

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN24LA328

METEOROLOGY

Meteorological Conditions

4 February 2026

Submitted by:

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- Automated longline¹ reports from the Automated Weather Observing System (AWOS) at Telluride Regional Airport (TEX) during the times surrounding the accident time on 20 July 2024 are presented here.

[1135 MDT] METAR KTEX 201735Z AUTO 28004KT 10SM BKN090 BKN120 21/04 A3057 RMK AO2=
[1155 MDT] METAR KTEX 201755Z AUTO 00000KT 10SM SCT060 SCT070 BKN090 21/05 A3055 RMK AO2=
[1215 MDT] METAR KTEX 201815Z AUTO 00000KT 10SM SCT060 BKN070 OVC110 21/05 A3055 RMK AO2=
[1235 MDT] METAR KTEX 201835Z AUTO 01003KT 10SM BKN060 BKN070 OVC090 20/06 A3055 RMK AO2=
[1255 MDT] METAR KTEX 201855Z AUTO 04005KT 10SM SCT060 BKN075 OVC085 18/02 A3057 RMK AO2=
[1315 MDT] METAR KTEX 201915Z AUTO 05003KT 10SM BKN095 21/04 A3057 RMK AO2=
[1335 MDT] METAR KTEX 201935Z AUTO 12012G17KT 10SM SCT095 20/04 A3056 RMK AO2=
[1355 MDT] METAR KTEX 201955Z AUTO 13010KT 10SM SCT085 SCT110 20/03 A3055 RMK AO2=
[1415 MDT] METAR KTEX 202015Z AUTO 19007KT 10SM SCT095 BKN110 19/03 A3054 RMK AO2=
[1435 MDT] METAR KTEX 202035Z AUTO 18005KT 10SM CLR 19/04 A3054 RMK AO2=

At 1335 MDT, the TEX AWOS reported an average wind from 120° at 12 knots with gusts to 17 knots, visibility 10 statute miles or greater, scattered clouds at 9,500 feet agl, temperature of 20°C and a dew point temperature of 4°C, altimeter setting of 30.56 inHg; Remarks: automated station with a precipitation discriminator.

At 1355 MDT, the TEX AWOS reported an average wind from 130° at 10 knots, visibility 10 statute miles or greater, scattered clouds at 8,500 feet agl, scattered clouds at 11,000 feet agl, temperature of 20°C and a dew point temperature of 3°C, altimeter setting of 30.55 inHg; Remarks: automated station with a precipitation discriminator.

¹ "Longline" refers to the dissemination of weather observations with the intent that they are available in near-real time to national databases (effectively, the whole world) and accessible to the general global public from a large number of vendors. This does not include public accessibility to observations from a reporting station's Very High Frequency (VHF; line-of-site) or telephone broadcast, where applicable. Longline-dissemination of weather observations is the primary vehicle through which the general global public has access to surface weather observations, particularly outside of the aviation community.

- Five-minute automated observations from the TEX AWOS during the times surrounding the accident time on 20 July 2024 are presented here.

