AIRCRAFT ACCIDENT

FILE NUMBER:
ACC/DT/AF/A/020/2015 MMPR

Aircraft: Marca Cessna, Modelo 182, Numero de serie Matrícula XB-LKB, año de fabricación 1965

Owner: NOTE: 5 and operated by SKY DIVE Vallarta

Passengers: Four passengers

Place: At 1.5 km from the coast Playa Flamingos, Puerto Vallarta, Jalisco, México.

Hour and Date: 13:36 horas (19:55:47 UTC); 07 de Mayo de 2015.
Index

1. Factual information
   1.1 History of the flight
   1.2 Injuries to persons
   1.3 Damage to aircraft
   1.4 Wreckage and impact information
   1.5 Personnel information
   1.6 Aircraft information
   1.7 Meteorological information
   1.8 Aid to navigation
   1.9 Communications
   1.10 Survival aspects
   1.11 Additional information

2. Analysis

3 Conclusions
   Probable cause
1. FACTUAL INFORMATION

1.1 History of the flight

On May 07, 2015, at 13:55 local hour (19:55 UTC), occurred an accident who involves at the aircraft Cessna, model C-182, serial number \textbf{NOTE: 1} registration XB-LKB, owned by Sky Dive Vallarta, intended to private service, get stuck in the right step of the right main landing gear and the parachute from a two jumper tandem group get opened inflight commanded from \textbf{NOTE: 2} with Private Pilot license of fixed wing number \textbf{NOTE: 5} resulting the pilot with none injuries and the two stuck passengers in the step of the right landing gear with fatal injuries, the aircraft stall and sink in the denominated Flamingos Beach 1,000 meters from the shore, it should be noted that exist visual meteorological conditions at the event time; the aircraft take off from Puerto Vallarta International Airport.

![Image of a person in a parachute]

\textit{Fig. 1.1. The instructor left foot rests on the right landing gear wheel, which is slowed during the course of the flight, so it does not spin freely}

According with the flight plan elaborated on May 07, 2015 in Puerto Vallarta Airport, the aircraft had been installed VHF, RTF, VOR and ILS, transponder C type equipment, the proposed departure time at 12:30 local hour (18:30 UTC), the pilot settled that they will be flying at an 9,500 ft of altitude, 110 kt of speed, it will be a local visual flight of paratroopers at 3 miles to the SE of the station, it have a estimated flight of 00:50 hrs., fuel for an endurance flight of 02:00 hours, 5 people on board, Radio Emergency, VHF and ELT equipment, the aircraft did not have survive equipment, there were not life vests on board. The effective take off hour was at 12:55 hour (1855 UTC).

In accordance with the pilot’s statement the 4 paratroopers\textsuperscript{1} on board, previous coordination they decided that the two men in an individual manner will jump and after that in tandem the instructor and the passenger, the pilot indicates that moments after the jump of the two first paratroopers, the instructor and the passenger got out of the aircraft by the right side in order to do the jump however at the jump moment the parachute harness got stocked in the design step of right main landing gear, it causes the jumpers stay standing out of the aircraft, the pilot said that he decided to overflight at low speed and low altitude over

\textbf{NOTE: 3}

\textbf{NOTE: 3}

\textbf{NOTE: 3}
the sea to allow them to get free without success, at that moment he declares the emergency with Puerto Vallarta Tower at 13:30 hours (19:30 UTC) and he proceed to realize many emergency maneuvers for to help the passenger to get reincorporated, unfortunately 8 minutes later the parachute activates, causing the aircraft stall and to fall over the sea, sinking the aircraft along with the two paratroopers that were stuck in the design step of the right main landing gear, few minutes later in the water he was rescue by a person with his jet sky.

The Aeronautical Authority from Puerto Vallarta Airport indicates that at 13:34 hours (19:34 UTC) received the notification from TWR PVR, that the XB-LKB pilot’s reported in emergency meanwhile the flight of the jumping paratroopers, two people in tandem had tangled in the right main landing gear, also TWR PVR indicated that proceed to observe with the binoculars and appreciated that approximately at 3 SM, an object hanging from the aircraft, TWR PVR indicated that at 13:40 hours (19:40 UTC) approximately observed the aircraft flying and crossing the track of runway 22 heading SE approximately at 100 ft over the coast line, continue flying until he lose in sight he tried to communicate in many times without obtaining any response.

