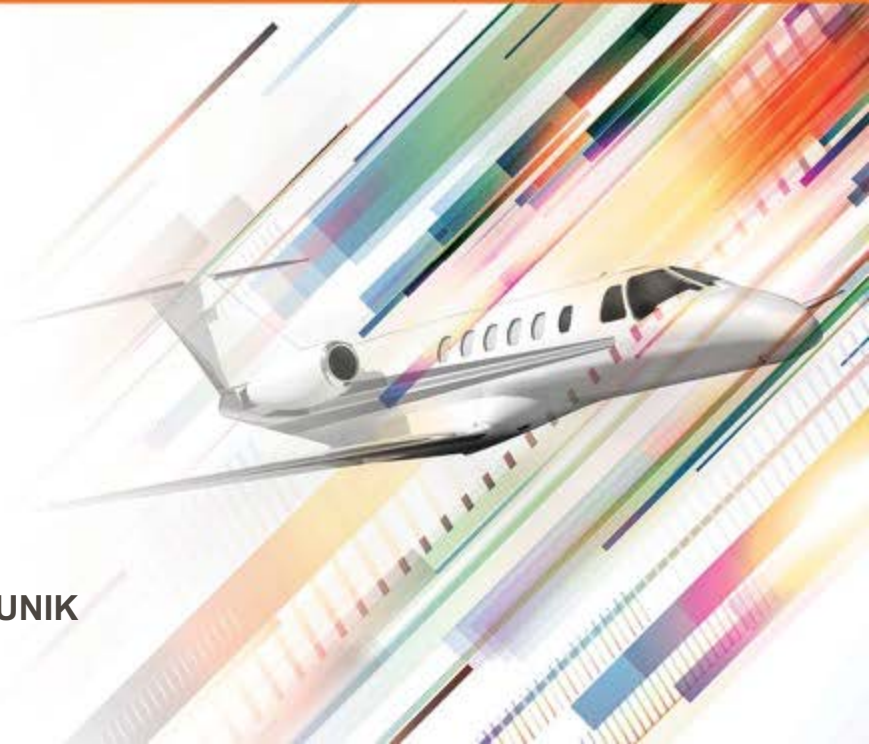


High Altitude Wake Turbulence Decision Making to Avoid Loss of Control

Thursday, 12 Oct 17 | 11:45 a.m. to 12:45 p.m.

PANELISTS:
RANDALL BROOKS, ETIENNE COTE, JOHN COX, DANN RUNIK

MODERATORS: TOM HUFF / PAUL BJ RANSBURY



Meeting Flow

Audience Participation Essential

- **Brief Introductions**
 - Moderators and Panelists
- **Scenario Overview**
 - Airbus A380 / Challenger 604 Wake Turbulence Upset
- **Audience / Panel Discussions**
 - Informal Audience Poll on Upset Experiences
 - Initial Question Goes to the Panel
 - Open Discussion: Questions from the Audience

