

ACCESSION NUMBER : 190748
DATE OF OCCURRENCE : 19110
REPORTED BY : FLC; FLC; ; ;
PERSONS FUNCTIONS : FLC,FO; FLC,PIC.CAPT; TRACON,DC; TWR,LC;
FLIGHT CONOITIONS : VMC
REFERENCE FACILITY ID : DFW
FACILITY STATE : TX
FACILITY TYPE : ARPT; TRACON;
FACILITY IDENTIFIER : DFW; DFW;
AIRCRAFT TYPE : ~~MLG;FLRG~~;
ANOMALY DESCRIPTIONS : ~~IN-FLT~~ ENCOUNTER/OTHER; MSS OF ACFT
CONTROL; TRACK OR HDG DEVIATION; NON ADHERENCE LEGAL RQMT/CLNC;
NON ADHERENCE LEGAL RQMT/PUBLISHED PROC;
ANOMALY DETECTOR : COCKPIT/FLC;
ANOMALY RESOLUTION : NOT RESOLVED/ANOMALY ACCEPTED;
ANOMALY CONSEQUENCES : NONE;
NARRATIVE : AFTER TAKING OFF OF RWY 17R AT DFW AND
PASSING 1200 FT MSL OUR ~~MLG~~ ENCOUNTERED SEVERE WAKE TURB CREATED
BY A PREVIOUSLY DEPARTING LGT. THE PF WAS STRUGGLING TO RETAIN
ACFT CTL, USING FULL FLT CTL INPUTS TO COUNTERACT THE ROLL RATE.
THE WAKE TURB HAD CHANGED THE ACFT'S HDG TO APPROX 155 DEG FROM
THE ASSIGNED 170 DEG RWY HDG. AS THE PNF I TOLD DEP CTL THAT WE
WERE ENCOUNTERING SEVERE WAKE TURB AND TURNING L NOW TO GET OUT OF
IT. DEP CTL RESPONDED 'NEGATIVE' ON THE TURN.' I REINFORMED DEP
THAT WE HAD NO CHOICE TO WHICH THEY INSTRUCTED THAT OUR TURN MUST
BE LIMITED TO NO MORE THAN 10 DEG. STILL IN THE WAKE WE ADVANCED
PWR TO MAX AND TOOK AN APPROX 140 DEG HDG AND ESCAPED THE TURB. WE
WERE VISUALLY CLR OF ALL OBSTRUCTIONS AND TPC. IT SEEMS AS THOUGH
THE TWR CTLR ISSUED TKOP CLNC WITH LESS THAN NORMAL TIM
SEPARATION. ADDITIONALLY, THE DEP CTLR, DESPITE OUR ADVISORY, GAVE
INSTRUCTIONS THAT WOULD HAVE FURTHER ENDANGERED OUR FLT BY
RESTRICTING OUR TURN. IT MAY BE THAT 1 OR BOTH OF THESE CTLRS WERE
UNAWARE OF THE EFFECTS OF WAKE TURB OR PEEL THAT IT'S MORE
IMPORTANT TO KEEP ACFT FROM OVERFLYING NOISE SENSITIVE AREAS THAN
IT IS TO HAVE THEM OPERATE SAFELY. OUR CREW COULD HAVE ASKED FOR
INCREASED SEPARATION FOR TKOP.
SYNOPSIS : ACR MLG WAKE TURB ENCOUNTER IN ICB OFF
RWY 17R AT DFW.
REFERENCE FACILITY ID : DFW
FACILITY STATE : TX
DISTANCE & BEARING FROM REF. : ,,SO
MSL ALTITUDE : 1200,1200