

WPR23LA251

OPERATIONAL FACTORS

Attachment 3

Other Airline Pilot Statement Excerpts

March 22, 2023

The following excerpts were taken from information provided to the investigation from two airline flights that were arriving around the time of the accident. The flights were a B-757 and an A-330 aircraft. The B-757 was preceding the accident flight. The A-330 aircraft was arriving after the accident airplane; however, was using runway 34L which was located on the west side of the airport complex.

Excerpts from the B-757 pilots' statement:

This was a challenging approach with heavy rain and turbulence in the Salt Lake City area.

The airfield was visible from 7 miles out. There was some heavy rain on final; we had to use wipers. The crosswinds were strong and got stronger as we descended.

Gusts were +/- 10 knots on final, auto-throttles had trouble keeping up with the gusts.

As we taxied to the ramp on the other side of the field, it began to rain. The weather had changed in the time it took to taxi from the east side of the field to the west side.

Excerpts from the A-330 pilots' statement:

On arrival, we planned for landing 16R with winds light out of the SE (reported via our last received ATIS). We noted scattered showers building to the South-Southwest of the field.

Upon contacting SLC Approach, we were told to expect 34L. This surprised us a bit as the weather was to the South, and although the winds were now out of the North, they were still light (<5kts).

As we approached the base turn, we received a PIREP from approach about +/- 20kt reported from a United plane that had just landed.

The Controllers hadn't mentioned microburst alerts or windshear, but we started preparing for windshear and a go-around on final approach if necessary.

When we checked in with Tower, Tower reported that the previous aircraft landed with wind fluctuations which might indicate Windshear

for us. We briefed our Windshear procedures, and the triggers to perform them.

On Final, Tower instructed us to go-around with no initial reason given: Runway heading to 6,000'. We performed the GA with no windshear noted. Tower then informed us that there had been an incident forcing the closure of the airport.