

ACCESSION NUMBER : 269033
 DATE OF OCCURRENCE : 9404
 REPORTED BY : FLC; ; ;
 PERSONS FUNCTIONS : FLC,PIC.CAPT; FLC,FO; FLC,PIC.CAPT;
 TRACON,AC;
 FLIGHT CONDITIONS : VMC
 REFERENCE FACILITY ID : ATL
 FACILITY STATE : GA
 FACILITY TYPE : TRACON;
 FACILITY IDENTIFIER : ATL;
 AIRCRAFT TYPE : MLG; LRG;
 ANOMALY DESCRIPTIONS : CONFLICT/AIRBORNE LESS SEVERE; LOSS OF
 ACFT CONTROL; OTHER;
 ANOMALY DETECTOR : COCKPIT/FLC;
 ANOMALY RESOLUTION : FLC EXECUTED GAR OR MAP;
 ANOMALY CONSEQUENCES : NONE;
 SITUATION REPORT SUBJECTS : AN ACFT TYPE; PROC OR POLICY/ATC
 FACILITY; PROC OR POLICY/FAA;

NARRATIVE : ACR X VECTORED ON DOWNWIND AT 180 K,
 CLRED TO 4000 FT BY APCH CTL. IN THE DSCNT WE WERE DIRECTED TO
 EXPEDITE THROUGH 5000 FT FOR TFC XING L TO R AT 11:30, 6000 FT, A
 B-757. WE CALLED THE TFC INSIGHT AS WE VERIFIED ALT AND POS ON THE
 TCASII APCH DIRECTED US TO MAINTAIN VISUAL SEPARATION AND ADVISED
 WE WOULD FOLLOW THE 757 TO RWY 26R. THE 757 WAS PAST OUR 12:00 POS
 AND ON A DOG-LEG TO THE FINAL APCH COURSE AS WE WERE VECTORED TO
 HDG 180 AND SLOWED TO 170 KTS. THE PRECEDING 757 SHOWED 2 MI FROM
 OUR ACFT WHEN APCH TURNED US R TO 220 AND CLRED US FOR THE VISUAL
 APCH. I IMMEDIATELY ADVISED APCH THAT WE WERE TOO CLOSE AND ASKED
 FOR TFC BEHIND US SO THAT WE COULD SLOW DOWN. APCH DID NOT COMMENT
 ON TFC BUT SAID WE COULD TURN TO 200 DEG FOR INTERCEPT AND SLOW TO
 160 KTS. WE CROSSED THE LOC HDG 200 DEG AT 160 KTS BUT WERE FORCED
 TO CORRECT BACK TO COURSE DUE TO PARALLEL TFC ON THE VISUAL APCH
 TO RWY 27L. WE HAD STARTED DSCNT, HOLDING ABOUT 1 1/2 DOTS HIGH ON
 THE GS INTENTIONALLY, WHEN WE ENCOUNTERED THE 757'S WAKE TURB. THE
 FO, WHO WAS FLYING THE ACFT, RESPONDED TO THE BRIEF ENCOUNTER WITH
 TIMELY ROLL CTL INPUTS, ADDED PWR, AND LOWERED THE NOSE TO
 MAINTAIN AIRSPD AND RECOVER TO STABLE FLT. MAX UNCOMMANDED BANK
 WAS 15 TO 20 DEG AND AIRSPD LOSS WAS NOTED BUT ITS EXTENT WAS NOT
 NOTED. WE CONTINUED STRAIGHT AHEAD UNDER TWR DIRECTION AND WERE
 RETURNED TO APCH CTL FOR VECTORS IN THE PATTERN TO AN UNEVENTFUL
 LNDG. DURING THIS APCH, WE WERE CLOSE TO 1 3/4 MI TO THE PRECEDING
 TFC (DURING THE GAR) AND NEVER SPACED MORE THAN 2 1/2 MI. THIS
 SEPARATION WAS INADEQUATE FOR FOLLOWING COMMUTER TFC AND TOTALLY
 UNACCEPTABLE BEHIND A B757 WITH ITS SPECIAL WAKE TURB HAZARD. I
 FEEL THAT THE CTLR SET UP A SIT THAT PRODUCED INADEQUATE
 SEPARATION IN HIS DESIRE TO KEEP TFC MOVING EFFICIENTLY. WE
 REALIZED AS THE SIT DEVELOPED THAT WE WERE TECHNICALLY RESPONSIBLE
 FOR SEPARATION ONCE WE CALLED THE TFC IN SIGHT ON DOWNWIND BUT
 WERE BOXED IN BY THE CONSTRAINTS OF FOLLOWING ASSIGNED VECTORS AND
 SPDS FOR SEPARATION WITH OTHER TFC, FREQ CONGESTION THAT PREVENTED
 TIMELY COM WITH CTLRS, AND NOT KNOWING THE SEPARATION 'GAME PLAN'
 UNTIL BEING TURNED TO FINAL WHERE WE EXERCISE OUR ONLY AVAILABLE
 OPTION (THE GAR). THE TCASII SYS WAS INVALUABLE IN PROVIDING
 SPECIFIC SEPARATION DISTANCE MEASUREMENTS TO US TO SUPPLEMENT THE
 UNCALIBRATED EYE-BALL. EVEN WITH THE NUMEROUS TARGETS PRESENTED
 DURING HIGH DENSITY PARALLEL APCHS WE WERE ABLE TO SEE THE SIT
 DEVELOPING AND WERE READY WHEN SAFE SEPARATION WAS LOST. ONLY THE
 WAKE TURB FROM THE 757 DSNDRG AHEAD OF US ON WHAT LATER BECAME
 OUR FLT PATH PROVED UNPREDICTABLE THOUGH NOT UNEXPECTED. MY
 FEELING IS THAT A REQUEST FOR 4 TO 5 MI BEHIND A B757 IS IN ORDER