At 13:34 hours (19:34 UTC) the SAR mission coordinator’s, activates immediately search and rescue activities, coordinating with local Civil Protection (SAR Ground), at 13:40 hour (19:40 UTC) SEMAR (Maritime SAR) notifies to Mission SAR Coordinator that a life saver, who was doing beach vigilance, notifies that into the sea at 1,000 m. observes an aircraft in descend falling to the sea, asking immediately support from particular boats to move him to the accident site, as soon as he arrived at the place he found three civil people diving because two female were trapped at the aircraft, and four civil more were holding a parachute that was tangled up to the aircraft avoiding it from sinking.

At 14:40 hours (20:40 hours) arrives more boats and emergency responder people to accident site to join the divers but nevertheless being at some meters below the aquatic surface the four people that was holding the parachute pass with it taking them to the bottom of the sea so that the emergency responder people have to release the parachute and leave the aircraft and passengers get to the bottom of the sea, an echo sounder from the BR-2 boat from search and rescue from the naval-zone, were giving readings from 500 to 1,000 meters deeper.

Diving actions continued at deep 150 ft., that day without localizing the aircraft, at 16:27 hours (22:27 UTC) emergency responder people realized a second immersion until deep 270 ft for a 18 minutes, without any favorable results, at 17:00 hours (23:00 UTC), the members of SAR determined to suspend the search because lack of proper equipment to perform a deeper immersion, got back activities the next day after.
without obtaining positive results, however they maintained a look out point for 24 hours without any positive results.

![Fig. 1.3. Superimposed image suggesting position that produces severe clogging drag, to maintain the aircraft at low speeds.](image)

### 1.2 Injuries to persons.

<table>
<thead>
<tr>
<th>Injuries</th>
<th>Fatal</th>
<th>Severe</th>
<th>Minor</th>
<th>Unhurt</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilot</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Passengers</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Total</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>5</td>
</tr>
</tbody>
</table>

### 1.3 Damage to aircraft

The aircraft results in immersion so the present damage are unknown, but nevertheless by the pilot’s declaration, doesn’t exist a mechanical failure that will contribute to the accident.

### 1.4 Wreckage and impact information

The accident site it’s located at 1.5 km., from the coast denominated Flamingos, in the geographical coordinates Latitude 20° 38’ 33.64” N Longitude and 105° 15’ 20.29” W, at a 500 to 1,000 m. deeper below mean sea level.

![Google earth](image)

The aircraft sank in an area with depths ranging from 500 to 1000 meters, and not having adequate equipment and trained personnel was not possible to rescue the aircraft and the bodies of paratroopers.
After the event a lookout to expect that started out detached components or bodies of the paratroopers was implemented but it was not successful.

1.5 Personnel information
1.5.1. Pilot in command: \textbf{NOTE: 2} Mh, Mexican nationality 28 years of age, fixed wing private license holder, number \textbf{NOTE: 2} current at February 02, 2017, with aircraft weight up to 5,700 kgs for maximum takeoff weight and single engine rating and RATAR.

It has a certificate from September 22, 2014 by having completed successfully CFIT course, January 20 of 2015, for participating in ALAR course, count with 700 total flight hours being 200 hours in C182 equipment, but nerveless it can’t be proved because his logbook was onboard the airplane.

The medical decider didn’t state any observation or no condition attached in pilots medical certificate.

1.5.2. The parachute jumper instructor: \textbf{NOTE: 3}, 31 year women, American nationalized counts with approximately 1,500 jumps and 5 years practicing skydiving and as parachute instructor 1.5 years.

