

Weather Study – Attachment 3

Emails from the DGAC and a passenger onboard aircraft that departed MRJA about 20 minutes prior to the accident aircraft.

METEOROLOGY

CEN18FA063

*Submitted by: Mike Richards
NTSB, AS-30*

Richards Michael

From: Julian Acuna <[REDACTED]@dgac.go.cr>

Sent: Tuesday, October 23, 2018 1:20 PM

To: Brannen John [REDACTED]@ntsb.gov>

Cc: Giovanni Villalobos <[REDACTED]@dgac.go.cr>; Rocio Briceno <[REDACTED]@dgac.go.cr>

Subject: Rm: TI-BEI - Accident in Corozalito

Hello John,

I have attached the documentation of two studies carried out by the IMN (National Meteorological Institute) and I will answer briefly about your other questions.

- A complete update (with any documentation) on what work has been done here to try to quantify the wind situation on and in the immediate vicinity of Punta Islita airfield at the time of the accident.

There is nothing at the moment only the information provided by the company's Dispatch to the Pilot. We only have the IMN Study, which requested this AIG

- What information has been provided by the National Meteorological Institute or any other weather service in support of this investigation? Need documentation

These are the two documents that I attached

- What is the current status of the wind socks (or any new wind measuring equipment) at the Punta Islita airfield? Last we were there one was missing and the other had blown into a tree. Is there any formal protocol in place to monitor condition of wind socks at this airfield or other Costa Rican airfields?

The situation of the wind socks was corrected, both are already one in each runway head and in the place that was recommended. And with respect to a formal monitoring protocol for local aerodromes, nothing has changed. There is no procedure or protocol on the part of the DGAC Authority, nor on the part of the operators.

- A complete update (with any documentation) on what work has been done here to try to establish what procedures were in place for the accident aircraft's company for crew planning flight or enroute to a remote airport to establish what the wind conditions are at an airfield , both for landing, and for subsequent takeoff. Included here would be items related to runway selection protocol.

It is maintained what was addressed in the interviews where there was no type of procedure and where a runway analysis was never carried out. There was no chapter of Runways Analysis for committed aerodromes in the company's Operations Manual.

- Has there been any work done to identify wind hazards, or wind measuring equipment deficiencies, that exist at airfields near the coast in Costa Rica?

A recommendation was sent to the MET Manager of the DGAC, to see the possibility of putting automatic meteorological stations in the most critical aerodromes of the coast of the country, but in reality I think that nothing will be done for budgetary matters.

What wx-related safety improvements are being taken following this accident? These could be addressed by operators, or a government agency. These could include enhancement of wind-monitoring equipment and infrastructure.

No one has been considered at the moment and it is difficult at the moment an urgent change that the Final Report NTSB recommends.



Julián Acuña Hernández
Investigador de Accidentes
Tel/fax [REDACTED]
[REDACTED]@dgac.go.cr
www.dgac.go.cr



Richards Michael

From: Gari Palmer [[mailto:\[REDACTED\]@comcast.net](mailto:[REDACTED]@comcast.net)]
Sent: Thursday, January 04, 2018 12:29 PM
To: San Jose, ACS
Cc: Chuck Palmer
Subject: Information regarding plane crash in Costa Rica

Dear Sir/Madam,

We are part of the tour group from Backroads in Costa Rica. Our plane (the first one to leave) made it to San Jose. We are writing to let you know that if there is anything we can do to help in terms of providing information, we would like to do so.

We primarily have three observations:

1. A bird hit the plane's left wing (the plane that crashed) on the way to our airstrip(Punta Islita). All the pilots were looking at the wing to evaluate the situation. I asked if there was a mechanic available (mostly tongue in cheek). The pilots clearly decided that the wing was fine. I have no idea whether the wing had anything to do with the crash, but it is one piece of data. This information is likely already available.
2. The morning started as windy toward the sea. The wind did abate, but there were strong occasional gusts. Of course we departed a fair amount of time before the second plane took off so we have no knowledge of actual conditions at the time of departure. Mr Steinberg and some of our family threw a Frisbee at the airstrip while waiting for the planes to be able land. It made us aware of the variable nature of wind conditions.
3. On our way from San Jose to the airstrip three days prior, they made us weigh ourselves and our backpacks. It was not apparent that they used that information (perhaps to balance the planes or perhaps to make sure we were not over the weight limit) as we boarded the planes (there were three planes at the time since we had five additional passengers heading to Punta Islita). At the airstrip (Punta Islita) on the way to San Jose, they did not weigh us or all our luggage. In fact, we had ourselves, our backpacks and our main luggage heading back to San Jose. I am not sure why we were weighed in the first place and if our primary luggage somehow impacted the takeoff / flying.

Attached is a photo that Chuck took of the aircraft. The pilots had been inspecting the wing at the front in the approximate location where they are standing.

We apologize in advance if this information is already well known. We are trying to and willing to help out in any way we can with your investigation. Please contact us via email or via phone in the US at [REDACTED] if you would like.

Sincerely,
Gari & Chuck Palmer