

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.ControllerA : 7

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Resolatory Action.Controller : Issued New Clearance

**Supplementary**

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

ON ARR INTO ATLANTA, WE WERE ADVISED THAT WE WOULD BE FOLLOWING A B777 TO LNDG. WE WERE TOLD TO INTERCEPT LOC AT 3500 FT. WE WERE THEN CLRED FOR THE APCH, WX IMC. THE B777 APPEARED ON TCASII 6-7 MI AHEAD. THE CLRNC ALSO SAID MAINTAIN SPD TILL FINAL AND SWITCH TO TWR FREQ. ON FINAL (THE B777 APPEARED ON TCASII AT 4 NM). I SLOWED TO APCH SPD WITH GEAR AND FLAPS DOWN (APPROX 148 KTS). THE FINAL MONITOR CAME ON THE RADIO AND ASKED OUR AIRSPD. WE WERE INSTRUCTED TO INCREASE SPD TO 160 KTS TILL THE MARKER. TWR WAS HANDLING TKOFS, LNDGS AND RWY XINGS. AFTER LNDG, WE WERE ASKED TO CALL APCH CTL. APCH STATED THAT WE LANDED 7 MI BEHIND THE HVY AND A SMALL ACFT HAD TO SLOW BEHIND US BECAUSE OF A CLOSE INTERVAL. I TOLD THE SUPVR THAT I OBSERVED THE HVY AT 4 NM AND ADJUSTED TO STAY OUT OF HIS TURB. HE STATED THAT I LANDED 7 NM BEHIND, WHICH IS PROBABLY CORRECT SINCE I MADE THE SPD ADJUSTMENT. I WAS THEN TOLD THAT THEIR RADAR WAS MORE ACCURATE THAN TCASII AND I SHOULD NOT USE IT.

Synopsis :

A B727 CREW, ON FINAL TO ATL, SLOWED TO FINAL APCH SPD PRIOR TO THE OM, TO THE CHAGRIN OF ATC.

**Time**

Date : 200209  
Day : Sat  
Local Time Of Day : 0601 To 1200

**Place**

Locale Reference.Airport : SFO.Airport  
State Reference : CA  
Altitude.MSL.Single Value : 14000

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.Tower : SFO.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B737-300  
Mission : Passenger  
Flight Phase.Descent : Intermediate Altitude

**Aircraft / 2**

Controlling Facilities.Tower : SFO.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B747-400

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 12000  
Experience.Flight Time.Last 90 Days : 150  
Experience.Flight Time.Type : 1641  
ASRS Report : 560580

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 6**

Function.Controller : Local

**Events**

Independent Detector.Aircraft Equipment : TCAS  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.None Taken : Detected After The Fact

**Supplementary**

Problem Areas : Airport  
Problem Areas : Environmental Factor  
Problem Areas : Weather

Narrative :

FOLLOWING A B747-400 AT APPROX 9 MI ON TCASII IN DSCNT, ENCOUNTERED WAKE TURB. ACFT ROLLED APPROX 30 DEGS R WITH NEARLY FULL TRAVEL AILERON CORRECTION TO THE L. RECOVERED WITHIN 5-10 SECONDS. FLT ATTENDANTS IMMEDIATELY SAT ON THE FLOOR. 1 FLT ATTENDANT POSSIBLY BRUISED HER KNEE ON A SEAT DURING THE INITIAL ENCOUNTER. NO OTHER INJURIES RPTED.

Synopsis :

B737-300 CREW ENCOUNTERED WAKE TURB FROM A B747-400 9 MI AHEAD ON APCH TO SFO.

**Time**

Date : 200209  
Day : Thu  
Local Time Of Day : 1801 To 2400

**Place**

Locale Reference.Intersection : SKEBR  
State Reference : NV  
Altitude.MSL.Single Value : 13000

**Environment**

Flight Conditions : VMC  
Ceiling.Single Value : 18000

**Aircraft / 1**

Controlling Facilities.TRACON : L30.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : B737-300  
Mission : Passenger  
Flight Phase.Descent : Intermediate Altitude

**Person / 1**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 9800  
Experience.Flight Time.Last 90 Days : 150  
Experience.Flight Time.Type : 900  
ASRS Report : 561316

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 30000  
Experience.Flight Time.Last 90 Days : 200  
Experience.Flight Time.Type : 7000  
ASRS Report : 561130