1.6 Aircraft information
Cessna Aircraft Company, Model 182H serial number \textbf{NOTE: 1} manufactured in 1965, registration XB-LKB, certificate number 27022-I dated August 14, 2009, owned by \textbf{NOTE: 5}.
with airworthiness certificate number 20143250 issued on October 20, 2014 and maturing of October 19, 2015, its base of operation was the Airport Durango, is intended for private service, the aircraft had 4 seats configuration, also had the equipment on board to perform operations instrument (IFR), it had a Continental engine model O-470-U with 260 HP of power, uses a hub McCauley Propeller Systems model 2A34C204, model propeller blades 90DCB-B, according to the STC SA8842SW.

Times updated to April 21, 2015 said:

<table>
<thead>
<tr>
<th>Manufacture</th>
<th>Model</th>
<th>Serial number</th>
<th>Total Time</th>
<th>TURM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aircraft</td>
<td>Cessna</td>
<td>182H</td>
<td>4,719:00</td>
<td>94:59:00</td>
</tr>
<tr>
<td>Engine</td>
<td>Continental</td>
<td>O-470-U</td>
<td>1,160:06</td>
<td>147:00</td>
</tr>
<tr>
<td>Hub</td>
<td>McCauley</td>
<td>2A34C204</td>
<td>UNKNOWN</td>
<td>147:00</td>
</tr>
</tbody>
</table>

Aboard the aircraft were four people and the pilot, the team of skydiving and took off with 70 liters of fuel, and considering that the empty weight of the aircraft is 874 kg, a takeoff is estimated with a total weight of about 1274 kg.

1.7 Meteorological information
MMPR 072046Z 22011KT 15 SM FEW020 SCT200 28/23 A2987 RMK SLP114 57004 903 8/501 CU-E

The METAR report that was issued by the agency SENEAM at 20:46 UTC (14:46) indicates that the wind was from the southwest (220 °) with an intensity of 11 knots had a visibility of 15 status miles (24 km) there were a few clouds at 2000 feet and a cloudy medium to 20,000 feet, temperatures were 28 °C and 23 °C dew point temperature and altimeter setting of 29.87 inches of Mercury, in the notes the reduced to mean sea level pressure was 1011.4 millibars (low pressure) and the pressure had dropped 0.04 millibars and the type of clouds that prevailed was stratocumulus not cumulogenitos the type low clouds and cirrus clouds high no middle clouds, these being suitable for the activity developed conditions, not considering that the weather conditions have influenced or contributed to the genesis of any accident way.

1.8 Aid to navigation
The provider of air navigation services, provides radar images captured from 19:23:21 UTC until 19:30:01 UTC previous to the accident, which are shown below.
1.9 Communications
Tower Service (TWR), is provided through 118.5 Mhz. frequency state the communication established between XB-LKB and TWR PVR, which they were conducted according to the established procedures, legible phraseology manner and a correct intensity, it should be noted that the transcription time is quantified for the elapsed time from the audio files sended by the tower service.

