

Roundtable Notes: Stress in South Florida

- Airplanes can generate dangerous wing vortices whenever it's moving fast enough, even when it's on the ground. (Catherine)
- Arrive past the point where the vortex-generating aircraft was at least 3 minutes earlier. If there's a strong wind, 2 minutes can be OK. (Catherine)
- Separation by time may not work at a busy airport. So the option of extending the downwind may just result in resequencing—and the same problem. (Kevin and John)
- If you request something for wake separation, the controller will do anything within reason to make that happen. (Paul)
- Crossing to Runway 10R also means that if you misjudge the wake altitude at least you'll cross it at right angles. That will more likely be a sharp bump than a rollover. (Paul)
- Landing on 10R doesn't have to be just a base. It could be crossing to a right downwind. (John)
- Long landings can actually be helpful for ground ops at busy airports because a short landing can put you nose-to-nose with jets taxiing out for departure. (Kevin)

"There are many good advisory circulars out there. AC 90-23 is not one of them."
— Catherine

- This close to the ground, if the other airplane is below the horizon then you're above that airplane. (Wally)
- The first part of upset recovery is to push forward on the yoke. It will help maintain control. Do not pull. (Catherine)
- Separation for wake is ATC's job—until the pilot reports the airplane in sight to follow visually. Then it's on the pilot. (Kevin)
- Controllers would expect a light airplane following a transport jet to fly final high and touchdown long even without the pilot asking. (Kevin)
- The Airbus 320 family seems particularly prone to generating significant wake. (John)
- We hear "caution wake turbulence" so often—and often unnecessarily—that it's easy to get complacent. (Elaine and Kevin)
- Any time you go into a big, busy airport you should make a mental plan for handling a potential wake turbulence situation. (Kevin)

CHOICES BY EXPERT

Elaine 2
 Paul 4/2
 Wally 4/1
 Kevin 3*
 Catherine 2
 John 1/4

(*choice with a caveat)

1

Continue the base turn. Plan to join final a bit high and fly three white, one red on the PAPI to stay above the jet's wake.

2

Extend your downwind. Climb as necessary to join a higher final. Don't descend until you can land well past the 1000-foot marker.

3

Aim for the threshold. Request long landing to land well past wake. Land long if approved; inform Tower you'll need to go around if denied.

4

Request landing on Runway 10R, crossing the Airbus wake before descending. Haven't heard anyone cleared to land 10R and it's closer to your FBO.

5

Request 360s on the downwind until you can land 3 minutes after any landing jet.