

ACCESSION NUMBER : 279517
 DATE OF OCCURRENCE : 9408
 REPORTED BY : FLC; ; ; ;
 PERSONS FUNCTIONS : FLC,PIC.CAPT; FLC,FO; FLC,CAPT.PIC;
 TRACON,AC; TWR,LC;
 FLIGHT CONDITIONS : IMC
 REFERENCE FACILITY ID : SNA
 FACILITY STATE : CA
 FACILITY TYPE : ARPT; TRACON; TWR;
 FACILITY IDENTIFIER : SNA; SNA; SNA;
 AIRCRAFT TYPE : MLG; LRG;
 ANOMALY DESCRIPTIONS : LOSS OF ACFT CONTROL; OTHER;
 ANOMALY DETECTOR : COCKPIT/FLC;
 ANOMALY RESOLUTION : FLC AVOIDANCE-EVASIVE ACTION; FLC
 EXECUTED GAR OR MAP; FLC REGAINED ACFT CONTROL;
 ANOMALY CONSEQUENCES : NONE;
 NARRATIVE : OUR VECTOR TO THE ILS RWY 19R HAD US

INTERCEPT THE LOC ABOVE THE GS. WE THEN HAD TO SINK AT 1200 FPM TO
 INTERCEPT THE GS WHILE CONFIGURING AND RUNNING CHKLISTS. CONTACTED
 THE TWR AT THE OM AND RECEIVED LNDG CLRNC. IF HE SAID SOMETHING
 ABOUT A B757 TO DEPART PRIOR TO OUR ARR, I MISSED IT DUE TO HIGH
 WORKLOAD FROM THE BAD APCH VECTOR. WE BROKE OUT AT 700-800 FT AGL
 AND SIGHTED RWY A FEW SECONDS LATER. WE SAW AN ACR B757 IN POS ON
 RWY 19R. QUERIED TWR AND CONFIRMED LNDG CLRNC. TWR THEN CLRED THE
 B757 FOR TKOF AND CAUTIONED US ABOUT WAKE TURB. AT 50-75 FT AGL,
 JUST AS THE B757 WAS BREAKING GND, WE ENCOUNTERED MODERATE TURB
 AND A 15-20 KT SPD INCREASE. I ORDERED FO TO GAR. TURB HAD
 BALLOONED US ABOVE GS AND WITH SPD INCREASE I WAS CONCERNED ABOUT
 OUR ABILITY TO STOP ON THE 5700 FT RWY. (ALSO WORRIED THAT TURB
 COULD CAUSE A HARD LNDG.) ON CLBOUT, IN THE CLOUDS AT 1000-1200 FT
 AGL, WE ENCOUNTERED WAKE TURB FROM THE B757. FULL CTL DEFLECTION,
 IN EACH DIRECTION, WAS REQUIRED (BOTH PLTS ON THE CTLS) TO STOP
 THE ROLL. MAX BANK ANGLE REACHED WAS 15-20 DEGS. IF THE SNA TWR
 HAD NOT BEEN RESTR BY THE NOISE REGS, THEY COULD HAVE GIVEN US OR
 THE B757 HDGS TO INCREASE SEPARATION AND KEEP US OUT OF HIS WAKE.

SYNOPSIS : BOEING 737 WAS BALLOONED OVER THE
 THRESHOLD BY DEPARTING BOEING 757, BOEING 737 WENT AROUND AND
 ENCOUNTERED BOEING 757 WAKE TURB.

REFERENCE FACILITY ID : SNA
 FACILITY STATE : CA
 AGL ALTITUDE : 50,1200
 AIRCRAFT INVOLVEMENT : ANOMALY; ANOMALY;
 AIRCRAFT TYPE : MLG; LRG;
 CREW SIZE : 2; 2;
 WINGS, GEAR, SURFACE, ENGINE : LOW,RETRACT,LAND,TURBOJET; LOW,RETRACT,
 LAND,TURBOJET;
 NUMBER OF ENGINES : 2; 2;
 ADVANCED COCKPIT : NAVCTL; DISPLAY,NAVCTL;
 OPERATOR ORGANIZATION : ACR; ACR;
 OPERATION : PAX; PAX;
 FLIGHT PLAN TYPE : IFR; IFR;
 FLIGHT PHASE : LNDG; TKOF;
 SPECIAL ROUTE : STRAIGHTIN; DEP;
 AIRCRAFT HANDLE : A1; A2;