



## MEMORANDUM FOR RECORD

**Craig Hatch**  
**Air Safety Investigator**  
**Central Region**

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**Date: January 30, 2017**  
**Person: Captain Oscar Roberto Chapa Rivera**  
**NTSB Accident Number: CEN16LA067**

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In accordance with ICAO Annex 13, as both state of registration and country of residence for the pilots, the Mexico government appointed an accredited representative to the investigation. Captain Oscar Roberto Chapa Rivera was given the opportunity to review the factual report.

In review of the cockpit voice recorder, he commented that the aircrew did not adhere to the sterile cockpit procedures. The lack of a sterile cockpit resulted in the crew not following taxi instructions at the departure airport, so ground control had to issue additional taxi instructions.

He also noted that the aircrew had poor checklist management and incomplete crew briefings.

In addition, he commented that the aircrew had an inadequate understanding of communications. The aircrew did not repeat ATC instructions back and when confused, did not ask ATC to repeat instructions.

First, when being vectored for the airport, ATC inquired whether the pilots had weather and NOTAMs for the airport. The pilot responded that he had the weather. The crew did not request NOTAMs or any additional NOTAMs and ATC did not ask the pilots again if they did have NOTAMS.

While on final approach to the runway, the crew was rushed and had no time to query ATC about the landing radio procedures. They did not have time to ask ATC to repeat the CTAF frequency instructions. The crew appeared confused about landing first and then communicate on the radio.

Finally, he commented that the aircrew appeared to have inadequate experience in poor weather conditions. He noted that the pilot flying asked three times to the copilot about landing in if they encountered bad weather.