

ACCESSION NUMBER : 216232
 DATE OF OCCURRENCE : 9207
 REPORTED BY : FLC; FLC; ;
 PERSONS FUNCTIONS : FLC,PIC,CAPT; FLC,FO; ARTCC,RDR; TRACON,
 AC;
 FLIGHT CONDITIONS : VMC
 REFERENCE FACILITY ID : LAX
 FACILITY STATE : CA
 FACILITY TYPE : ARPT; ARTCC; TRACON;
 FACILITY IDENTIFIER : LAX; ZLA; LAX;
 AIRCRAFT TYPE : MLG;
 ANOMALY DESCRIPTIONS : IN~FLT ENCOUNTER/OTHER; TRACK OR HDG
 DEVIATION; NON ADHERENCE LEGAL RQMT/CLNC; NON ADHERENCE LEGAL
 RQMT/PUBLISHED PROC;
 ANOMALY DETECTOR : COCKPIT/FLC;
 ANOMALY RESOLUTION : CILR ISSUED NEW CLNC; ACFT EXITED
 ADVERSE ENVIRONMENT; OTHER;
 ANOMALY CONSEQUENCES : OTHER;
 SITUATION REPORT SUBJECTS : OTHER; PROC OR POLICY/ATC FACILITY;
 NARRATIVE : WE WERE JUST LEVELING 9000 MSL AF'CHING
 SUZZI ON CIVET 2 PROFILE DSCNT WHEN WE HIT VIOLENT WAKE TURB WHICH
ROLLED US TO THE R PAST 30 DEGS OF BANK. I TOLD FO TO EASE IT TO
 THE R, CHKED TCASII AND LOOKED VISUALLY, SAW NO APPARENT TFC. I
 CALLED ATC, TOLD HIM DEVIATING R, HE SAID CALL APCH. I SWITCHED TO
 APCH, TOLD HIM OF DEV AND HE CLRED US FOR ILS 24R WHICH WE WERE
 NEAR TO INTERCEPTING. WE THEN FLEW A NORMAL ILS 24R TO LNDG. THIS
WAS THE WORST WAKE TURB I HAVE EXPERIENCED, AND IT LASTED LONGER
THAN EXPECTED THROUGH OUR TURN.
 SYNOPSIS. : ACR MLG IN WAKE ENCOUNTER PERFORMS A
 HDG TRACK DEV TO ESCAPE THE WAKE TURB.
 REFERENCE FACILITY ID : LAX
 FACILITY STATE : CA
 DISTANCE & BEARING FROM REF. : 30,69
 MSL ALTITUDE : 9000,9000

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