<table>
<thead>
<tr>
<th>Hour</th>
<th>Involved</th>
<th>Content of communications</th>
</tr>
</thead>
<tbody>
<tr>
<td>00:00:29.785</td>
<td>XB-LKB</td>
<td>VALLARTA TOWER</td>
</tr>
<tr>
<td>00:00:33.589</td>
<td>PVR TWIR</td>
<td>NOTE: 4</td>
</tr>
<tr>
<td>Hour</td>
<td>Involved</td>
<td>Content of communications</td>
</tr>
<tr>
<td>------------</td>
<td>----------</td>
<td>---------------------------</td>
</tr>
<tr>
<td>19:30:29.785</td>
<td>XB-LKB</td>
<td></td>
</tr>
<tr>
<td>00:00:39.005</td>
<td></td>
<td></td>
</tr>
<tr>
<td>00:00:48.656</td>
<td>PVR TWR</td>
<td></td>
</tr>
<tr>
<td>00:01:07.981</td>
<td>XB-KWL</td>
<td></td>
</tr>
<tr>
<td>00:01:10.708</td>
<td>PVR TWR</td>
<td></td>
</tr>
<tr>
<td>00:01:24.623</td>
<td>XB-KWL</td>
<td></td>
</tr>
<tr>
<td>00:01:29.623</td>
<td>PVR TWR</td>
<td></td>
</tr>
<tr>
<td>00:01:33.828</td>
<td>PVR TWR</td>
<td></td>
</tr>
<tr>
<td>00:02:02.871</td>
<td>XB-LKB</td>
<td></td>
</tr>
<tr>
<td>00:02:05.501</td>
<td>PVR TWR</td>
<td></td>
</tr>
<tr>
<td>00:02:14.193</td>
<td>XB-KWL</td>
<td></td>
</tr>
<tr>
<td>00:02:23.183</td>
<td>PVR TWR</td>
<td></td>
</tr>
<tr>
<td>00:02:27.307</td>
<td>PVR TWR</td>
<td></td>
</tr>
<tr>
<td>00:02:33.622</td>
<td>XB-KWL</td>
<td></td>
</tr>
<tr>
<td>00:02:37.396</td>
<td>PVR TWR</td>
<td></td>
</tr>
<tr>
<td>00:02:40.89</td>
<td>XB-KWL</td>
<td></td>
</tr>
<tr>
<td>00:03:40.45</td>
<td>PVR TWR</td>
<td></td>
</tr>
<tr>
<td>00:03:47.702</td>
<td>XB-KWL</td>
<td></td>
</tr>
<tr>
<td>00:03:59.911</td>
<td>PVR TWR</td>
<td></td>
</tr>
<tr>
<td>00:04:02.261</td>
<td>XB-KWL</td>
<td></td>
</tr>
<tr>
<td>00:04:11.596</td>
<td>PVR TWR</td>
<td></td>
</tr>
<tr>
<td>00:05:13.703</td>
<td>XB-KWL</td>
<td></td>
</tr>
<tr>
<td>00:05:18.522</td>
<td>PVR TWR</td>
<td></td>
</tr>
<tr>
<td>00:05:20.721</td>
<td>XB-KWL</td>
<td></td>
</tr>
<tr>
<td>00:05:25.119</td>
<td>PVR TWR</td>
<td></td>
</tr>
<tr>
<td>00:05:39.146</td>
<td>PVR TWR</td>
<td></td>
</tr>
<tr>
<td>00:06:05.744</td>
<td>XB-KWL</td>
<td></td>
</tr>
<tr>
<td>00:06:13.738</td>
<td>PVR TWR</td>
<td></td>
</tr>
<tr>
<td>00:06:16.829</td>
<td>XB-KWL</td>
<td></td>
</tr>
<tr>
<td>00:06:21.881</td>
<td>PVR TWR</td>
<td></td>
</tr>
<tr>
<td>00:06:25.210</td>
<td>XB-KWL</td>
<td></td>
</tr>
</tbody>
</table>

NOTE: 4
### Hour | Involved | Content of communications
--- | --- | ---
00:06:26.993 | PVR TWR | 430 PR
00:07:05.781 | PVR TWR | 430 PR
00:08:00.784 | PVR TWR | 430 PR
00:08:07.441 | PVR TWR | 430 PR
00:08:12.671 | PVR TWR | 430 PR
00:08:17.842 | PVR TWR | 430 PR
00:08:24.024 | PVR TWR | 430 PR
00:08:29.195 | PVR TWR | 430 PR
00:08:34.128 | PVR TWR | 430 PR
00:08:39.240 | PVR TWR | 430 PR
00:08:44.827 | PVR TWR | 430 PR
00:08:50.889 | PVR TWR | 430 PR
00:08:56.663 | PVR TWR | 430 PR
00:09:01.585 | PVR TWR | 430 PR
00:09:26.908 | PVR TWR | 430 PR
00:09:26.119 | PVR TWR | 430 PR
00:09:58.647 | R 01 | 430 PR
00:10:02.094 | PVR TWR | 430 PR
00:10:06.314 | R 01 | 430 PR
00:10:12.555 | PVR TWR | 430 PR
00:10:20.817 | PVR TWR | 430 PR
00:10:26.523 | R 01 | 430 PR
00:10:32.883 | PVR TWR | 430 PR
00:10:55.350 | R 01 | 430 PR
00:11:01.293 | PVR TWR | 430 PR
00:11:05.157 | R 01 | 430 PR
00:11:12.884 | PVR TWR | 430 PR
00:11:18.827 | R 01 | 430 PR
00:11:29.764 | PVR TWR | 430 PR
00:11:38.323 | R 01 | 430 PR

END OF TRANSCRIPTION

### 1.10 Survival aspects
The bodies of two woman passengers cannot be rescued from the deep sea, for that reason survival aspect could be not evaluated.

