



Doug Brazy

Air Carrier and Space Investigations Division

Date: 9/3/24

Subject: DCA24LA290, Southwest Airlines Flight 1768 Turbulence Event
8/19/2024 1345 MDT / 1945 UTC
Weather Records

On 9/3/24 the NTSB Operational Factors Division provided the following information via email:

A convective SIGMET¹ for an area surrounding the accident location was issued at 1855 UTC and valid through 2055 UTC. The convective SIGMET text was:

WSUS33 KPCI 191855
SIGW
MKCW WST 191855
CONVECTIVE SIGMET 46W
VALID UNTIL 2055Z
NM
FROM 60N ABQ-30NW TCS-20ESE SJN-50SSW RSK-60N ABQ
AREA TS MOV FROM 20010KT. TOPS TO FL300.

¹ US Convective SIGMETs - Convective SIGMETs are issued in the conterminous U.S. if these conditions are occurring or expected to occur:

- Line of thunderstorms at least 60 miles long with thunderstorms affecting 40% of its length
- Area of thunderstorms covering at least 40% of the area concerned and exhibiting a very strong radar reflectivity or a significant satellite or lightning signature
- Embedded or severe thunderstorms expected to occur for more than 30 minutes

Any convective SIGMET implies severe or greater turbulence, severe icing, and low level wind shear. A convective SIGMET may be issued for any convective situation which the forecaster feels is hazardous to all categories of aircraft. Bulletins are issued hourly at Hour+55. The text of the bulletin consists of either an observation and a forecast or just a forecast. The forecast is valid for up to 2 hours.

