



MEMORANDUM FOR RECORD

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Air Safety Investigator
Eastern Region Aviation

June 23, 2020

Subject: January 24, 2020 METAR and weather information, NTSB Investigation ERA20LA221. The San Juan Luis Munoz Marin International airport (TJSJ), is located 5 nautical miles east of accident location, which was the Fernando Luis Ribas Dominicci Airport (TJIG), also known as the Isla Grande Airport, FAA identifier SIG.

METAR weather observations are not published for TJIG when the air traffic control tower is closed. The tower was operated from 0700 to 1900 Atlantic Standard Time (AST).

Approximate Accident Time: 2054 AST

METAR Source: www.ogimet.com

Local time "LCL" (Atlantic standard time) date and time column added

Time interval: from 01/24/2020 21:00 to 01/25/2020 01:59 UTC

TJSJ, San Juan, Luis Munoz Marin International Airport (United States).
WMO index: -----. Latitude 18-27N. Longitude 066-00W. Altitude 3 m.

METAR/SPECI from TJSJ, San Juan, Luis Munoz Marin International Airport (United States).			
LCL		UTC	METAR
Jan 24 17:56	SA	24/01/2020 21:56->	METAR TJSJ 242156Z 08007KT 10SM FEW022 BKN060 26/23 A2994 RMK AO2 SLP136 SHRA DSNT SW T02560228=
Jan 24 18:56	SA	24/01/2020 22:56->	METAR TJSJ 242256Z 09008KT 10SM FEW024 SCT038 OVC050 26/23 A2994 RMK AO2 SLP139 SHRA DSNT SW-W T02560228=
Jan 24 19:56	SA	24/01/2020 23:56->	METAR TJSJ 242356Z 11006KT 10SM SCT022 BKN028 OVC060 26/23 A2997 RMK AO2 SLP147 VCSH W T02560228 10278 20250 53016=
Jan 24 20:56	SA	25/01/2020 00:56->	METAR TJSJ 250056Z 00000KT 10SM -RA BKN014 OVC040 26/23 A2999 RMK AO2 RAB15 SLP155 VIS LWR W P0000 T02560228=
Jan 24 21:41	SP	25/01/2020 01:41->	SPECI TJSJ 250141Z 24005KT 6SM RA BR BKN007 OVC014 24/23 A3001 RMK AO2 P0011 T02390233=
Jan 24 21:56	SA	25/01/2020 01:56->	METAR TJSJ 250156Z 31009KT 4SM +RA BR BKN007 OVC012 23/23 A3001 RMK AO2 SLP162 P0020 T02330228 \$=

large TAF from TJSJ, San Juan, Luis Munoz Marin International Airport (United States).		
FT	24/01/2020 23:40->	TAF TJSJ 242340Z 2500/2524 VRB06KT P6SM -SHRA SCT025 BKN050 FM251430 03010KT P6SM VCSH SCT025 BKN050 FM252200 06010KT P6SM VCSH SCT025 BKN050=
FT	25/01/2020 00:56->	TJSJ 250056Z 2501/2524 VRB06KT P6SM -SHRA SCT025 BKN050 TEMPO 2501/2503 4SM SHRA BKN015 OVC040 FM251430 03010KT P6SM VCSH SCT025 BKN050 FM252200 06010KT P6SM VCSH SCT025 BKN050=

Observations from the Accident Airport, (TJIG)

Time interval: from 01/24/2020 21:00 to 01/25/2020 02:59 UTC

METAR/SPECI from TJIG (Fernando Luis Ribas Dominicci Airport)			
LCL		UTC	METAR
Jan 24 18:45	SA	24/01/2020 22:45->	METAR TJIG 242245Z 10008KT 8SM SCT018 SCT028 BKN060 26/22 A2993 RMK VCSH SW-NW LAST=
Jan 24 17:45	SA	24/01/2020 21:45->	METAR TJIG 242145Z 08007KT 8SM SCT025 BKN060 26/22 A2992=

Although METARS are not published for TJIG when the tower is closed, a Surface Weather System (SWS) continued to record wind speed and direction, temperature, dew point and altimeter/barometric pressure data. A review of the records revealed that at the time of the accident the wind was from 336° magnetic at 1 knot.

Additional information:

At 2043 AST (0043 UTC) as the airplane was about 35 nautical miles northwest of the airport, the pilot inquired with San Juan Approach about precipitation in the area. The pilot informed the controller that he wanted to “cross-check” his on-board radar, and said it wasn’t showing any “significant” precipitation between his position and the airport. The pilot asked the controller if he saw any precipitation between the airplane and the airport. The controller responded “negative” and advised that there was “mostly some light precipitation south and south west of the field.”

NOTAMS

A field condition report was provided in a notice to airman (NOTAM) which advised of wet runway conditions, issued on January 23, 2020 at 1808 AST. At that time, the runway was observed to be 100 percent wet, with a water depth of 1/8 inch or less. The NOTAM was effective until January 24, 2020 at 1808 AST.

NOTAM text:

TJSJ 01/293 **SIG** RWY 09 FICON 5/5/5 100 PCT WET OBS AT 2001232208. 2001232208-2001242208