### 1.11 Additional information
Paracaidismo Vallarta A. C. air club, request in July 14, 2014, to the Manager of General Aviation and Air Services from Dirección General de Aeronáutica Civil, the authorization to make flights to skydiving sport jumps, in the Mexican republic, with the XB-LKB aircraft, answering DGAC the next:

"(…) …Authorizes to PARACAIÐISMO VALLARTA, A. C. club, the operation of flights for making Skydiving Sport Jumps (NOT AUTHORIZED OPERATIONS FOR PROFIT OR CHARGE TO PEOPLE OUTSIDE THE CLUB FOR JUMPING), must abide to….(…)"
The Article 27, from the Civil Aviation Law indicates that private commercial air transport is considered the one that is destined to the service of one or more physical or moral person, different than the owner or holder of the same aircraft, for profit. Within the private commercial are the specialized air services that, at the time also comprises the air photography, air topography, commercial publicity, air fumigation, artificial rain provocation, capacititation and training, among others.

The 16 Article, from the Regulation of Civil Aviation Law indicates that the private commercial air transport service under specialized air service modality is provided with aircrafts that hold private service registration. The mexican official rules established the technical equipment that the aircraft have to count with, also the characteristics and operational conditions of each specialized air service. All aircraft dedicated to a specialized air service have to be crewed only for aviation technician’s holder of the license and certificate of competency, according the class and aircraft type used, also with the service characteristics used.

The 17 Article Civil Aviation Law Regulations, established that in the specialized air services are wooden logs transport, control and fire extinction, towing gliders, parachuting, inspection and air surveillance, air commercial publicity, air construction, orographic lifting, air photography, air topography, air fumigation, panoramic service, flight training practices performed by formation centers or development and training also a combination of both, similar, licensees in terms from 93 article of this regulation.

DGAC set does procedures in the mexican official standards NOM-008-SCT3-2002, that established technical fulfill requirements to concessionaires and permit holders to the air public transport service, for obtaining air service operator certificate, and technical requirements to be met by air transport service permit holders.
2. ANALISIS

2.1 The operator had an Civil Aviation Authority permission to perform paratrooper jumps with nonprofit operation

2.2 The DGAC authorize to Paracaidismo Vallarta A. C., to perform sport parachuting jumps, in the Mexican Republic, with XB-LKB aircraft, however it does not warn the operator that they must comply with the special technical requirements set by Operations Engineering Department from DGAC to parachuting aircrafts, because it is an specialized air service.

2.3 Approximately after 15 minutes that have started the take off the two paratroopers men in individual jump launched, 3 NM at SE from MMPR station, the next were the women group at the front the British citizenship passenger and after her the U.S. citizenship, but nevertheless by relying so to stabilize, these get stock in the design step located in the in the right main landing gear, lapsing in this position eight minutes without jam release, staying jammed this two people, thus there are not any authorization that in what the operator have request to DGAC perform any modification to the design step from landing gear leg.

2.4 The XB-LKB pilot in command, had a current private pilot license, with rating to operate this aircraft type.

2.5 The pilot made roll maneuvers, slow and low altitude flight over the sea to facilitate that the paratrooper tandem group get unstock and can fall to the sea without suffering injuries, at don’t do it declare in emergency with PVR TWR at 19:30:29 hour, nevertheless at 19:36 the parachute unfold causing advance resistance

2.6 The pilot was rescue by one people on board a jet sky that was near the accident site, however the XB-LKB aircraft after 2 minutes approximately or less get sank, not staying afloat to realize any rescue maneuver to the stuck paratroopers in the design step from the right main landing gear.

