

ACCESSION NUMBER : 285274  
DATE OF OCCURRENCE : 9410  
REPORTED BY : FLC; ;  
PERSONS FUNCTIONS : FLC,FO; FLC,PIC.CAPT; FLC,PIC.CAPT;  
FLIGHT CONDITIONS : VMC  
REFERENCE FACILITY ID : MIA  
FACILITY STATE : FL  
FACILITY TYPE : ARPT; TWR;  
FACILITY IDENTIFIER : MIA; MIA;  
AIRCRAFT TYPE : MLG; HVT;  
ANOMALY DESCRIPTIONS : IN-FLT ENCOUNTER/OTHER; RWY  
TRANSGRESS/UNAUTH LNDG; OTHER; NON ADHERENCE LEGAL RQMT/CLNC; NON  
ADHERENCE LEGAL RQMT/FAR;

ANOMALY DETECTOR : COCKPIT/FLC;  
ANOMALY RESOLUTION : NOT RESOLVED/DETECTED AFTER-THE-FACT;  
ANOMALY CONSEQUENCES : NONE;

NARRATIVE : ESTABLISHED ON FINAL APCH FOR AN ILS  
TRANSITION TO VISUAL APCH AT RWY 9R, MIAMI ARPT. WE WERE BEING  
VECTORED BEHIND A FOREIGN CARRIER (B707) 'HVV.' THE WINDS WERE  
CALM AND WE HAD APPROX 6 MI SPACING. THE 707 MAINTAINED APPROX  
2000 FT ALT AND CONDUCTED EXTENSIVE COMS WITH THE CTLR AS HE WAS  
HAVING DIFFICULTY ACQUIRING THE ARPT, ALTHOUGH THE WX WAS CLR. THE  
707 EVENTUALLY ACQUIRED THE RWY AND ACCOMPLISHED A RELATIVELY  
SHORT, STEEP APCH. AS WE APCHED THE GLIDE PATH, WE ENCOUNTERED A  
SUDDEN ROLL TO APPROX 30 DEG L BANK. I DISENGAGED THE AUTO PLT TO  
RECOVER. THE ACFT RESPONDED NORMALLY AS THE AUTOPLT WAS  
DISENGAGED. AFTER A SECOND ENCOUNTER (FLYING MANUALLY) PRODUCING  
ONLY A MODERATE 'BUMP,' I FLEW SLIGHTLY HIGH ON FINAL. WE  
ENCOUNTERED THE VORTEX 2 OR 3 MORE TIMES ON FINAL, INCLUDING A  
MODERATE ONE IN TRANSITION TO LNDG. BECAUSE WE WERE BOTH  
CONCENTRATING ON THE ENCOUNTERS AND OUR ANTICIPATED REACTIONS TO  
ANY SIGNIFICANT DISTURBANCE ON FINAL, THE PNF (CAPT) EVIDENTLY DID  
NOT SWITCH TO TWR. AFTER LNDG AND CLRING THE RWY, WE REALIZED OUR  
SIT, SWITCHED TO GND AND PROCEEDED WITHOUT FURTHER INCIDENT. I DO  
NOT RECALL THE CTLR DIRECTING A RADIO CHANGE AND DO NOT RECALL  
HEARING A LNDG CLRNC. MY CONCENTRATION ON FLYING THE APCH (AND  
ANTICIPATING ANOTHER VORTEX ENCOUNTER OF THE MAGNITUDE OF THE  
FIRST ONE) APPARENTLY CONSTITUTED A DISTR I HAD NOT PREVIOUSLY  
PREPARED FOR. ALTHOUGH WE DID NOT EXPERIENCE A SIT THAT  
SPECIFICALLY BROKE THE STABILIZED APCH PRINCIPLE, THE ENCOUNTER  
WAS SIGNIFICANT/VIOLENT ENOUGH TO BREAK UP OUR CONCENTRATION AND  
EVIDENTLY DISRUPTED OUR CREW COORD. REQUESTING A 360 DEG TURN OR  
VECTORS FOR ADDITIONAL SEPARATION MAY HAVE ALLOWED ADDITIONAL TIME  
FOR THE VORTEX TO CLR AND MAY HAVE IMPROVED OUR COORD DURING THE  
APCH AND LNDG.

SYNOPSIS : ACR MLG LANDED WITHOUT CLRNC. (X)  
REFERENCE FACILITY ID : MIA  
FACILITY STATE : FL  
DISTANCE & BEARING FROM REF. : 5,,W