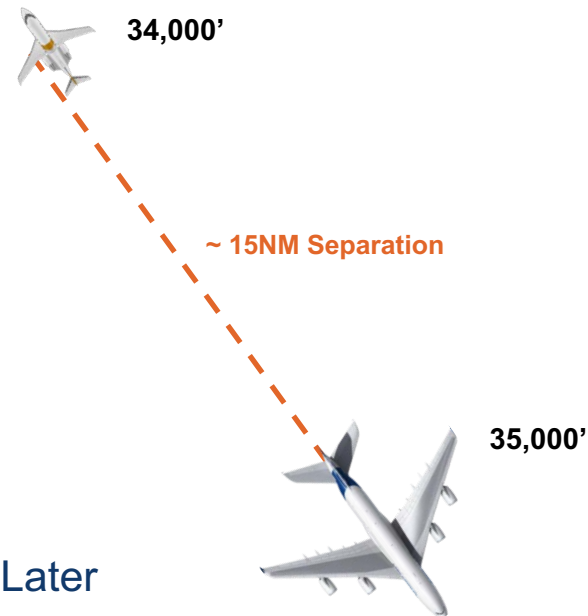


Challenger 604 vs. A380 Wake Upset

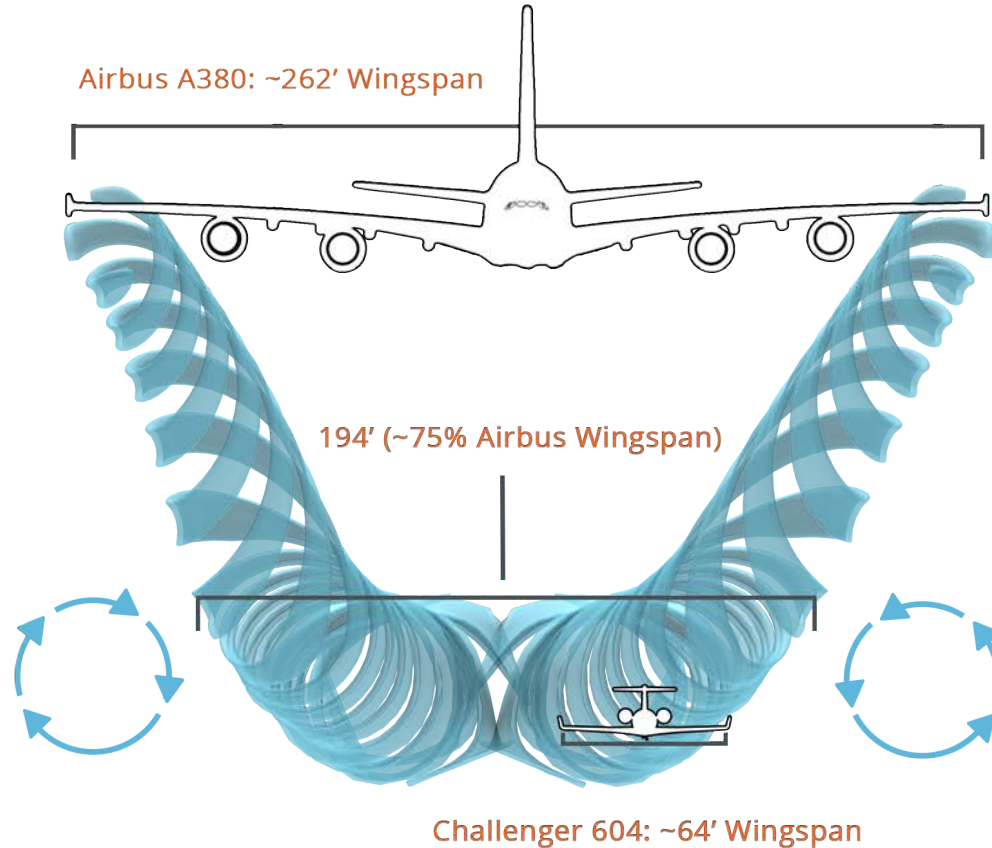


Interim Report Overview

- Blue Skies, Few Clouds 3-4,000' AMSL Over Ocean
- Rapid and Large Pitch / Roll / Yaw Excursions Recorded
 - Lateral Accelerations Up to 0.94 G
 - Vertical Accelerations Up to: +1.6 G and -3.2G
 - Pitch Attitudes Up to: 9° Up and 20° Down
 - Rudder Deflections Up to: 11.2°
 - Several Full Rolls Reported by Crew
 - Airspeed Fluctuation from 248 KIAS to 330 KIAS
- Lost ~8,700' of Altitude in 32 Seconds
- Engine Shutdown Due to N1 and ITT Fluctuations. Restarted Later
- OEM Assessment: Challenger Not Restorable to an Airworthy State



Wake Turbulence at High Altitude





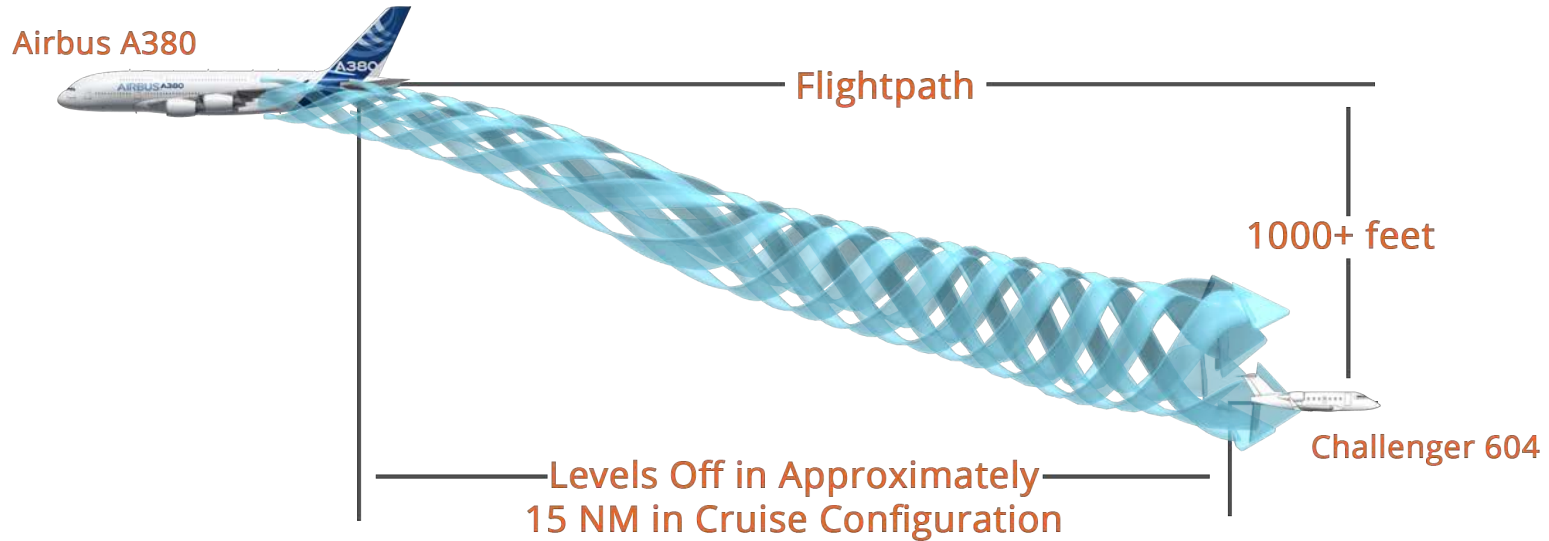
BEFORE



AFTER

FlightServiceBureau.org

Wake Turbulence at High Altitude



AWARENESS

PREVENTION

RECOVERY

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