2.7 PVR TWR as soon knows about the emergency situation notified this to Airport Command DGAC/SCT who in turn retransmit it in first instance to Civil Protection in order to prepare to meet this emergency, but nevertheless SEMAR was notified by a life guard that was making surveillance runs, notifying Coordinated Maritime SAR to air SAR, coordinating each other.

2.8 The aircraft documentation was checked being the maintenance services, airworthiness directives, newsletters services applied, there are not modification seated to the type certificate.

2.9 The meteorological conditions are not considered an event factor.

2.10 The aircraft doesn’t have installed a platform on the right main landing gear leg as well as the door modification so it could support on this and impulse the paratroopers, neither exist any approval by the DGAC to perform this modification, as well as operation manuals duly approved by the corresponding area.
3. CONCLUSIONS

3.1. The operator had a permit with the Civil Aviation Authority to perform no profit parachute jumps, but nevertheless the aircraft don‘t count with the physical modification to perform safe operations.

3.2. The Civil Aviation Authority does not indicate to the club that they should comply with the technical request set by Operations Engineering Department from DGAC because is a specialized air service.

3.3. The current private pilot license authorizes to operate this type of aircraft

3.4. PVR TWR knows about the emergency at 19:30 hours approximately and aircraft stalls and fall into the sea six minutes later.

3.5. The aircraft accomplish with the maintenance services, airworthiness directive, applied service bulletin and it is not seated any aircraft modification.

3.6. The meteorological conditions were not a factor of occurrence of the event.

3.7. There was not a mechanical failure

The Comisión Investigadora y Dictaminadora de Accidentes e Incidentes de Aviación, after the study and analysis determine as probable cause.

PROBABLE CAUSE:

“LOST OF CONTROL IN FLIGHT BECAUSE THE OPENING IN FLIGHT OF THE PARACHUTE FROM A JUMP TANDEM GROUP THAT GET STUCK IN THE DESIGN STEP FROM THE RIGHT MAIN LANDING GEAR, CAUSING THE SINKING OF THE AIRCRAFT IN THE SEA.”

FASE:
Maneuvers:
• Low altitude flight and minimum flight control speed

CONTRIBUTING FACTORS
1. Lack of control and surveillance of safety standards from the operator in parachute jumps flight activities.
2. Inadequate coordination between the area that issue the administrative permit and the technical area to authorize the parachute jump flights.
3. Absence of a duly authorized kit that permit to the paratroopers stand out firmly from the aircraft

RECOMMENDATIONS

Derived from the occurrence of this event, during the investigation the investigator in charge identifies that does not exist STC‘s, to modified aircrafts for parachute jumps, but however there are several modifying kits for the right door and a step installation in the right main landing gear to permit the
paratroopers stability out of the aircraft, sending in an economic way to the corresponding area, whereby the commission emit the next recommendation.

R029/16 The Dirección General Adjunta de Aviación from DGAC, for aircraft intended for the specialized air service for parachute jumps, have the jumps modification and that this modification be monitored in the revalidation of the airworthiness certificate.

R030/16 The Dirección General Adjunta de Aviación and Dirección General Adjunta de Transporte y Control Aeronáutico from DGAC, established a coordination procedure that before authorizing administratively a specialized air service, notified the user that they have to meet with a technical procedure that includes the modification for flights greater security.

In the analysis of this event, without being a contributing factor to the accident, detected a lack of coordination between the Mission Coordinator Air SAR (Command of airport) and the Maritime SAR, as it sets the Doc. 9731 Manual International Aeronautical and Maritime Search and Rescue (IAMSAR), by which the Commission recommends:

R031/16 As the Coordinator of the Mission Air SAR (Commanders Airport) complying with the procedures set out in the circular ex officio 001/2016 dated January 2016, issued by the National Coordinating Center SAR, to plan and carry out emergency phases that apply (Alerfa, Incerfa and Detresfa)

AIRCRAFT OWNER AND CLUB PARACAIDISMO VALLARTA A. C.
According to national legislation flights for parachute jump are classified as a specialized air service, which is governed by the guidelines established in the NOM-008-SCT3-2002, a situation which the Commission recommends:

R032/16 All aircraft intended for this activity, of which the Club uses, adhere to the structural modifications that the Civil Aviation Authority determined and the implementation of operational manuals and emergency suitable for this type of activity coupled with the related training.

