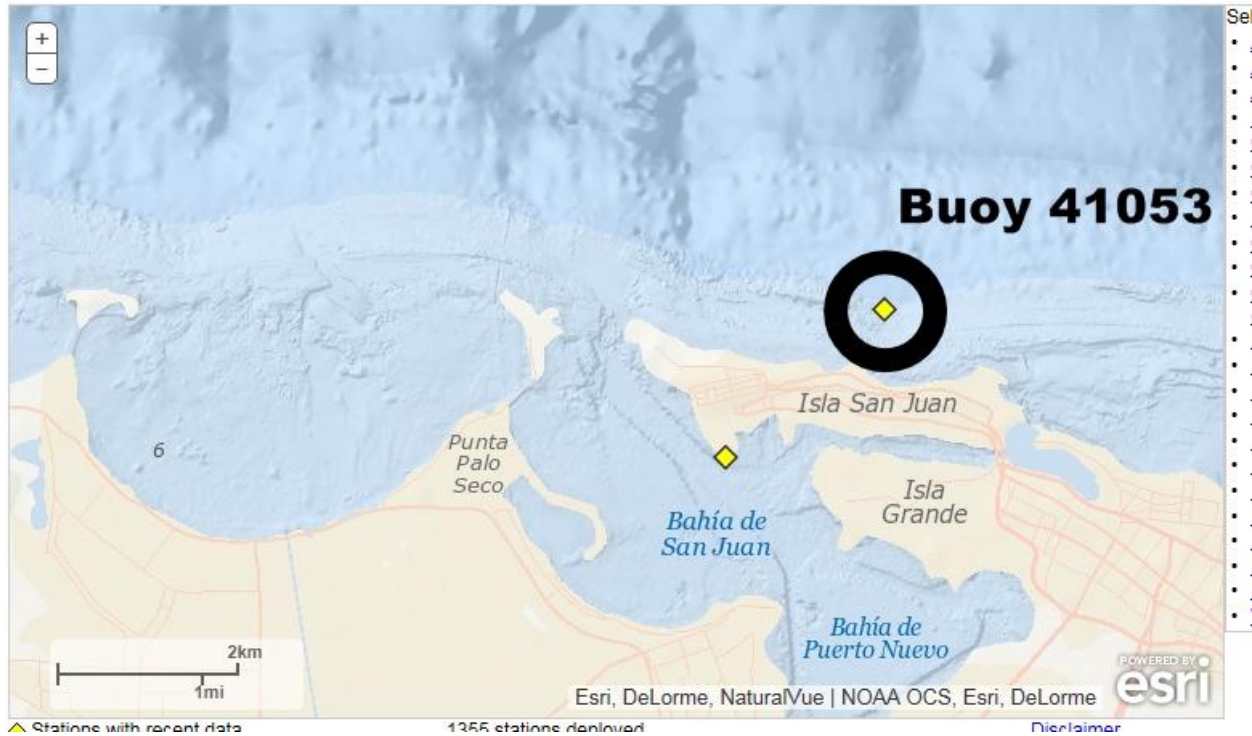


## DCA16FM052 Weather summary for Caribbean Fantasy

A buoy with temp/wind/current data around 3 miles east-southeast of accident site (attachment 1). It was buoy 41053 Owned and maintained by Caribbean Integrated Coastal Ocean Observing System (CarlCOOS).



Attachment 1

Buoy 41053 showed at 1130 UTC/0730 AST wind from 083 degrees at 13 knots with gusts to 17 knots, air temperature of 28.7 degrees C, and pressure of 1016.3 hPa. The closest time with wave height, etc. was just 30 minutes later (1200 UTC/0800 AST) with wave height of 4 feet and dominant wave period of 6.5 seconds with the mean wave direction from 060 degrees, and water temperature of 28.8 degrees C.

In attachment 3 you can see the observations for the next day or so with the top part of text file being the labels for things... wave height, direction, water temp, etc. are only available every hour but even by say 1800 UTC/1400 AST, wave height was still 3.61 feet, wave period of 6.1 seconds, mean wave direction from 054 degrees, and water temperature of 29.2 degrees C. So not much change.

Buoy 41053 also had a lot of current information contained in attachment 2. At 1200 UTC/0800 AST at a depth of 2.5 meters, the current was from 263 degrees at a speed of 11.7 cm/s... for all the details please see attachment 2 with current data at 2.5 meters, 4 meters, 5 meters, etc. rare that we have current data this good this close!

For example of how to sort of the data exactly please see this link:

[http://www.ndbc.noaa.gov/station\\_page.php?station=41053](http://www.ndbc.noaa.gov/station_page.php?station=41053)

which is the station real-time information, but contains all the met data converter to more standard parameters. It also contains the heights of the current data below the water.

If you need a reference for what wave height/significant wave height means please let me know and I can forward the usual document I use there... a couple page paper.

In addition, there was the airport TJIG located on the western tip of Isla Grande.