**Person / 3**

Function.Controller : Approach

**Events**

Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course  
Resolatory Action.Controller : Issued Advisory

**Supplementary**

Problem Areas : Aircraft  
Problem Areas : Environmental Factor  
Problem Areas : Flight Crew Human Performance

Narrative :

ON THE SKEBR 1 ARR, ATC REQUESTED 250 KTS FOR SPACING INTO LAS. WHILE ON THE DSCNT PROFILE, WE ENCOUNTERED WAKE TURB FROM THE PRECEDING ACFT. WHEN WE PASSED CLARR INTXN, THE ACFT WAS TRACKING THE ARR. WHEN WE CROSSED OVER THE SKEBR INTXN THE ACFT DID NOT FOLLOW THE TURN AND CONTINUED ON THE 031 DEG HDG. WE NOTIFIED ATC AND TOOK THE CORRECTIVE ACTION TO REINTERCEPT THE ARR. UPON ARR AT THE GATE, THE CAPT AND I DISCUSSED THE PROB WITH MAINT AND CAME TO THE SAME CONCLUSION THAT THE LNAV HAD MALFUNCTIONED. IN RETROSPECT, FATIGUE FROM THE 7 LEGS AND 10+ HR DUTY DAY AND THE UNCOMMANDED ROLL FROM THE WAKE TURB MAY HAVE DISENGAGED THE LNAV WITHOUT EITHER THE CAPT OR I REALIZING IT. IN THE FUTURE, I WILL INCORPORATE A XCHK WITH AFDS TO ENSURE THE AUTOPLT IS STILL FUNCTIONING PROPERLY AFTER ANY TYPE OF TURB THAT IS ENCOUNTERED. SUPPLEMENTAL INFO FROM ACN 561130: CONTRIBUTING FACTORS: WAKE TURB/SUBSEQUENT DISCOVERY THE ACFT WAS HAVING FMS AND AUTOPLT PROBS SUBSEQUENT WRITE-UPS AND SAME PROB NEXT DAY WRITE-UP.

Synopsis :

AN UNDETECTED AUTOFLT MALFUNCTION ON THE SKEBR RNAV 1 ARR TO LAS, NV. RESULTS IN A TRACK DEV.

**Time**

Date : 200210  
Day : Thu  
Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Intersection : BEARZ  
State Reference : IL

**Aircraft / 1**

Controlling Facilities.TRACON : C90.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : B737-300  
Mission : Passenger  
Flight Phase.Descent : Approach

**Aircraft / 2**

Controlling Facilities.TRACON : C90.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : B747 Undifferentiated or Other Model  
Mission : Freight  
Flight Phase.Descent : Approach

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 7500  
Experience.Flight Time.Type : 1383  
ASRS Report : 563381

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 5**

Function.Controller : Approach

**Events**

Independent Detector.Other.ControllerA : 5  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Exited Adverse Environment  
Resolatory Action.Flight Crew : Overrode Automation  
Resolatory Action.Flight Crew : Regained Aircraft Control  
Resolatory Action.Controller : Issued Advisory  
Resolatory Action.None Taken : Insufficient Time

**Supplementary**

Problem Areas : Aircraft  
Problem Areas : ATC Human Performance  
Problem Areas : Environmental Factor  
Problem Areas : Flight Crew Human Performance

Narrative :

INBOUND TO ORD ON OKK 1 ARR, ORD APCH ADVISED US THAT WE WERE IN TRAIL OF A B747. APCHING THE BEARZ INTXN ON A DSCNT CLRNC TO 11000 FT, WE ENCOUNTERED WAKE TURB WHILE PASSING THROUGH 12000 FT. BOTH ACFT WERE ASSIGNED AIRSPD OF 250 KTS FROM ATC. B747 WAS APPROX 7 NM AHEAD DSNDRG THROUGH 11800 FT. FO WAS PF WITH AUTOPLT 'B' ENGAGED. FIRST WE OBSERVED THE YOKE CORRECTING WITH NEARLY FULL R AILERON, FOLLOWED BY ACFT BEGINNING A SMOOTH BUT RAPID ROLL TO THE L. FO DISENGAGED AUTOPLT AND BEGAN UPSET RECOVERY TECHNIQUE WITH COORDINATED R AILERON AND RUDDER. MAX ROLL TO L WAS OBSERVED BTWN 35-40 DEGS. ALL PAX WERE IN THEIR SEATS AT TIME AS SEATBELT SIGN WAS ON. THE 3 WORKING FLT ATTENDANTS WERE STANDING DURING EVENT. PURSER WAS ABLE TO STAY UPRIGHT AND MENTIONED SOME BRUISING. BOTH FLT ATTENDANTS IN AFT CABIN 'FLOATED MOMENTARILY' AND WERE UNABLE TO REMAIN UPRIGHT. THEY ALSO FELT THEY RECEIVED BRUISING ONLY. UPON ADVISING ATC OF EVENT, WE WERE GIVEN ALTS ABOVE THE B747 FOR REMAINDER OF APCH AND LNDG. ALL 3 FLT ATTENDANTS WERE ABLE TO CONTINUE ON WITH THE REST OF THEIR SCHEDULE WITH NO OBSERVED INJURIES.

