



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

May 28, 2020

Attachment 2 – Flight Dispatch Statement

METEOROLOGY

DCA19FA089

Statement: 3/5/19

I held on to the release so I was able to talk with the pilot, and explain the conditions expected for PQI. Maria called in around an hour to thirty minutes prior to the flight, and advised her of the expected $\frac{3}{4}$ mile visibility and the tail wind for the ILS approach to 01. This was also followed by the 3/3/3 field condition that was listed. The pilot also asked about the PPR, which I advise that we did have a notam issued for the PPR. I retrieved the weather and notam from fusion.

I believe fusion was showing that the visibility dropped to $\frac{1}{2}$ mile, and winds were still showing less than 10 kts. around halfway through the flight. At 1542z I passed over the updated weather and latest FICON reports from fusion, via acars. I cannot say the exact time, but I called the Airport Manager, Scott, and asked about the field conditions. He explained that the runway was being or has finished being plowed. I do not recall any specified treatments to the runway during the conversation. This was also the same call that Eric talked with, regarding the required field conditions.

I was talking with the Josh and John at the duty manager's desk, when I saw their first go around and acars message come in. I responded if they felt good for another approach, to try it. This was followed up with the latest BTV weather via acars. I saw her try the approach a second time down to 500' according to fusion.

Couple of minutes after I assumed she landed, but after about 5 to 10 minutes I wanted to call PQI operations to verify the arrival. While I was calling, Ilia, the pilot for the outbound flight called in and was answered by Mohammed on desk 3. Mohammed advised me of the situation, and let me know that Ilia was on hold for me. At the same time Mohammed explained that the pilot saw the aircraft depart the runway. I was going to make sure the duty manager was aware of the situation, but PQI operations called in and was answered by Brian on desk 2 to relay the same information, as well as a broken nose gear. At the time was had the understanding that this was PQI operations, but it was NOC relaying the message to us. So I did not call PQI as I believed that were already in the loop on the situation. At this time, I recall that ARFF was available and deployed during the time, but cannot recall the source to where I heard it before Maria called in.

I did not want to call the pilot, after Ilia called in, as they were running their procedure on the ground, and waited for them to call instead. Desk 2 answered when the pilot called in, and the duty manager answered before I had the chance to talk with them.

NOTE: Dispatcher was relieved from duty approx. 1145a.m.