



RECORD OF CONVERSATION

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Western Pacific Region

Date: July 08, 2013
Person Contacted: Captain Jorge Jimenez and First Officer Jesus Ramos
NTSB Accident Number: WPR13LA310

Narrative:

During a conversation with Captain Jorge Jimenez and First Officer Jesus Ramos, the flight crew to the accident, the following is a summary of what they stated:

- During pre-flight the hydraulic quantity level checked in the green.
- They experienced a master caution for a low hydraulic pressure warning about 20 miles from landing.
- They did not reset the hydraulic pumps.
- They selected the auxiliary hydraulic system and lowered the landing gear with the auxiliary system selected.
- They did not declare an emergency with Air Traffic Control.
- They were aware of the airplane having two hydraulic pumps.
- Their plan was to stop on the runway and use emergency braking if necessary.
- They changed their mind about stopping on the runway since they thought they had emergency braking to taxi clear.
- They had no steering except that provided by the rudder.

- They were not aware of the note in the airplane flight manual for 1700 psi on the auxiliary system.
- Looking back they should have remained airborne longer to have more time to review the situation (they had the gas to hold).
- They also felt they would not have exited on the taxiway because at the time, they thought they would have emergency braking available.