Synopsis :

WAKE TURB EVENT OCCURRED DURING DSCNT INTO ORD BTWN A B737 FOLLOWING A B747 7 MI IN TRAIL, BOTH AT 250 KTS.

**Time**

Date : 200210  
Day : Fri  
Local Time Of Day : 0601 To 1200

**Place**

Locale Reference.Intersection : REBAS  
State Reference : CA  
Altitude.MSL.Single Value : 7000

**Environment**

Ceiling : CLR

**Aircraft / 1**

Controlling Facilities.TRACON : NCT.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : B767 Undifferentiated or Other Model  
Mission : Passenger

**Aircraft / 2**

Controlling Facilities.TRACON : NCT.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : B767 Undifferentiated or Other Model

**Person / 1**

Function.Flight Crew : First Officer  
Experience.Flight Time.Type : 3404  
ASRS Report : 563403

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
ASRS Report : 563401

**Person / 4**

Function.Controller : Departure

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Events**

Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Overcame Equipment Problem  
Resolatory Action.Flight Crew : Returned To Original Clearance  
Resolatory Action.None Taken : Detected After The Fact

**Supplementary**

Problem Areas : Aircraft

Narrative :

ON DEP FROM OAK WE WERE PASSING 7000 FT IN THE AREA OF REBAS INTXN. WE HIT WAKE TURB FROM A B767 5 MI AHEAD. WE ALSO THOUGHT WE MAY HAVE HIT A BIRD. THERE WAS A DEFINITE 'THUMP' AND VIBRATION. THE FLT ATTENDANTS CALLED SHORTLY AND SAID THERE HAD BEEN A BALL OF FLAME FROM THE ENG. WE KNEW THEN IT HAD ACTUALLY BEEN A COMPRESSOR STALL. WE REFED THE QRC AND THEN CALLED THE MAINT CTLR. THERE WERE NO EXCEEDANCES AND NO FURTHER STALLS. AN ANNOUNCEMENT WAS MADE TO THE PAX.

Synopsis :

B767 FLC EXPERIENCES ENG COMPRESSOR STALL DURING DEP FROM OAK.

**Time**

Date : 200210  
Day : Thu  
Local Time Of Day : 1801 To 2400

**Place**

Locale Reference.Airport : LAX.Airport  
State Reference : CA  
Altitude.MSL.Single Value : 5000

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.TRACON : SCT.TRACON  
Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model  
Mission : Passenger  
Flight Phase.Descent : Approach

**Person / 1**

Function.Flight Crew : First Officer  
ASRS Report : 563976

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Events**

Anomaly.Non Adherence : Company Policies  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Fuel Gauges  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.None Taken : Anomaly Accepted  
Resolatory Action.None Taken : Detected After The Fact

**Supplementary**

Problem Areas : Flight Crew Human Performance

Narrative :

