

STATEMENT
Weather Forecast Office- New York, NY
Upton, NY
March 5, 2015

The following is a report concerning the incident involving Delta Aircraft Flight 1086 at NYC's LaGuardia, Airport. The accident occurred at approximately 16Z -1100 AM Eastern Standard Time (EST) on March 5, 2015.

My name is Ross Dickman. I am the Meteorologist-In-Charge at the Weather Forecast Office at Upton, NY. I was on duty as the dedicated aviation forecaster during the period from 8:00 a.m. to 4:00 p.m. EST on Thursday, March 5, 2015. As part of the responsibilities for this shift, I was responsible for the issuance of the Terminal Aviation Forecasts (TAF) for nine terminal sites in the NYC Metro area covering northeast NJ, southeast NY and southern CT.

At 7:30 AM, I arrived for my shift.

At 7:45 AM, I received a weather briefing from the midnight shift forecaster discussing the snow forecast across the service area. Per shift duties, I reviewed the current weather situation and associated meteorological data sources. I reviewed the latest observations, radar and satellite imagery and reviewed current aviation TAF forecasts as well as web-based products/services. Regarding KLGA, I inherited (from the midnight shift) a TAF forecast containing LIFR/VIFR conditions in moderate and heavy snow with visibilities ranging from 1/2SM to 1/4SM. I was also briefed that the focus of the heavy snow would be between 13Z and 17Z. Specifically, conditions at 16Z were forecast to be 1/2SM SN with Freezing Fog and a ceiling of 5 hundred feet with a TEMPO group from 13Z to 17Z of 1/4 visibility in heavy snow and vertical visibility of 3 hundred feet. Wind was forecast to be just west of north (NNW) at 11 kt. gusting to 19 kt.

At 8:20 AM, after a review of all available data sets, I saw no reason to amend the TAF at this point since the forecast was "on track" .

At 8:50 AM, I participated on a conference call with the CWSU and WFO PHI to discuss any updates prior to the 15Z regularly scheduled amendments. We'd agree that the forecast was "on track" and that LIFR/VLIFR conditions would continue at NYC area airports. I also indicated that I was considering extending the period of poor weather an extra hour based on additional analysis. I requested that the CWSU check for snowfall runway totals so that I could verify snowfall accumulation already included in the Aviation Forecast Discussion (AFD). **Note: KLGA**

Snowfall Runway Accumulations of 4-6 inches were specifically mentioned in the AFD as early as 4:27 PM Wed March 4, 2015 (36 hour lead time).

At 9:34 AM, I sent the regularly scheduled amended TAF. I extended the heavy snow forecast time frame by 1 hour until 18z and increased the wind speed by 1 KT in the wind speed. No additional changes were needed through 18Z.

At 9:56 AM, The AFD was sent. Forecast reasoning for the 15Z update was discussed. Slight changes were made based on radar trends and other data sets.

At 11:10 AM, I coordinated with the CWSU on the possibility of extending the heavy snow LIFR/VLIFR category another 3 hours from 18Z to 21Z, due to the latest HRRR model guidance and forecast trends. At this time, I was also informed about the aircraft incident. I asked the CWSU to gather more information. I immediately followed aircraft notification and data collection procedures at the WFO.

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