

ACCESSION NUMBER : 256700  
 DATE OF OCCURRENCE : 9311  
 REPORTED BY : FLC; ; ;  
 PERSONS FUNCTIONS : FLC,PIC.CAPT; FLC,FO; FLC,PIC.CAPT; TWR,  
 LC;  
 FLIGHT CONDITIONS : VMC  
 REFERENCE FACILITY ID : MSP  
 FACILITY STATE : MN  
 FACILITY TYPE : TWR; ARPT;  
 FACILITY IDENTIFIER : MSP; MSP;  
 AIRCRAFT TYPE : MLG;- LRG;  
 ANOMALY DESCRIPTIONS : IN-FLT ENCOUNTER/OTHER; LOSS OF ACFT  
 CONTROL;  
 ANOMALY DETECTOR : COCKPIT/FLC;  
 ANOMALY RESOLUTION : FLC REGAINED ACFT CONTROL;  
 ANOMALY CONSEQUENCES : NONE;  
 SITUATION REPORT SUBJECTS : PROC OR POLICY/ATC FACILITY; PROC OR  
 POLICY/FAA;  
 NARRATIVE : AFTER DEP IN THE QUIET EPR PHASE OF FLT,  
 WE ENCOUNTERED THE WAKE OF AN LGT WITH NO WARNING. WE ENCOUNTERED  
A VIOLENT ROLL L 25 DEGS AND THEN A VIOLENT ROLL BACK TO R INTO A  
25 DEG BANK. CTLRS IN MSP AND DTW WERE GIVING US THE SAME DEP PATH  
AS THE LGT. WE NEED TO MAKE CTLRS AND PLTS AWARE OF THE WAKE  
 HAZARDS OF LGT TO MLG SIZE ACFT. WE NEED TO HAVE WAKE SEPARATIONS  
 AND/OR BE GIVEN SEPARATE DEP PATHS. LET'S NOT USE CRISIS MGMNT ON  
 THIS ISSUE -- WE HAVE A PROB! CALLBACK CONVERSATION WITH RPTR  
 REVEALED THE FOLLOWING INFO: RPTR ASKED FOR A CALLBACK. HE JUST  
 WANTED TO REITERATE HIS CONCERN ABOUT THE WAKE TURB PROBS CAUSED  
 BY THE ADVANCED LGT.  
 SYNOPSIS : WHEN CLBING BEHIND AN ADVANCED LGT, AN  
 MLG EXPERIENCES VIOLENT ROLLS 25 DEGS L AND R OF WINGS LEVEL.  
 REFERENCE FACILITY ID : MSP  
 FACILITY STATE : MN  
 DISTANCE & BEARING FROM REF. : 2,,W  
 MSL ALTITUDE : 2200,2200.