

Briefing 11-16



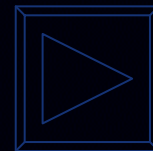
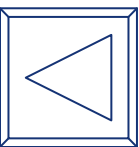
Federal Aviation
Administration

- Emergency Assistance,
Overdue Aircraft, & Control
Actions
- Administrative Actions For
Suspected Accidents
- Bold Quest TMOA TLOP

Presented to: CVG Personnel

By: CVG FLMS

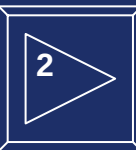
Date: 8/1/2011



Emergency Assistance **Overdue Aircraft**



Control Actions





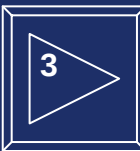
When should we consider that an aircraft emergency exists?

- When an emergency is declared by either:
 - The Pilot
 - Facility personnel
 - Officials responsible for the operation of the aircraft
- There is an unexpected loss of radar contact and radio communications with any IFR or VFR aircraft.
- An emergency radar beacon response is received.
- Intercept or escort aircraft services are required.

Reference – FAAO JO 7110.65 10-2-5



Federal Aviation
Administration





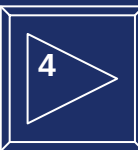
When should we consider that an aircraft emergency exists?

- Reports indicate the aircraft has made a forced landing, is about to do so, or its operating efficiency is so impaired that a forced landing will be necessary.
- Reports indicate the crew has abandoned the aircraft or is about to do so.
- The need for ground rescue appears likely.
- An Emergency Locator Transmitter (ELT) signal is heard or reported.

Reference – FAAO JO 7110.65 10-2-5



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What should you do when hearing or receiving a report of an ELT?

- **Attempt to obtain fixes or bearings on the signal**
- **Solicit the assistance of other aircraft known to be operating in the signal area.**

Who is notified of an ELT Incident?

- **Forward fixes or bearings and any other pertinent information to the ARTCC (ZID). Also advise ARTCC if the signal source is located/terminated.**

Reference - FAAO JO 7110.65 10-2-10



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JO 7110.65 10-3-1 Overdue Aircraft

- a. Consider an aircraft to be overdue, initiate the procedures stated in this section and issue an ALNOT when neither communications nor radar contact can be established and 30 minutes have passed since:

NOTE: *The procedures in this section also apply to an aircraft referred to as “missing” or “unreported.”*

1. Its ETA over a specified or compulsory reporting point or at a clearance limit in your area.
 2. Its clearance void time.
- b. If you have reason to believe that an aircraft is overdue prior to 30 minutes, take the appropriate action immediately.
 - c. The center in whose area the aircraft is first unreported or overdue will make these determinations and takes any subsequent action required.



Information To Be Forwarded To ZID

- 1. Time of last transmission received, by whom, and the frequency used.**
- 2. Last known position.**
- 3. Whether or not an ELT signal has been heard or reported in the vicinity of the last known position.**
- 4. Action taken by the reporting facility and proposed action.**
- 5. Any other pertinent information.**

Refer to JO 7110.65 10-3-2 a thru k for the full and detailed list



Aircraft Position

JO 7110.65

10-3-6. AIRCRAFT POSITION PLOTS

Plot the flight path of the aircraft on a chart, including position reports, predicted positions, possible range of flight, and any other pertinent information. Solicit the assistance of other aircraft known to be operating near the aircraft in distress. Forward this information to the RCC or the ARTCC as appropriate.





Aircraft Position

The FLM can plot the course and access the radar data on National Offload Program (NOP), providing ZID with very accurate information however, this takes time.

While not as accurate, a more immediate means to determine an aircrafts last known position is to use STARS.

Entry: F7 (Multi-Function) D *, slew to the last known position, **ENTER**

The Lat/Longs will be displayed in the preview area.
Forward these coordinates to the FLM/CIC so that they may
Pass them onto ZID.



National Transportation Safety Board (NTSB)

Safety Recommendation Report

January 29, 2010

The following recommendation is one of several recommendations in this NTSB report.

“Amend FAAO 7110.65 to require that, when radar or other location data are available to air traffic controllers that indicate to a reasonable likelihood the location of a downed aircraft, the information be immediately provided to appropriate local first responders and the Air Force Rescue Coordination Center (AFRCC).”