EXCEEDED ACFT FUEL IMBALANCE LIMITATIONS. DESCRIPTION: AT 5000 FT WE EXPERIENCED A WAKE TURB ENCOUNTER, WHICH PROMPTED THE CAPT (WHO WAS ACTING AS THE PF) TO DISCONNECT THE AUTOPLT. FOLLOWING RECOVERY, THE CAPT BROUGHT TO MY ATTN THAT WE HAD A FUEL IMBALANCE DUE TO AN OVER CORRECTIVE XFEED PROC. I HAD BEEN PREVIOUSLY UNAWARE OF THE XFEED CONDITION, AND DID NOT CATCH THE FUEL IMBALANCE AS IT DEVELOPED IN THE DSCNT. POST FLT DISCUSSION REVEALED THAT THE CAPT HAD SELECTED XFEED WHILE I WAS 'OUT OF THE LOOP' TALKING TO OPS JUST PRIOR TO DSCNT. THE XFEED PROC WAS TERMINATED AND WE DISCUSSED OUR OPTIONS. THE DECISION TO CONTINUE WAS MADE AND APCH AND LNDG WAS NORMAL WITH THE EXCEPTION OF ADDITIONAL AILERON TRIM USED TO NEUTRALIZE FLT CTLS. A MAINT LOG ENTRY WAS MADE NOTING THE EXCEEDANCE OF FUEL IMBALANCE LIMITATIONS. 1) CRM! I SHOULD HAVE GOTTEN 'BACK IN THE LOOP' WITH THE CAPT PRIOR TO INITIATION OF THE DSCNT CHKLIST AND KNOWN ABOUT THE XFEED. 2) MONITOR THE AIRPLANE 'INSIDE' WHEN ACTING AS THE PNF EVEN BELOW 10000 FT WHERE MUCH OF OUR ATTN IS FOCUSED OUTSIDE. 3) SOME TYPE OF MEMORY AID FOR THE FUEL XFEED PROC COULD BE STANDARDIZED. (FLT DIRECTOR SWITCH BOTH ON 1, OR A CARD SIMILAR TO THE 'LOGBOOK REMOVED,' WHICH IS CONSPICUOUSLY PLACED DURING FUEL XFEEDING.

Synopsis :

MD-80 CREW INADVERTENTLY EXCEEDED THE FUEL BAL LIMITATIONS WHILE ATTEMPTING TO BAL FUEL.

**Time**

Date : 200210  
Day : Wed  
Local Time Of Day : 1801 To 2400

**Place**

Locale Reference.Airport : LAX.Airport  
State Reference : CA  
Altitude.MSL.Single Value : 2200

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.TRACON : SCT.TRACON  
Controlling Facilities.Tower : LAX.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : Regional Jet CL65, Bombardier (Canadair)  
Mission : Passenger  
Flight Phase.Descent : Approach  
Route In Use.Approach : Instrument Precision

**Aircraft / 2**

Controlling Facilities.Tower : LAX.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : Commercial Fixed Wing  
Mission : Passenger  
Flight Phase.Descent : Approach

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 5600  
Experience.Flight Time.Last 90 Days : 150  
Experience.Flight Time.Type : 400  
ASRS Report : 564140

**Person / 2**

Function.Flight Crew : First Officer

**Person / 4**

Function.Controller : Approach

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Events**

Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Regained Aircraft Control

**Supplementary**

Problem Areas : Aircraft  
Problem Areas : ATC Human Performance  
Problem Areas : Environmental Factor

Narrative :

'TURN R 220 DEGS, MAINTAIN 2200 FT, CLRED ILS RWY 24R.' WE HAD BEEN AT 2500 FT, BUT ATC DEFERRED US TO 2200 FT MSL BEFORE CLRING US FOR THE APCH. IF WE HAD BEEN AT 2500 FT, WE WOULD NOT HAVE HIT BOTH ACR AIRLINE'S WINGTIP AND/OR FLAP VORTEXES WHICH PRODUCES 2 DISTINCT AND RATHER VIOLENT ROLL INPUTS IN BOTH DIRECTIONS IN UNDER 2 SECONDS. OUR AUTOPLT CORRECTED THE FIRST UNCOMMANDED ROLL, BUT THE SECOND OPPOSITE ROLL IT COULD NOT HANDLE AND DISCONNECTED. I WAS ABOUT TO DISCONNECT THE AUTOPLT, BUT IT BEAT ME. ACR Y APCH PROFILES ARE UNACCEPTABLE TOWARDS INDUSTRY SAFETY. THEY FLY FAST AND END UP HIGH, WELL ABOVE THE GLIDE PATH OF THE ILS. WE CANNOT SAFELY FLY ABOVE THEIR PATH TO AVOID THEIR WAKE. SO, WE ARE STUCK IN A ROULETTE SIT. ATC FAILED TO UNDERSTAND MY INFLT RPT OF 'ROLL UPSET.' YET THEY ISSUE 'CAUTION WAKE TURB' OUT OF PRACTICALLY EVERY SENTENCE THEY SPEAK. THEY (ATC) CLRLY DO NOT UNDERSTAND THE DAILY THREATS I FLY AROUND IN AND OUT OF LAX IN PARTICULAR.

