

National Transportation Safety Board

Office of Research and Engineering

Washington, DC 20594



DCA23LA192

VIDEO FILE

Specialist's Factual Report

May 15, 2023

A. INCIDENT

Location: Boston, Massachusetts
Date: February 27, 2023
Time: 18:54 Eastern Standard Time (EST)
Airplane 1: JetBlue Embraer EMB-190, N179JB
Airplane 2: Hop A Jet Lear 60, N280LJ

B. VIDEO FILE GROUP

A group was not formed.

C. DETAILS OF THE INVESTIGATION

In agreement with the Investigator-In-Charge, a Video File group was not convened, and a summary was prepared.

The NTSB Vehicle Recorder Division received the following video file:

Image/Video File: Flight 206 Longer Video.mov

1.0 Image/Video File(s) Information

The video file was taken by the occupant of the flight deck observer seat and was one minute and 56 seconds in duration. The 1920 x 1080 pixel resolution video was filmed in portrait orientation and had a frame rate of 24 frames per second. It contained a stereo audio track. The audio quality was poor. There were two short cuts in the video provided.

The video was taken at nighttime. There were no visibility restrictions. Generally, the upper half of the frame was of the exterior through the aircraft's glareshield, and the lower half of the frame contained portions of the instrument panel including the captain's multi-function display (MFD), the standby attitude indicator, autobrake selector, and the upper instrument panel. The lighted runway environment was visible. The precision approach path indicator lights indicated the aircraft was on glide path at each time the lights were visible in the frame.

2.0 Timing and Correlation

Timing of the summary is expressed as Video Elapsed Time, which is time from the beginning of the recording.

3.0 Video Summary

Table 1 contains a summary of events from the video. Two screen captures, not showing any portion of the crew, are included.

Table 1. Summary of events from video.

Elapsed Time (m:ss)	Event
0:00.0	The video began.
0:03.2	A cut in the video was noted.
0:11.7	An automated "autopilot" callout was noted.
1:04.2	A cut in the video was noted.
1:06.6	An automated "approaching minimums" callout was noted.
1:12.5	An automated "minimums" callout was noted. (Figure 1)
1:23.3	The green threshold lights disappeared beneath the glareshield.
1:24.3	An automated "fifty" callout was noted.
1:25.6	An automated "forty" callout was noted.
1:26.7	An automated "thirty" callout was noted.
1:26.7	The nose of Lear 60 was noted crossing the left edge of the runway just ahead of the runway aiming point markers (Figure 2).
1:27.4	The nose landing gear of the Lear 60 crossed the centerline of the runway (Figure 3).
1:27.8	An automated "twenty" callout was noted.
1:28.2	The tail of Lear 60 crossed the right side of the runway and exited the camera frame.
1:28.8	An unknown crew member called "go around." An automated "ten" callout was noted.
1:29.4	The runway aiming point markers disappeared below the glareshield.
1:30.4	An automated "throttle" callout was noted. The engines began to spool up and the aircraft began to pitch up.
1:47.8	An unknown crew member responded to air traffic control.
1:56.2	The video ended.



Figure 1. Screen capture at "minimums" automated callout.

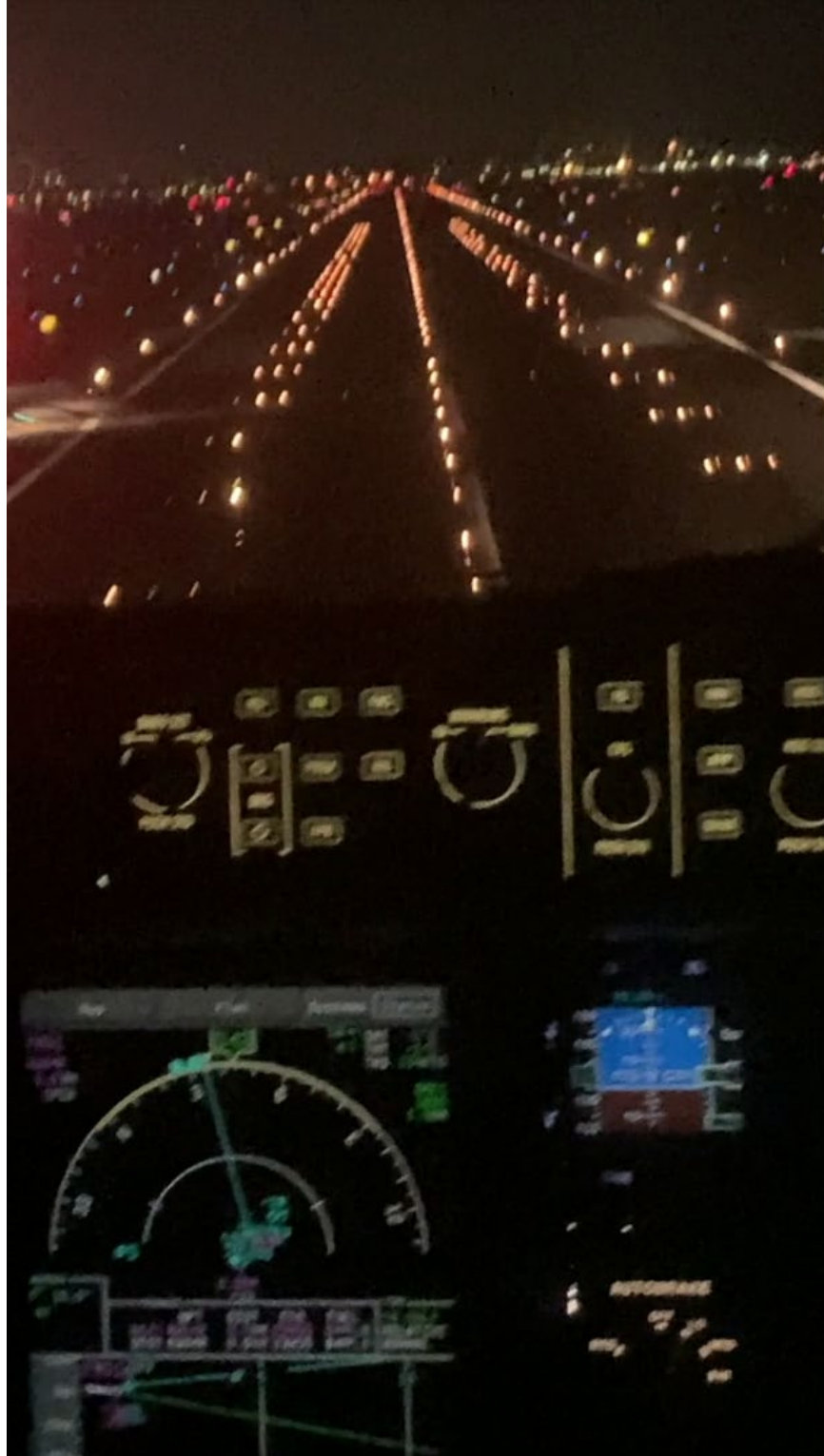


Figure 2. Nose of Lear 60 crossing the left edge of the runway at 1:26.7 elapsed time.



Figure 3. Lear 60 nose landing gear crossing runway centerline at 1:27.4 elapsed time.

Submitted by:

Christopher Babcock
Branch Chief, Vehicle Recorder Division