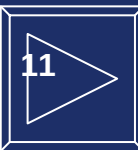
National Transportation Safety Board (NTSB)

Safety Recommendation Report

January 29, 2010

This report addresses the need to clearly and quickly relay accurate information to enable an expeditious SAR. Most specifically, information on; **location, time, nature of emergency, ELT signals, and emergency beacon codes.**

As of this time the NTSB recommendations have not been incorporated into the 7110.65. However, it is a good operating practice to provide the Lat/Longs, until such time that the data can be extracted from NOP, so that the first responders can begin a focused Search and Rescue (SAR) as quickly as possible.



Communications Failure

How would you attempt to reestablish communications with an aircraft that has had a communications failure?

Attempt to reestablish communications on the emergency frequency, NAVAIDS with voice capability, through FSS or ARINC, etc.

Have the aircraft use its transponder or make turns to acknowledge clearances or answer questions.

1. Request aircraft to reply with an “IDENT”
2. Request the aircraft to change to Code 7600 or if already on Code 7600, the appropriate stratum code.
3. Request the aircraft to squawk “stand-by” for sufficient time for you to be sure that the lack of a target is the result of the requested action.

Reference JO 7110.65 10-4-4



Communications Failure

If radio communications have not been (re)established with the aircraft after 5 minutes, consider the aircraft's or pilot's activity to be suspicious and report it to the FLM/CIC per FAA Order JO 7610.4, Chapter 7, Hijacked/Suspicious Aircraft Reporting and Procedures, and Paragraph 2-1-25f, Supervisory Notification, of this order.

Reference JO 7110.65 10-4-4e



Administrative Actions

WHAT TO DO WHEN AN AIRCRAFT ACCIDENT/INCIDENT/BIRD STRIKE IS SUSPECTED

MINIMIZE THE OPERATIONAL DISRUPTIONS FOR ANY INVESTIGATIONS WHEN POSSIBLE
Updated: 01/20/2011

DATE & UTC TIME OF INCIDENT: _____ AIRCRAFT INVOLVED: _____

INSURE COMPLETION OF THIS BY EXTENSION OF TIME

Significant: RUC ROC immediately.

Other: RUC as soon as possible, but not later than 2 hours.

Procedure: Manager/CFO will notify and attempt to determine the validity of suspected Accident/Incident, and if valid, will ensure the following is accomplished:

- Contact the Operations Manager, or the ATN as available.
- Make a "0" entry in the FAA Form 7200-4 (Daily Log) listing "STARSAFEALR Facility".

FAA FORM 7200-4 (DAILY LOG) SCALE 101

1	STARSAFEALR FACILITY	ADVERSE/ACCIDENT/INCIDENT/STRIKE	NO/NO/NO
2	2014	NO/NO/NO	NO/NO/NO

1. _____ Use this checklist for a Bird Strike if there are injuries or damage to the aircraft.

- Review the NCR/repair and the voice recording.
- Call the nearest airport office, coordinate at the time of the incident and other pertinent information.
- Contact the Inflight Service for a speed observation at 855-372-6486.

2. _____ After 800-828-8686, Personnel Statement, is completed by the employee as soon as possible. The purpose of the Personnel Statement is to provide any information that will provide a more complete understanding of the circumstances surrounding the incident.

3. _____ After day hours, contact the Operations Manager. If the accident/incident involves a significant event (such as a Passenger Involvement, Cabin Crew Injury, Cabin Crew Fatality, or a Significant Damage to Aircraft), contact the Staff Manager, ATN, the Eastern Service Area OCO (operated from the ROC) and the Operations Manager. The Operations Manager will ensure that the following is accomplished:

- Contact FAA Form 8020-3, Telephone Notification, is completed as soon as possible. The form is located in the Aircraft Accident/Incident package at the Staff desk.
- Complete FAA Form 8020-9, Aircraft/Incident Preliminary Notice, Parts 1 and 2. This information will be sent via electronic mail to the Operations Manager, ATN, and the Staff Manager, but no later than 2 hours. If unable to send electronically, fax the form to the ROC.

Regional Ops Center (ROC) 804-355-0154

4. _____ Involvement to determine a complaint is covered and if applicable, complete the Incident/Complaint System. Submit Checklist following the steps:

- Forward the complaint to the Quality Control Manager for investigation/first report

WHAT TO DO TO WHEN AIRCRAFT IS OVERDUE

UNIVERSITY OF NOTRE DAME DISPATCHING FOR AIRCRAFT INVESTIGATION
Updated Aug 20, 2011

DATE & UTC TIME INCIDENT	AIRCRAFT INVOLVED
REDUCE CPTD TO MINIMUM OF 15 MINUTES FOR ALL AIRCRAFT INCIDENTS	

Consider an aircraft to be overdue, initiate the following procedures and issue an ADOBT when neither communication nor radar contact can be established and 30 minutes have passed.

