



National Transportation Safety Board

Office of Aviation Safety
Washington, D.C. 20594-2000
April 12, 2012

**ATTACHMENT 2 to the METEOROLOGICAL FACTUAL REPORT
ANC12IA024**

The following 13 questions were posed to the weather observer working at PANC during the time of the event. In response, the weather observer provided written answers, which are presented in this document.

- 1. Please give a detailed description of your work duties, responsibilities and working environment on a normal work day.*
- 2. On March 5, 2012, were your work duties, responsibilities and environment similar to what you experience on a normal work day? Please describe any differences.*
- 3. Do you ever communicate with the National Weather Service (e.g. WFO, AAWU, CWSU) while on shift? If so, who contacts whom, and what are the situations that prompt such communication? What is normally discussed?*
- 4. Were you contacted by, or did you contact, the National Weather Service with regard to the weather prior to the incident at 10pm?*
- 5. Were you contacted by, or did you contact, Air Traffic Control or any other FAA personnel with regard to the weather prior to the incident at 10pm?*
- 6. Please describe your working facility, including a description of the workstation you use during working hours. Where is your facility located on the field? Where is the ASOS located on the field? In good visibility, can you see the ASOS from your facility?*
- 7. Are there procedures in place for PANC weather observers to contact either the National Weather Service and/or the FAA in certain conditions? If so, what are those conditions and what are the criteria that must be met to initiate that contact?*

8. *Please give a detailed description of the weather conditions at PANC as witnessed by you during the hours leading up to, the time during, and the hours following the incident on the night of March 5, 2012. Please include the types and times of occurrence of any meteorological phenomena.*
9. *Did you personally witness freezing fog, freezing drizzle and/or freezing rain prior to, during or following the incident at 10pm? If so, please describe in detail the times and severities of the conditions? What was the ASOS reporting at these times?*
10. *Did the ASOS report freezing precipitation to your workstation prior to, during, or following the incident at 10pm? If so, please describe any action you took in response to these ASOS reports.*
11. *How do you feel the PANC ASOS performs overall? Are there any significant issues with the reporting by the PANC ASOS? Do you ever witness any erroneous reporting that must be corrected by you?*
12. *Is there anything with regard to the weather surrounding the incident, or about the incident itself that we failed to ask about and should know?*
13. *Is there any additional information you would like to share with us not related to the incident?*

In addition, the weather observer at PANC was asked to provide responses to the following general information items. Responses are provided at the end of this document.

- *Name*
- *Contact information for you should we need to schedule any follow-up questions or interview.*
- *Employer*
- *Current Position*
- *Experience at Current Position (how long have you been doing this?)*
- *Working hours for your shift on the night of March 5, 2012*
- *Name(s) of anyone else who was working with you during your shift and the times they were on duty.*

- 1) On a normal working day I observe the weather that occurs here at Ted Stevens Anchorage International Airport, and report the weather using the ASOS hourly, or more frequently through special reports if certain conditions are met. The conditions I report include but are not limited to cloud cover, precipitation, visibility, wind speed, and temperature on ground level.

[REDACTED]

4-6-2012

- 2) On March 5, 2012 my responsibilities and environment were very similar to a normal work day. All of the equipment and instruments were working properly, and the weather conditions were not unusual for the time of year.

[REDACTED]

4-6-2012

- 3) No, I do not directly contact nor am I contacted by the NWS.

[REDACTED]

4-6-2012

- 4) No, I did not contact, nor was contacted by the NWS with regard to the weather prior to the incident at 10pm.

[REDACTED]

4-6-2012

- 5) No, I did not contact nor was contacted by Air Traffic Control or any other FAA personnel with regard to the weather prior to the incident at 10pm.

[REDACTED]

4-6-2012

- 6) My working facility is a trailer that is located 3/4 of a mile south of the Ted Stevens Anchorage International Airport Air Traffic Control tower. The trailer is located on Kulis Air National Guard Base next to the Fire Rescue Station. The main instruments that I use are the ASOS computer, IDS computer, F420, extra altimeter equipment, Kestrel 4000 weather sensor, and general use PC. These are supplemented by 7900.5B Surface Observations manual, ASOS software manual, as well as other guides. The ASOS is located towards the end of runway 6, and can be seen from our station in good conditions.

[REDACTED]

4-6-2012

- 7) There are no procedures for us to contact the NWS, but in certain conditions we are supposed to contact the FAA. If the ASOS stops working or transmitting observations for any reason, we contact Kenai Flight Services to manually report the weather.

[REDACTED]

4-6-2012

- 8) At 8pm on March 5, 2012 visibility at the station was down to 3 standard miles, there was light snow, and low cloud coverage which was overcast at 4000 ft. Over the next two hours visibility slowly rose to 9 standard miles, cloud coverage stayed relatively the same, and the light snow ended at 2149 at the station. Through the next 40 minutes, light snow began again at 2203, visibility dropped back to 3 standard miles, and the cloud coverage lowered to broken at 1100 ft. As I was relieved at 2300, there was a slight temperature drop, and very light freezing drizzle began, and was observed and reported by the weather observer who began working at 2300.

[REDACTED]

4-6-2012

- 9) Prior to and during the event at 10pm I did not witness any freezing fog, drizzle, or rain. Following the event at around 2250 I witnessed very light freezing drizzle beginning to fall. The ASOS at 2241 was reporting light snow, and when I was relieved at 2251, the relieving observer began to report light freezing drizzle.

[REDACTED]

4-6-2012

- 10) Prior to, during, and following the event at 10pm the ASOS was reporting Unknown Precipitation. After observing what the precipitation actually was I changed this to light snow.

[REDACTED]

4-6-2012

- 11) The ASOS works within its own limitations very well. However, the weather observers frequently edit and augment the data that is being reported every hour, because the ASOS's sensors have many limitations as to what they can pick up.

[REDACTED]

4-6-2012

- 12) No, there is nothing additional to disclose.

[REDACTED]

4-6-2012

- 13) Normally in the event of an aircraft mishap like the one that occurred we have procedures to send out a special report, and to archive every 5 minutes of full weather observations within a 2 hour block. However, we were not notified so the aircraft mishap report was not sent, nor was the data archived.

[REDACTED]

4-6-2012

Pasquale T. Falbo

[REDACTED]

4-6-2012

Name: Pasquale Tristan Falbo

Contact Information: 9 [REDACTED] .com

Employer: IBEX WX

Current Position: Weather Observer

Experience at Current Position: December 2009 – current date

Working Hours for shift on night of March 5, 2012: 8

Others working with me: None

Pasquale T. Falbo

[REDACTED]