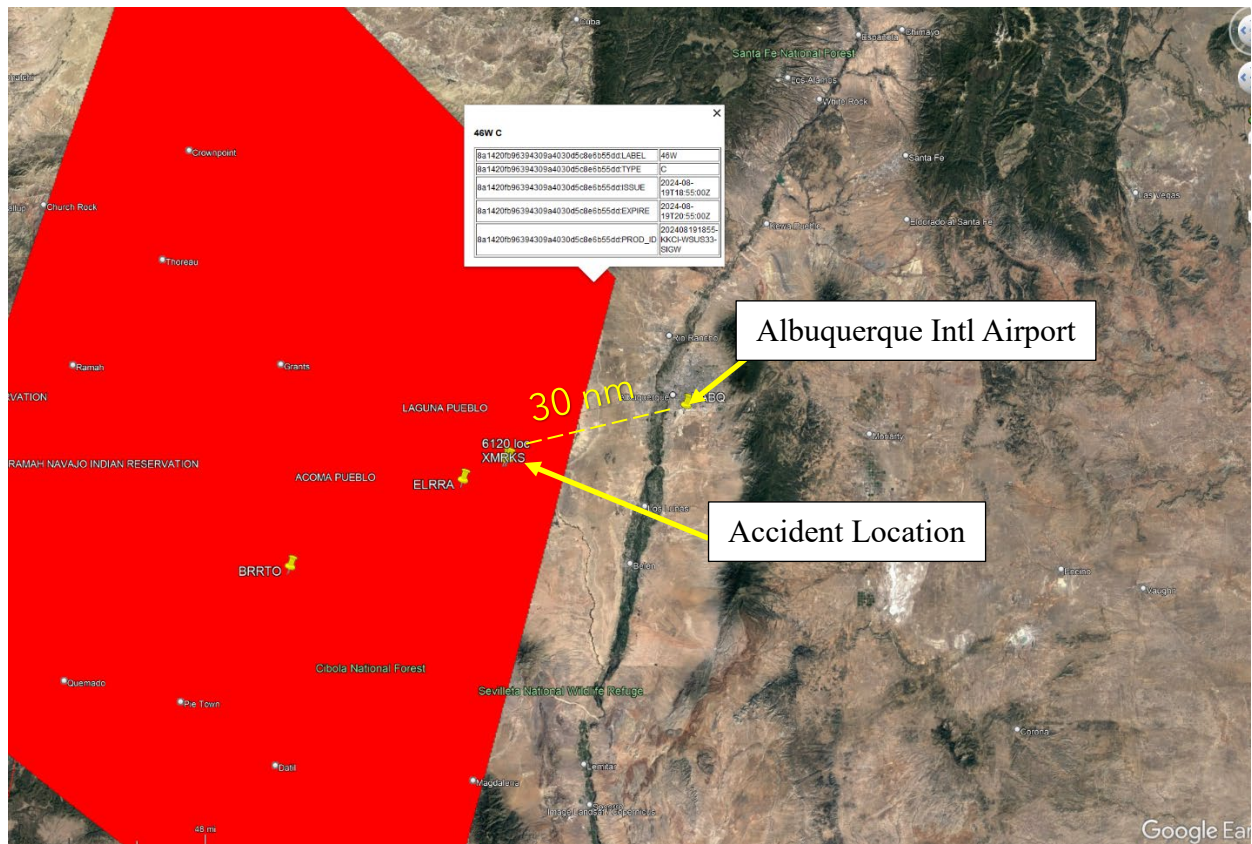


Figure 1 - Convective SIGMET area (in red)

There were no AIRMETS in effect for the accident area, and no PIREPS reporting any turbulence within 150 miles of the accident location.

Satellite imagery over the area from 1946 UTC showed areas of cumulous clouds to the west and southwest of KABQ.

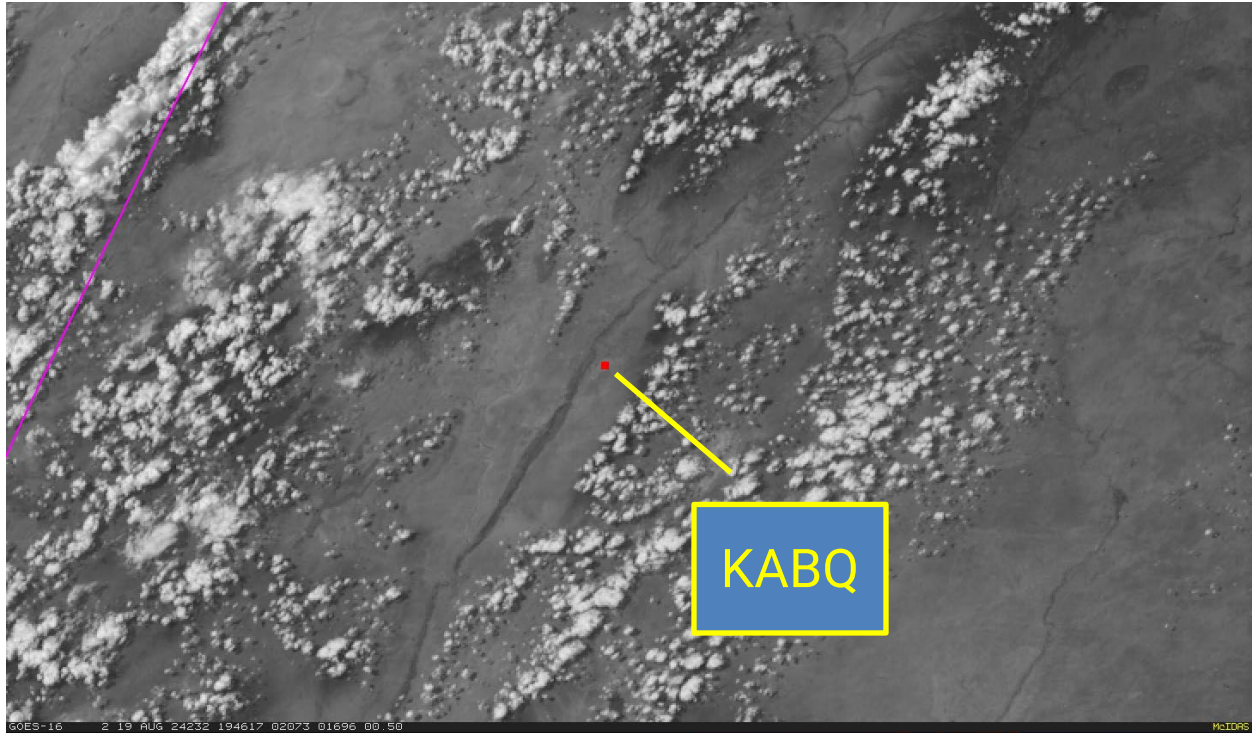


Figure 2 - Satellite Imagery at 1946 UTC