

S T A T E M E N T
Center Weather Service Unit
Salt Lake City, Utah
August 29, 2022

The following is a report concerning the accident involving aircraft N877FE at Salt Lake City International Airport (SLC), Utah. The accident occurred during the evening of July 13, 2022, at approximately 7:00 p.m. Mountain Daylight Time (MDT).

My name is Susan Krippner. I am employed as a meteorologist at the Center Weather Service Unit (CWSU) at Salt Lake City, Utah. I was on duty as the aviation forecaster during the period from 1:00 p.m. to 9:00 pm on July 13, 2022. My duties included decision support services for the ZLC ARTCC which include SLC airspace.

I arrived on duty about 15 minutes before 1:00 p.m. Active weather was impacting SLC arrival gates and provided updates to the TMU on impacts. At 2035Z the WFO SLC chatted on NWSChat about the TAF update to include showers for SLC. I briefed TRACON and TMU. At 2120Z I briefed TMU and TRACON on a thunderstorm at the SLC airport. At 2141Z I chatted with WFO SLC about outflow winds at SLC with the thunderstorms. We were looking at the radar and the TDWR along with the ITWS. At 2158Z I briefed TMU and Area D supervisor on a Severe thunderstorm west of the Great Salt Lake. By 2231Z the severe thunderstorm had moved over the north half of the Great Salt Lake as indicated on radar and TDWR. I briefed TMU, TRACON, Area D and Area A supervisors. This thunderstorm continued east. At 2331Z I briefed TMU on the current thunderstorm activity and outlook using the COSPA model output and the ITWS. By 0010Z TRACON called about the updated TAF and winds. Briefed the current situation and outlook with radar, TDWR and ITWS. Chatted with WFO about the brief. At 0025Z briefed TRACON and TMU on an Airport Weather Warning (AWW) issued by the WFO for winds and a gust front. At 0101Z was briefed by the OMIC on a small aircraft catching fire in the engine compartment on landing and going off the side of the runway and the subsequent closure of the runway for approximately 20 minutes for emergency personnel to get to the aircraft. I briefed the WR-ROC on the incident. At 0112Z [REDACTED] from the WFO called and briefed on the TAF update. I briefed him on the aircraft incident. I briefed TRACON and TMU about the updated TAF and winds. At 0122Z was told by OMIC that one runway was open and allowing aircraft to land. I briefed the WR-ROC and WFO SLC. At 0142Z the OMIC asked about any significant weather from the thunderstorm here at the airport. I reported to him on a 48kt gust that was sustained for approximately 11 minutes. At 0205 the Tower called asking how they could get the observations for the time of the accident and I walked them through the WFO SLC website to the observation page and the history of 5 minute

observations. At 0238Z I then recorded the next Pre-Duty Weather Briefing. At 0238Z [REDACTED] from the WFO called about the aircraft incident. He said the Tower called them as part of the Checklist. I briefed [REDACTED] the times that I notified the WR-ROC and the WFO as per the log. At 0254Z the OMIC requested the altimeter reading from the observations from 0030Z to 0100Z. I pulled the 5 minute observations from the WFO website for SLC and gave them to the OMIC. At 0255Z briefed the areas and TMU on overnight weather and signed off at 0300Z.

[REDACTED]