[1240 MDT] KTEX 201840Z AUTO 03004KT 10SM BKN060 BKN070 OVC090 20/05 A3056 RMK AO2

[1245 MDT] KTEX 201845Z AUTO 03007KT 10SM BKN060 OVC070 19/05 A3056 RMK AO2

[1250 MDT] KTEX 201850Z AUTO 04008KT 10SM BKN060 BKN075 OVC085 18/03 A3057 RMK AO2

[1255 MDT] KTEX 201855Z AUTO 04005KT 10SM SCT060 BKN075 OVC085 18/02 A3057 RMK AO2

[1300 MDT] KTEX 201900Z AUTO 05005KT 10SM SCT060 SCT075 OVC095 18/03 A3057 RMK AO2

[1305 MDT] KTEX 201905Z AUTO 06006KT 10SM SCT060 SCT075 OVC095 19/02 A3057 RMK AO2

[1310 MDT] KTEX 201910Z AUTO 04003KT 10SM SCT060 SCT075 BKN095 20/02 A3057 RMK AO2

[1315 MDT] KTEX 201915Z AUTO 05003KT 10SM BKN095 21/04 A3057 RMK AO2

[1320 MDT] KTEX 201920Z AUTO 05004KT 10SM BKN095 22/02 A3057 RMK AO2

[1325 MDT] KTEX 201925Z AUTO 08006KT 10SM BKN095 20/05 A3057 RMK AO2

[1330 MDT] KTEX 201930Z AUTO 11014KT 10SM BKN095 20/05 A3056 RMK AO2

[1335 MDT] KTEX 201935Z AUTO 12012G17KT 10SM SCT095 20/04 A3056 RMK AO2

[1340 MDT] KTEX 201940Z AUTO 11012G18KT 10SM SCT095 SCT110 21/03 A3055 RMK AO2

[1345 MDT] KTEX 201945Z AUTO 12010G18KT 10SM BKN095 BKN110 21/03 A3055 RMK AO2

[1350 MDT] KTEX 201950Z AUTO 11011G18KT 10SM BKN095 BKN110 20/02 A3055 RMK AO2

[1355 MDT] KTEX 201955Z AUTO 13010KT 10SM SCT085 SCT110 20/03 A3055 RMK AO2

[1400 MDT] KTEX 202000Z AUTO 11007KT 10SM SCT085 BKN110 20/03 A3055 RMK AO2

[1405 MDT] KTEX 202005Z AUTO 15008KT 10SM BKN095 BKN120 20/02 A3055 RMK AO2

[1410 MDT] KTEX 202010Z AUTO 15008KT 10SM BKN095 BKN110 20/04 A3055 RMK AO2

[1415 MDT] KTEX 202015Z AUTO 19007KT 10SM SCT095 BKN110 19/03 A3054 RMK AO2

[1420 MDT] KTEX 202020Z AUTO 18006KT 10SM SCT095 19/03 A3053 RMK AO2

[1425 MDT] KTEX 202025Z AUTO 23005KT 10SM SCT095 19/04 A3054 RMK AO2

[1430 MDT] KTEX 202030Z AUTO 20004KT 10SM SCT095 19/04 A3054 RMK AO2

[1435 MDT] KTEX 202035Z AUTO 18005KT 10SM CLR 19/04 A3054 RMK AO2

[1440 MDT] KTEX 202040Z AUTO 19005KT 10SM CLR 19/04 A3054 RMK AO2

At 1335 MDT, the TEX AWOS reported an average wind from 120° at 12 knots with gusts to 17 knots, visibility 10 statute miles or greater, scattered clouds at 9,500 feet agl, temperature of 20°C and a dew point temperature of 4°C, altimeter setting of 30.56 inHg; Remarks: automated station with a precipitation discriminator.

At 1340 MDT, the TEX AWOS reported an average wind from 110° at 12 knots with gusts to 18 knots, visibility 10 statute miles or greater, scattered clouds at 9,500 feet agl, scattered clouds at 11,000 feet agl, temperature of 21°C and a dew point temperature of 3°C, altimeter setting of 30.55 inHg; Remarks: automated station with a precipitation discriminator.

- Density altitudes at TEX for the times surrounding the accident were calculated using the Density Altitude Calculator² and are presented below. Density Altitude Calculator inputs were the air temperatures and dew point temperatures from the 1335 and 1340 MDT five-minute automated observations, as well as station pressures calculated using the Station Pressure Calculator³. Station Pressure Calculator inputs were the TEX elevation (9,069 feet amsl) and the altimeter settings from the 1335 and 1340 MDT five-minute automated observations.

Time	Density Altitude
1335 MDT	11,146 feet amsl
<i>1339 MDT</i>	<i>Accident</i>
1340 MDT	11,244 feet amsl

- In response to an NTSB request, a non-federal maintenance technician - in the presence of an FAA non-federal inspector - performed a function check of the TEX AWOS on 18 September 2024. A copy of the Facility Maintenance Log page identifying this function check is presented below. Additionally, a written response from the FAA to the NTSB pertaining to the request is presented below.

² https://www.weather.gov/epz/wxcalc_densityaltitude

³ https://www.weather.gov/epz/wxcalc_stationpressure

FACILITY MAINTENANCE LOG			STATION <u>TEX</u>	H369862
			SUBJECT OF LOG <u>AWOS</u>	MONTH AND YEAR <u>APRIL 2024</u>
DATE	TIME (24 HOURS)	CODE	REMARKS	INITIALS
			APRIL MAY 2024	
5/1	1900	10	ARRIVED ON SITE	
5/1	1915	00	AWOS OTS w/ NEMC ()	
5/1	1955	50	COMPLETED TRI ANNUAL INSPECTION IAW MOA omm	
5/1	1958	41	AWOS VERIFIED	
5/1	2003	00	AWOS RTS w/ NEMC ()	
5/1	2015	10	DEPARTED SITE	
6/25	1300	10	ARRIVED ON SITE w/ TD (FAA)	
6/25	1305	00	AWOS OTS w/ NEMC ()	
6/25	1550	50	COMPLETED ANNUAL INSPECTION w/ (FAA)	
			IAW MOA omm	
6/25	1655	41	AWOS VERIFIED	
6/25	1600	00	AWOS RTS w/ NEMC	
6/25	1610	10	DEPARTED SITE	
9/18	1530	10	ARRIVED ON SITE w/ JS (FAA)	
9/18	1535	00	AWOS OTS w/ NEMC ()	
9/18	1625	02	COMPLETED NTSB FUNCTION CHECK FOR INVESTIGATION w/ JS (FAA)	
9/18	1630	41	AWOS VERIFIED	
9/18	1639	00	AWOS RTS w/ NEMC ()	
9/18	1645	10	ARRIVED ON DEPARTED SITE	
DATE	SIGNATURE OF SECTOR MANAGER/DESIGNEE		DATE	SIGNATURE OF MAINTENANCE TECHNICIAN
			9/18/24	

FAA Form 6030-1 (10-70) FORMERLY FAA FORM 406C

GPO U.S. GPO: 2016-646-696

Figure 1 - TEX AWOS Facility Maintenance Log

From: [Torgerson, Anne \(FAA\)](#)
To: [Michael Hodges](#)
Subject: NTSB Request 24-433
Date: Thursday, September 19, 2024 09:34:13
Attachments: [KTEX Archive Data.xlsx](#)

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Hi Mike,

This is in response to NTSB Request 24-433. Please see attached documents.

- TEX AWOS disseminated observations in 5-minute increments for 07/20/2024 and 07/21/2024.
- A copy of the Facility Maintenance Log page identifying the function check performed on 09/18/2024 by a (non-federal maintenance technician) in the presence of a (FAA Non-federal Inspector).
- A copy of the email received from the technician with the following statement:

“The system is functioning normally within standard operating tolerances with an addition of one note. The Real Time Clock (RTC) was a total of 12 mins fast from RTC adjustment made during the Annual inspection on 6/25/2024, meaning on the day in question the AWOS clock was approximately +00:03:45 from UTC.”

Have a great day.

Anne

Anne Torgerson
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Accident Investigation, AVP-110
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[REDACTED]

Figure 2 - Written response from the FAA to the NTSB pertaining to the TEX AWOS function check request.