Synopsis :

CL65 FLC ENCOUNTERS WAKE TURB DURING APCH TO LAX.

**Time**

Date : 200211  
Day : Mon  
Local Time Of Day : 1201 To 1800

**Place**

State Reference : MN  
Altitude.MSL.Single Value : 17000

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.TRACON : M98.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : B757 Undifferentiated or Other Model  
Mission : Passenger  
Flight Phase.Descent : Approach

**Aircraft / 2**

Controlling Facilities.ARTCC : ZMP.ARTCC  
Operator.Common Carrier : Air Carrier  
Make Model : Regional Jet 200  
Mission : Passenger  
Flight Phase.Descent : Approach

**Person / 1**

Function.Controller : Radar  
Experience.Flight Time.Total : 150  
ASRS Report : 564773

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Events**

Independent Detector.Other.ControllerA : 1  
Independent Detector.Other.Flight CrewA : 4  
Resolatory Action.Flight Crew : Became Reoriented  
Resolatory Action.Flight Crew : Exited Adverse Environment  
Resolatory Action.Flight Crew : Regained Aircraft Control  
Resolatory Action.Flight Crew : Returned To Original Clearance

**Supplementary**

Problem Areas : Weather

Narrative :

ACFT X WAS APPROX 14 MI IN FRONT OF ACFT Y, BOTH INBOUND MSP ON THE SKETR 2 ARR. I SWITCHED ACFT X TO MSP APCH. ABOUT 2 MINS LATER, ACFT Y ASKED IF THERE WAS ANY TFC IN VICINITY. I ADVISED THE PLT THAT NO TFC WAS IN HIS IMMEDIATE AREA, AND ASKED IF HE SAW ANYTHING. THE PLT ADVISED HE SAW NO TFC EITHER VISUALLY OR ON TCASII, BUT HAD JUST ENCOUNTERED AN UNCOMMANDED ROLL OF 75 DEGS TO 90 DEGS, DIRECTION NOT RPTED. I TOLD HIM A B757 WAS AHEAD, AND DID A RANGE BEARING ON THE SCOPE, WHICH SHOWED 13.5 MI -- THE B757 WAS UNDER APCH, LEVEL, AND PROBABLY SLOWING DOWN. I FIGURED IN THE AREA THE INCIDENT OCCURRED, THE INTRAIL WAS MOST LIKELY MORE THAN 14.5. I ASKED IF THE PLT REQUIRED ANY ASSISTANCE. HE REPLIED NEGATIVE. TO MY EARS, IT SOUNDED LIKE A VERY ABRUPT ROLL. WE HAVE BEEN MADE AWARE OF WAKE TURB ISSUES WITH THE B757, BUT THIS IS THE FIRST TIME I HAVE HEARD OF OR HAD EXPERIENCE WITH THIS SIT AT THE ALT AND DISTANCE OF THIS OCCURRENCE.

Synopsis :

CRJ2 DSNDING INTO MSP ENCOUNTERED SEVERE WAKE TURB WHILE 14 MI INTRAIL TO A B757 ALSO DSNDING INTO MSP.

**Time**

Date : 200211

Day : Tue

Local Time Of Day : 0601 To 1200

**Place**

Locale Reference.Airport : LAX.Airport

State Reference : CA

**Aircraft / 1**

Controlling Facilities.Tower : LAX.Tower

Operator.Common Carrier : Air Carrier

Make Model : B767 Undifferentiated or Other Model

Mission : Passenger

**Aircraft / 2**

Controlling Facilities.Tower : LAX.Tower

Operator.Common Carrier : Air Carrier

Make Model : B747-400

Mission : Passenger

**Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 564790

**Person / 2**

Function.Flight Crew : First Officer

ASRS Report : 565082

**Person / 4**

Function.Controller : Local

**Person / 3**

Function.Oversight : PIC

Function.Flight Crew : Captain

**Events**

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Resolatory Action.Controller : Issued New Clearance

**Supplementary**

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE CLRED FOR TKOF BEHIND A B747/400 BY LAX TWR WITH ONLY 60 SECOND SEPARATION. I REFUSED CLRNC UNTIL PROPER SEPARATION. SUPPLEMENTAL INFO FROM ACN 565082: I REALIZE THERE IS NO TIME CRITERIA IF THEY HAVE THE DISTANCE FOR TKOF SEPARATION, BUT MY TCASII SHOWED THE B747 LESS THAN 3 MI FROM ME AND WITH ONLY 1 MIN TIMING. HOW FAR COULD A B747 BE.