If you're unable to believe that an aircraft is overdue prior to 30 minutes, then take appropriate action immediately.

Call the ARTCC and RCN immediately after 30 minutes have passed.

Note a "W" entry in the FAA Form 7200 (Daily Log) stating "STANDARD FACILITY".

FAA FORM 7200 (2010 ENTRY: EXEMPTED)	
G 2204L STANDARD FACILITY INVESTIGATES OVERDUE AIRCRAFT INVOLVING NCRB.	

Radio or suspend PF traffic for a period of 30 minutes following incident time listed in paragraph 1.

a. The time at which the approach clearance was delivered to the pilot.
b. The ATIS time received by the pilot.
c. The time/minute from the NAVDAD serving the destination airport.
d. The nearest alternate, either the nearest facility or the pilot's, whichever is later, at:
1. the enroute instrument (FID) AD or fix, and
2. the nearest serving VORTAC.
e. The release time and if issued, the clearance code number.

Traffic Disruption:

After the 30-minute radio suspension period has expired, resume normal en traffic control if the operator or pilot of other aircraft consent. The controller must maintain a period of 30 minutes after the suspension period has expired.

(Include completion of items by time and increments)

_____ Verify accuracy of the STARS clock.

_____ Review the voice recording. Ascertain the time of last radio contact.

Notify 2D with indication of the PF overdue aircraft and provide the following information:

_____ Flight path, including color of aircraft, if known.

_____ Time of last transmission received, if any, and frequency used.

_____ Last position report and how determined.

_____ Action taken by reporting facility and proposed action.

_____ Number of persons on board.

_____ Fuel status.

_____ Facility working around and frequency.

Aircraft Incident Report		AIRCRAFT ACCIDENT INCIDENT PRELIMINARY NOTICE	
1. Incident Reference Number	2. Date of Report	3. Location	4. Time of Day
1. Incident Reference Number		2. Date of Report	3. Location
4. Time of Day		5. Aircraft Type	
6. Incident Description			
7. Aircraft Registration			
8. Pilot Name			
9. Pilot License Number			
10. Aircraft Make/Model			
11. Aircraft Configuration			
12. Weather Conditions			
13. Terrain Description			
14. Other Relevant Information			
15. Remarks			
16. Signature of Reporting Officer			
17. Date of Report			
18. Signature of Pilot			
19. Date of Report			
20. Signature of Witness			
21. Date of Report			
22. Signature of Investigator			
23. Date of Report			
24. Signature of Approver			
25. Date of Report			
26. Signature of Distributor			
27. Date of Report			
28. Signature of Recipient			
29. Date of Report			
30. Signature of Distributor			
31. Date of Report			
32. Signature of Recipient			
33. Date of Report			
34. Signature of Distributor			
35. Date of Report			
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172. Signature of Recipient			
173. Date of Report			
174. Signature of Distributor			
175. Date of Report			
176. Signature of Recipient			
1			

FACILITY ACCIDENT/INCIDENT NOTIFICATION RECORD				Date: _____
NO. OF INCIDENTS BY FACILITY CATEGORY (NORTH HAVEN)				Total _____
	Phone No.	Type	Page	Total _____
Airport Emergency Equipment	787-3111			
Additional Emergency Equipment	911			
Search and Rescue (NCC) - Total NHB	860-381-7111			
Investigation Operations Center (NCC)	789-ROC			
Regional Operations Center (NCC)	789-ROC			
Air Traffic Manager (ATC) ATCT	143-211-7676			
Flight Services Center Office (NY FSS) (Air Ops) NGA	617-713-4200			
Flight Services Center Office (Central FSS)	617-643-6000			
Air Traffic Investigations Division (AAT-200)	789-ROC			
National Transportation Safety Board (NTSB)	789-ROC			
System Maintenance Organization Manager (AOC)	617-634-1162			
Low Environment, Airport Police	787-3111			
National Weather Service (NWS)	789-ROC			
Military Authority	787-3111			
Airport Authority	787-3111			
Airport Control				
Tech Ops SSC Manager	372-6500			
Enlarger Police Dept	727-2424			
Indiana County Sheriff	813-625-2260			
Hennepin State Police	424-1212			
Indiana State Police	317-698-5500			
CVD Operations Manager, GC	857-362-8310 x48			
McClintock Operations Center (NCC)	668-412-3622			
State Route APSS - FAX 812-677-7770	812-677-6773			
UDN - Domestic Event Network	860-470-4708			



**Federal Aviation
Administration**



Accident/Incident Package

- **The following forms are in the Accident/Incident Package**
 - Checklist
 - FAA Form 8020-3
 - FAA Form 8020-9 Parts 1 & 2



Accident/Incident/Bird Strike Checklist

- Included in the package is a checklist.
- Insert the date and time of the incident
- Insert the aircraft ID
- It is **essential** that **operating initials and the time** are entered to indicate the completion of the checklist items.