Here are the metars from TJIG around the accident time:

08:50 AST -> METAR TJIG 171250Z 09006KT 10SM SCT030 SCT065 29/24 A3008=

TJIG weather for 0850 AST, wind from 090 degrees at 6 knots, 10 miles visibility, scattered clouds at 3,000 feet agl, scattered clouds at 6,500 feet agl, temperature 29 degrees C, dew point temperature 24 degrees C, altimeter 30.08 inHg.

07:50 AST-> METAR TJIG 171150Z 10005KT 8SM SCT025 SCT055 28/24 A3006=

TJIG weather for 0750 AST, wind from 100 degrees at 5 knots, 8 miles visibility, scattered clouds at 2,500 feet agl, scattered clouds at 5,500 feet agl, temperature 28 degrees C, dew point temperature 24 degrees C, altimeter 30.06 inHg.

06:55 AST-> METAR TJIG 171055Z 13004KT 8SM SCT020 BKN055 27/24 A3005=

TJIG weather for 0655 AST, wind from 130 degrees at 4 knots, 8 miles visibility, scattered clouds at 2,000 feet agl, a broken ceiling at 5,500 feet agl, temperature 27 degrees C, dew point temperature 24 degrees C, altimeter 30.05 inHg.

Attachment 4 contains the 2-day metars from TJIG surrounding accident time. Overall, looks like really nice weather!

### **METAR Isla Grande Airport**

Query made at 02/15/2017 15:19:37 UTC

Time interval: from 08/16/2016 15:00 to 08/18/2016 15:59 UTC

METAR/SPECI from TJIG, ().

SA 18/08/2016 15:45-> METAR TJIG 181545Z 09010KT 10SM SCT040 31/26 A3005=

SA 18/08/2016 14:50-> METAR TJIG 181450Z 09006KT 10SM SCT040 31/25 A3006=

SA 18/08/2016 13:45-> METAR TJIG 181345Z 09006KT 10SM SCT030 SCT040 30/25 A3007=

SA 18/08/2016 12:50-> METAR TJIG 181250Z 10006KT 10SM SCT035 30/25 A3007=

SA 18/08/2016 11:50-> METAR TJIG 181150Z 11005KT 10SM SCT030 SCT070 29/25 A3007=  
SA 18/08/2016 10:55-> METAR TJIG 181055Z 10004KT 10SM SCT025 SCT040 28/25 A3005=  
SA 17/08/2016 22:45-> METAR TJIG 172245Z 09006KT 10SM SCT030 29/25 A3002=  
SA 17/08/2016 21:45-> METAR TJIG 172145Z 09010KT 10SM SCT030 30/25 A3001=  
SA 17/08/2016 20:45-> METAR TJIG 172045Z 09010KT 10SM SCT030 30/25 A3001=  
SA 17/08/2016 19:50-> METAR TJIG 171950Z 09008KT 10SM SCT030 31/25 A3002=  
SA 17/08/2016 18:45-> METAR TJIG 171845Z 09008KT 10SM SCT030 31/25 A3003=  
SA 17/08/2016 17:50-> METAR TJIG 171750Z 09008KT 10SM SCT040 31/24 A3005=  
SA 17/08/2016 16:55-> METAR TJIG 171655Z 09008KT 10SM SCT040 30/24 A3006=  
SA 17/08/2016 15:55-> METAR TJIG 171555Z 09008KT 10SM SCT040 30/24 A3008=  
SA 17/08/2016 14:50-> METAR TJIG 171450Z 08006KT 10SM SCT030 SCT040 30/24 A3009=  
SA 17/08/2016 13:55-> METAR TJIG 171355Z 09006KT 8SM SCT030 BKN055 30/24 A3009=  
SA 17/08/2016 12:50-> METAR TJIG 171250Z 09006KT 10SM SCT030 SCT065 29/24 A3008=  
SA 17/08/2016 11:50-> METAR TJIG 171150Z 10005KT 8SM SCT025 SCT055 28/24 A3006=  
SA 17/08/2016 10:55-> METAR TJIG 171055Z 13004KT 8SM SCT020 BKN055 27/24 A3005=  
SA 16/08/2016 22:45-> METAR TJIG 162245Z 08006KT 8SM SCT030 BKN055 29/23 A3004  
RMK LAST=  
SA 16/08/2016 21:50-> METAR TJIG 162150Z 08006KT 8SM SCT030 SCT040 30/24 A3003=  
SA 16/08/2016 20:52-> METAR TJIG 162052Z 08006KT 8SM SCT030 SCT040 30/24 A3002=  
SA 16/08/2016 19:46-> METAR TJIG 161946Z 09010KT 10SM SCT030 SCT040 30/24 A3003=  
SA 16/08/2016 18:53-> METAR TJIG 161853Z 10010KT 10SM SCT030 SCT040 31/23 A3003=  
SA 16/08/2016 17:50-> METAR TJIG 161750Z 09008KT 10SM SCT030 SCT040 30/23 A3005=  
SA 16/08/2016 16:45-> METAR TJIG 161645Z 09008KT 10SM SCT030 SCT040 31/24 A3007=  
SA 16/08/2016 15:45-> METAR TJIG 161545Z 09010KT 10SM SCT040 30/24 A3009=