Synopsis :

B767 CREW DEPARTING LAX AT THE HOLD LINE WERE CLRED FOR TKOF 60 SECONDS BEHIND A B747.

**Time**

Date : 200212  
Day : Wed

**Place**

Locale Reference.Airport : ORD.Airport  
State Reference : IL

**Aircraft / 1**

Controlling Facilities.TRACON : C90.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : EMB ERA 145 ER&LR  
Mission : Passenger

**Aircraft / 2**

Controlling Facilities.TRACON : C90.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : A320  
Mission : Passenger

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
ASRS Report : 567385

**Person / 2**

Function.Flight Crew : First Officer  
ASRS Report : 567677

**Person / 4**

Function.Controller : Departure

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Events**

Anomaly.Non Adherence : Clearance  
Independent Detector.Other.Flight CrewA : 1  
Resolutive Action.Flight Crew : Took Precautionary Avoidance Action  
Resolutive Action.Controller : Issued New Clearance

**Supplementary**

Problem Areas : ATC Human Performance  
Problem Areas : Environmental Factor  
Problem Areas : Flight Crew Human Performance

Narrative :

WE DEPARTED RWY 9L AT ORD WITH AN A320 TAKING OFF BEFORE US WITH NORMAL SEPARATION BY ATC. WE WERE ASSIGNED A 140 DEG HDG, AND AFTER BECOMING ESTABLISHED, STARTED TO ENCOUNTER REPEATED WAKE TURB WITH UP TO 30 DEG ROLLS, BOTH L AND R. EVEN AS WE CONTINUED TO CLB, THE WAKE TURB CONTINUED. I REQUESTED A 20 DEG TURN EITHER L OR R FROM ATC, AND THEY TOLD US THEY WOULD BE UNABLE. STILL ENCOUNTERING PERIODS OF WAKE TURB, I TOLD MY FO, WHO WAS PF, TO TAKE A 20 DEG TURN TO THE L AFTER ALL. AS SOON AS WE STARTED TO TURN, ATC THEN GAVE US A TURN TO A 220 DEG HDG. TURB FROM THE WAKE COULD HAVE BEEN DESCRIBED AS LIGHT TO MODERATE.

Synopsis :

EMJ FLC ENCOUNTERS WAKE TURB FOLLOWING AN A320 ON DEP FROM ORD.

**Time**

Date : 200212  
Day : Sun  
Local Time Of Day : 1801 To 2400

**Place**

State Reference : FL  
Altitude.MSL.Single Value : 13000

**Aircraft / 1**

Controlling Facilities.TRACON : MIA.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : B737-300  
Mission : Passenger  
Flight Phase.Descent : Approach

**Aircraft / 2**

Controlling Facilities.TRACON : MIA.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : A300  
Mission : Freight  
Flight Phase.Descent : Approach

**Person / 1**

Function.Flight Crew : First Officer  
ASRS Report : 567849

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 4**

Function.Controller : Approach

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Events**

Independent Detector.Other.Flight CrewA : 1

**Supplementary**

Problem Areas : ATC Human Performance  
Problem Areas : Environmental Factor  
Problem Areas : Flight Crew Human Performance  
Problem Areas : Weather

Narrative :

DURING DESCENT INTO MIA ON THE HEATH ARR, ENCOUNTERED MODERATE TO HVY TURB DURING THROUGH 13000 FT. TURB WAS ENCOUNTERED AT 310 KTS, LASTED ABOUT 15 SECONDS AND HAD ROLLING MOMENT. TFC BEFORE AND AFTER DID NOT EXPERIENCE THE TURB. WE SUSPECTED IT TO BE WAKE TURB PRODUCED BY THE B747 12 MI AHEAD OF US ON THE SAME ARR.

Synopsis :

A B737 ON THE HEATH ARR INTO MIA ENCOUNTERED MODERATE TO HVY TURB. A B747 WAS ON THE SAME ARR 12 MI AHEAD.

