



## **National Transportation Safety Board**

**Office of Aviation Safety  
Washington, D.C. 20594-2000  
April 2, 2012**

**ATTACHMENT 6 to the METEOROLOGICAL FACTUAL REPORT  
ANC12IA024**

Written statement provided by a meteorologist who was on duty at the AAWU during the time of the incident:

## STATEMENT

National Weather Service  
Alaska Aviation Weather Unit  
March 29, 2012

The following concerns an aircraft accident at Anchorage International Airport (ANC) on March 5, 2012 at approximately 10:00 PM local time.

I am David M. Eddy. I am employed as a meteorologist at the National Weather Service, Alaska Aviation Weather Unit, Anchorage, AK. My duties include issuing area forecasts for Southwest, South Central, and Southeast Alaska.

I arrived for duty at 2:55 PM received a shift change briefing and proceeded with shift duties.

3:15 – 5:40 PM

I prepared area forecasts for Southwest, South Central, and Southeast Alaska forecast zones and associated airmet bulletins. I completed forecast wind and wind speed grids for incorporation into associated graphics and transmitted the forecasts and airmets. I forecasted isolated moderate rime icing 030-100 in the area forecast which seemed reasonable based on pilot reports.

5:45 – 6:30 PM

I prepared graphic forecasts associated with the above area forecasts and transmitted same.

6:30 – 9:00 PM

I completed 24, 36, 48, and 60 hour significant weather graphic pressure centers, fronts and isobars. I completed and edited 24, 36, 48, and 60 hour freezing level grids for incorporation into the significant weather graphics. I completed forecast wind and wind speed grids for use in subsequent area forecasts.

9:00 – 11:00 PM

I prepared the subsequent area forecasts for Southwest, South Central, and Southeast Alaska forecast zones and associated airmet bulletins. I queued these products for transmission during the next shift. I continued to forecast isolated moderate rime icing 030-100. This was a close call, through 10:00 PM. I continued to believe that icing was isolated due to the spacing in time between moderate icing pireps. I never saw the severe icing pireps from about 10:00PM.

At approximately 10:15 PM, my journeyman received a phone call from the FAA regarding the accident. He was informed that there had been an "incident" at ANC and was given no further information. He was not told that there had been an accident. I returned to completing the remaining shift duties and briefed the oncoming forecaster regarding the call.

(Signed)

David M. Eddy  
Lead Meteorologist