

The visibility is low, and we adjust the correct altitudes (minimums.) For ILS RWY 12R.

We continue the approach for the runway and we are preparing all instrument and we are adjust the minimums and I call to my captain 500' 100' and minimums.

We are clear to land and my captain prepare for land but "The Flare was long" and Never see the end for the runway, because the visibility is very reduce for the weather (fog).

When the wheels touch the runway the captain applied brakes and Reverses..

04/03/11.


Luis Anguiano Orquiza

Col. Residencial. Revolucion
Tlaquepaque Jalisco. Mexico.

03.04.11

LANDING Runway 12R

When we started the approach the tower told us that the visibility was reducing and in case of go-around we had to ~~climb~~ climb to 4,000 FT, we decide continue. The PNF was giving me all the call altitudes and when we reached minimums we saw the lights of the runway followed by the runway then we continued to land. Due to ~~the~~ Fog I did my flare high, when I finally touched the runway I applied the brakes and thrust reversers. Then I saw the runway marks ahead of runway end, then there for I apply the brakes harder but we could not stop before the end of the runway, we stopped in the yard after hit some antennas. I turned off the engines and ask every body to leave the plane after I saw that was safe.



CAP. MARCO ALEJANDRO CASTILLO M.


GUBDALAZARA SAL. MEX.


4/march/2011.

To who A concern:

This letter is to inform that we are the medical team onboard of the XA-TWH and the only thing that we lived were when we were taking care of our critical patient feel after landing the airplane began to jump, and ~~hit~~ then the Captain order us to evacuate and began our emergency procedure.

Dra. Blanca Garcia M.D. 
Paramedic. Eduardo Rivera.