**Time**

Date : 200212  
Day : Sun  
Local Time Of Day : 1201 To 1800

**Place**

State Reference : GA  
Altitude.MSL.Single Value : 4500

**Environment**

Flight Conditions : VMC  
Ceiling.Single Value : 12000

**Aircraft / 1**

Controlling Facilities.TRACON : A80.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : B737-300  
Mission : Passenger  
Route In Use.Approach : Instrument Precision  
Route In Use.Approach : Visual

**Aircraft / 2**

Controlling Facilities.TRACON : A80.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : B757 Undifferentiated or Other Model  
Mission : Passenger  
Flight Phase.Descent : Approach  
Route In Use.Approach : Instrument Precision  
Route In Use.Approach : Visual

**Person / 1**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 12000  
Experience.Flight Time.Last 90 Days : 180  
Experience.Flight Time.Type : 1500  
ASRS Report : 568630

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 4**

Function.Controller : Approach

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 5**

Function.Controller : Supervisor

**Events**

Anomaly.Conflict : Airborne Less Severe  
Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : Published Procedure  
Anomaly.Non Adherence : Required Legal Separation  
Independent Detector.Aircraft Equipment : TCAS  
Independent Detector.Other.ControllerA : 4  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Separated Traffic

Miss Distance.Horizontal : 25500

### **Supplementary**

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

WE ARRIVED VIA THE MACEY ARR, AND WERE BEING VECTORED FOR AN ILS LNDG ON RWY 26R. WE WERE ASSIGNED A SOUTHERLY HDG FOR THE INITIAL VECTORS AND THEN TURNED SW FOR THE INTERCEPT. VISIBILITY INTO THE SUN WAS DIFFICULT TOWARD THE ARPT. THE FINAL APCH CTLR POINTED OUT TFC ON THE FINAL APCH COURSE (A B757), WHICH WE ACKNOWLEDGED. WE IDENTED THE B757 ON THE TCASII, AND CONFIRMED THAT INFO VISUALLY. THE CTLR THEN CLRED US A VISUAL APCH TO RWY 26R TO FOLLOW THE B757. AT THIS POINT, WE INTERCEPTED THE RWY 26R ILS COURSE AND PROCEEDED INBOUND. THE CTLR TOLD US TO MAINTAIN 170 KTS UNTIL AJAAY (THE FAF). THE TCASII AT THIS POINT SHOWED THE B757 ABOUT 3-3.5 MI AHEAD OF US, AND WE WERE ABOUT 10 MI FROM THE ARPT. SOME TURB WAS ENCOUNTERED INTERCEPTING THE FINAL APCH COURSE BEHIND THE B757, AND WE DECIDED TO INCREASE THE SPACING SLIGHTLY SINCE WE THOUGHT THE SAFE SPACING INTERVAL WAS 5 MI BEHIND A 'HVY.' WE OFFSET SLIGHTLY FROM THE FINAL APCH COURSE AND SLOWED TO 140 KTS TEMPORARILY, AND THE SPACING ON THE TCASII INCREASED TO 4-4.5 MI. BEFORE WE COULD CONTACT THE CTLR TO ADVISE OF THE TEMPORARY SPD CHANGE (DUE TO FREQ CONGESTION), THE CTLR ASKED US WHAT OUR SPD WAS. I REPLIED 140 KTS, AND THAT WE WERE TRYING TO GET SOME SPACING ON THE 'HEAVY' AHEAD OF US. HE REPLIED THAT IT WASN'T A 'HVY,' AND TOLD US TO BREAK OFF THE APCH AND TURN TO A 360 DEG HDG. HE NEVER GAVE US THE OPPORTUNITY TO INCREASE OUR SPD AGAIN. AT THIS POINT, THE B757 WAS STILL SHOWING ABOUT 4-4.5 MI AHEAD OF US ON THE TCASII. WE LEVELED AT ABOUT 4500 FT MSL AND CLEANED UP THE ACFT. THE CTLR VECTORED US IN A R-HAND BOX PATTERN, AND WE WERE CLRED FOR ANOTHER VISUAL APCH TO RWY 26R. UPON LNDG, THE GND CTLR ASKED US TO CALL THE APCH CTL FACILITY.

Synopsis :

B733 VECTORED TO ATL RWY 26R FINAL 3 POINT 5 MI BEHIND A SLOWING B757. B733 REDUCES ASSIGNED SPD, IS UNABLE TO ADVISE ATC. B733 PULLED OFF FINAL BY A80, AND ADVISED TO CALL FACILITY.

