

Wake Vortex Reporting Requirements

A Pilots View



ECA



Wake Vortex Reporting Requirements

Legal Situation: ICAO State Letter AN 13/4-07/67:

Pilots who experience wake vortex encounters and ANSPs or aircraft operators who are informed of such occurrences should be requested to fill out the relevant reporting forms and submit them to the Regulator of the State of Occurrence, who in turn are asked to send the reports to ICAO using the electronic forms (in English only) available for this purpose.

BUT...



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Pilots don't read ICAO material but only their operation manuals (OMs)

In many OMs wake vortex encounters are NOT a mandatory reporting item.

This is not the only problem...



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Even if reporting is mandatory:

How can a pilot recognize a wake vortex encounter?

During flight:

No written report possible, even a detailed voice report may be impossible due to high workload

In transit: There is only a short time on ground and many duties to fulfill:

Read the flight plan and NOTAMs, Check the Weather, Decide for the amount of Fuel, Outside Check, Care about passenger issues, etc.

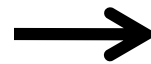
At the end of the working day:

Do not remember exactly all the circumstances, Are too tired to fill in the report, Simply forget to report



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Nevertheless there ARE reports and pilots would expect feedback.
Unfortunately often no feedback -> no motivation to file a report



- Excellent
- Very good
- Good
- Average
- Poor



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What pilots expect as feedback:

- Detailed analysis of the situation
- Recommendations of how to avoid the situation with the information that are available in the cockpit.



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Finally 3 basic questions:

How to distinguish between a WV encounter and a „regular“ turbulence?

How to improve the reporting rate?

How to provide a valid feedback to the pilots?

