

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C.

ISSUED: December 31, 1980

-----  
Forwarded to:

Honorable Richard A. Frank  
Administrator  
National Oceanic and Atmospheric  
Administration  
Rockville, Maryland 20852

} SAFETY RECOMMENDATION(S)

A-80-141

Honorable Langhorne M. Bond  
Administrator  
Federal Aviation Administration  
Washington, D.C. 20591

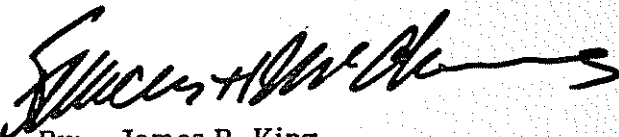
-----  
On March 17, 1980, a Texas International Airlines DC-9-10 ran off the side of the runway during landing rollout at Ryan Airport, Baton Rouge, Louisiana, causing injuries to two crewmembers and considerable damage to the aircraft. Weather conditions at the time included light rain and winds which were veering from southerly to north-westerly and increasing from light to moderate, giving the aircraft an apparent tailwind on a runway that the Jeppesen Approach Chart indicated was restricted when wet to aircraft below 25,000 lbs with a zero tailwind or 10-knot crosswind. In determining the circumstances of this accident, the Safety Board investigators needed detailed information regarding the direction and speed of the surface wind prior to and at the time of the accident. However, the only detailed wind data available was wind speed as recorded by the gust recorder. Wind direction information was recorded on the operations recorder, but only once per minute and then only to the nearest 45 degrees of the 360-degree compass rose. Investigators need more detailed wind direction information when determining the environmental conditions that existed in the immediate vicinity of an airport at the time of an accident. There have been other major accidents in which the lack of surface wind direction information hindered the investigation; these include the Allegheny Airlines DC-9 accident at Philadelphia International Airport on June 23, 1976, and the Continental Airlines Boeing 727 accident at Tucson International Airport on June 3, 1977.

Adverse surface winds have been and continue to be a major problem in terminal operations. To determine accurately the cause of accidents involving such winds and to obtain data for the research necessary to improve wind forecasts and warnings, more complete wind records at airports are required. These should be continuous graphical records which provide values for both wind direction to the nearest degree and speed to the nearest knot on a common time ordinate.

Therefore, the National Transportation Safety Board recommends that the National Oceanic and Atmospheric Administration and the Federal Aviation Administration:

Install appropriate recording equipment and make a continuous recording of both wind direction to the nearest degree and speed to the nearest knot at those airports where hourly surface aviation weather observations are made. (Class III, Longer-Term Action) (A-80-141)

KING, Chairman, DRIVER, Vice Chairman, McADAMS, GOLDMAN, and BURSLEY, Members, concurred in this recommendation.

  
By: James B. King  
Chairman  
*FOR*