**Time**

Date : 200201  
Day : Mon  
Local Time Of Day : 0601 To 1200

**Place**

Locale Reference.Airport : DFW.Airport  
State Reference : TX

**Aircraft / 1**

Controlling Facilities.Tower : DFW.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B757 Undifferentiated or Other Model  
Mission : Passenger  
Flight Phase.Descent : Approach

**Aircraft / 2**

Controlling Facilities.Tower : DFW.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B777 Undifferentiated or Other Model  
Mission : Passenger

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
ASRS Report : 571135

**Person / 2**

Function.Flight Crew : First Officer

**Person / 4**

Function.Controller : Local

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 5**

Function.Oversight : Supervisor

**Events**

Independent Detector.Other.Flight CrewA : 1

**Supplementary**

Problem Areas : Aircraft  
Problem Areas : Airport  
Problem Areas : ATC Human Performance  
Problem Areas : Environmental Factor

Narrative :

ILS RWY 18L AT DFW. WX WAS 500 OVERCAST WITH 3 MILES VIS. APCH WAS FLOWN ON AUTOPLT TO 400 FT AND THEN HAND FLOWN TO TOUCHDOWN. PRIOR TO SHORT FINAL, TWR HAD CLRED A BOEING 777 TO CROSS 18L AND HOLD SHORT OF 18R. AS WE APCHED THE THRESHOLD, BELOW 50 FT TWR CLRED THE B777 TO TAKE POSITION ON 18R. AS WE FLARED AND BEGAN TO RETARD OUR POWER THE B777 APPARENTLY THROTTLED UP. AT 5 FT IN THE FLARE WITH THROTTLES IDLE, WE CAUGHT THE BRUNT OF THE B777'S POWER SURGE AND FOUND OURSELVES GOING FROM SMOOTH TO TURBULENT AIR AND BEING BLOWN SIDEWAYS. THE CHANGE IN FLT CONDITIONS WAS RATHER ABRUPT, BUT WE MANAGED TO CORRECT AND LAND SAFELY. AFTER GATE ARR, I SPOKE WITH W TWR SUPVR WHO TOLD ME THAT BECAUSE OF THE CONSTRUCTION ON THE W SIDE, WHICH WILL LAST ANOTHER YEAR, THEY HAVE GONE TO USING THE OUTSIDE FOR DEPARTURES AND THE INSIDE RWY FOR TKOFS, AND THAT OUR SIT IS NOT THAT UNCOMMON. HE ALSO SAID THAT TWR TRIES TO AVOID THE CONFLICT THAT WE ENCOUNTERED, BUT IT STILL OCCURS. NEEDLESS TO SAY, I BELIEVE THAT THE OPERATION COULD EVENTUALLY LEAD TO AN ACFT BEING BLOWN OFF THE RWY DURING LNDG IF THE PROC IS NOT CHANGED. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR ADVISED THAT IN VMC CONDITIONS, THE FLT CREW NATURALLY WOULD HAVE OBSERVED THE B777'S POSITION AND MOST LIKELY WOULD HAVE ACCOMMODATED FOR THE POTENTIAL OF JET BLAST. THE CAPT ADVISED HE WAS 5 TO 10 FT IN THE FLARE, REDUCING PWR AND ALMOST AT ENG IDLE. HE ADVISED HE WAS ON NORMAL APCH GLIDE PATH. HIS GREATEST CONCERN IS DURING POOR WX CONDITIONS, WHEN ACFT TYPE COULD NOT IMMEDIATELY BE RECOGNIZED, THEN INCURRING JET BLAST ON FLARE OUT, ESPECIALLY WHEN NOT RECEIVING A CAUTION ADVISORY BY ATC FOR THE TAXIING ACFT JET BLAST. DURING DISCUSSION WITH THE TWR SUPVR, THE SUPVR ADVISED THAT DFW HAD RECEIVED OTHER SIMILAR CALLS FROM PLTS CONCERNING THE SAME JET BLAST ENCOUNTER. THE CAPT WAS ADVISED TO EXPECT THIS CONDITION FOR ANOTHER 18 MONTHS OR UNTIL THE RWY 18R CONSTRUCTION IS COMPLETED.

Synopsis :

ON LNDG FLARE ILS RWY 18L, DFW, B757 FLC WAS REQUIRED TO TAKE ACTION TO CORRECT FOR LATERAL MOVEMENT CAUSED BY A B777 TAXIING ONTO RWY.