ATENTAMENTE
El Secretario de la Comisión Investigadora y Dictaminadora de Accidentes e Incidentes Aéreos

Ing. José Armando Constantino Tercero
CED. PROF. 1718542
NOTE: 1
1.- SERIAL NUMBERS FROM THE AIRCRAFT DELETED

LEGAL BASIS: ART. 113, FRACC. II, LEY FEDERAL DE TRANSPARENCIA Y ACCESO A LA INFORMACIÓN PÚBLICA; (FEDERAL LAW OF TRANSPARENCY AND ACCESS TO PUBLIC INFORMATION), AS WELL AS THE NUMBER THIRTY-EIGHTH OF THE GENERAL GUIDELINES ON THE CLASSIFICATION AND DECLASSIFICATION OF INFORMATION, AND FOR THE ELABORATION OF PUBLIC VERSIONS

ARGUMENT: FOR THE TREATMENT OF UNIQUE INDUSTRIAL DATA ON EACH EQUIPMENT, COMPONENT, OR PART OF THE AIRCRAFT

NOTE: 2
2.- AIRCRAFT PILOT'S NAME AND LICENSE NUMBER DELETED

LEGAL BASIS: ART. 68, 116 LEY GENERAL DE TRANSPARENCIA Y ACCESO A LA INFORMACIÓN PÚBLICA (GENERAL LAW OF TRANSPARENCY AND ACCESS TO PUBLIC INFORMATION); 113, FRAC. I, LEY FEDERAL DE TRANSPARENCIA Y ACCESO A LA INFORMACIÓN PÚBLICA (FEDERAL LAW OF TRANSPARENCY AND ACCESS TO PUBLIC INFORMATION).

ARGUMENT: PHYSICAL PERSON DATA REQUIRING CONSENT FOR DISSEMINATION

NOTE: 3
3.- PASSENGERS NAME DELETED

LEGAL BASIS: ART. 68 AND 116, LEY GENERAL DE TRANSPARENCIA Y ACCESO A LA INFORMACIÓN PÚBLICA (GENERAL LAW OF TRANSPARENCY AND ACCESS TO PUBLIC INFORMATION); 113, FRAC. I, LEY FEDERAL DE TRANSPARENCIA Y ACCESO A LA INFORMACIÓN PÚBLICA (FEDERAL LAW OF TRANSPARENCY AND ACCESS TO PUBLIC INFORMATION).

ARGUMENT: PHYSICAL PERSON DATA REQUIRING CONSENT FOR DISSEMINATION

NOTE: 4
4.- TRANSCRIPTIONS DELETED.


ARGUMENT: TO GUARANTEE THAT RESEARCH ARE NOT HAMPARED BY ADMINISTRATIVE OR JUDICIAL INVESTIGATIONS; EXTENSION OF THE SPECIFICATION THAT DETERMINES THE DISCLOSURE OF TRANSCRIPTION RECORDS.

NOTE: 5
5.- NAME OF OWNER OF THE AIRCRAFT DELETED

LEGAL BASIS: ART. 68, 116 LEY GENERAL DE TRANSPARENCIA Y ACCESO A LA INFORMACIÓN PÚBLICA (GENERAL LAW OF TRANSPARENCY AND ACCESS TO PUBLIC INFORMATION); 113, FRAC. I, LEY FEDERAL DE TRANSPARENCIA Y ACCESO A LA INFORMACIÓN PÚBLICA (FEDERAL LAW OF TRANSPARENCY AND ACCESS TO PUBLIC INFORMATION).

ARGUMENT: PHYSICAL PERSON DATA REQUIRING CONSENT FOR DISSEMINATION