* *Bird Strike reports are required when there are injuries or damage to the aircraft*

**WHAT TO DO WHEN AN AIRCRAFT
ACCIDENT/INCIDENT/BIRD STRIKE IS SUSPECTED**
MINIMIZE THE OPERATIONAL DISRUPTIONS FOR ANY INVESTIGATIONS WHEN POSSIBLE
Updated July 20, 2011

DATE & UTC TIME of INCIDENT: _____ AIRCRAFT INVOLVED: _____

INDICATE COMPLETION OF ITEMS BY ENTERING TIME AND OPERATING INITIALS

Significant: Notify the ROC immediately.
Other: Notify ROC as soon as possible, but not later than 2 hours.

_____ Frontline Manager/CIC shall initiate an investigation to determine the validity of suspected Accident/Incident, and if valid, shall ensure the following is accomplished.

_____ Contact the Operations Manager, or the ATM if unavailable.

_____ Make a "Q" entry in the FAA Form 7230-4 (Daily Log) stating "STARS/DALR Facility".....

FAA FORM 7230-4 LOG ENTRY EXAMPLES:	
Q	2234 STARS/DALR FACILITY INVESTIGATING ACCIDENT/INCIDENT/BIRD STRIKE INVOLVING N23990 AND EAL222. ROC NOTIFIED

BIRD STRIKE - Use this checklist for a Bird Strike if there are injuries or damage to the aircraft.

_____ Review the NOP replay and the voice recording.

_____ Gather flight progress strips, weather at the time of the incident and other pertinent information. Contact the Weather Service for a special observation at 859-372-6486.

_____ An FAA 8020-26, Personnel Statement, shall be completed by the employee as soon as practical. The purpose of the personnel statement is to provide any information that will provide a more complete understanding of the circumstances surrounding the incident.

_____ After duty hours, contact the Operations Manager. If the accident/incident involves a significant event (which includes a Presidential/Congressional aircraft or an event that will likely generate media interest) also contact the Staff Manager, ATM, the Eastern Service Area QCG specialist (via the ROC) and the DEN immediately.

_____ Ensure FAA Form 8020-3, Telephone Notification, is completed as soon as possible. The form is located in the Aircraft Accident/Incident package at the Sups desk.

_____ Complete FAA Form 8020-9, Aircraft/Incident Preliminary Notice, Parts 1 and 2. This information is to be sent via electronic mail to the ROC at 9-ASO-ROC@faa.gov as soon as possible, but no later than 2 hours. If unable to send electronically, fax the form to the ROC.

Regional Ops Center (ROC) 404-305-5154

_____ Investigate to determine if occurrence is a covered event and if applicable, complete the Individual Display/System Status Checklist following this page.

_____ Forward the package to the Quality Control Manager for investigation/ final report.





FAA Form 8020-3

- Included in the package is an 8020-3 for each airport in our airspace.
- Use the appropriate 8020-3 and insert the Aircraft ID and the date
- It is **imperative** that after making the required calls that the following information is inserted into the appropriate column;
 - The **time** the call was made
 - Your **operating initials**
 - The **initials** of the individual that took the call

FACILITY ACCIDENT/INCIDENT NOTIFICATION RECORD			Not to be filled in by the caller N12345LL Date: August 1, 2011 From: CVG	
The order and number of calls will be determined by the situation involved.				
	Phone No.	Time	Initials	
			Caller	Recipient
Airport Emergency Equipment	767-3111			
Additional Emergency Equipment	911			
Search and Rescue, RCC @ Tyndall AFB	800-851-3051 850-283-5101 fax			
*Washington Operations Center (WOC)	Thru ROC			
Region Operations Center (ROC)	404-305-5180	1200Z	CF	PT
Air Traffic Manager, CVG ATCT	740-251-7676			
Flight Standards District Office (KY FSDO) FAX 502-753-4205	502-753-4200			
Flight Standards District Office (Cincinnati FSDO)	513-842-9600	513-842-9620		
Air Traffic Investigations Division (AAT-200)	Thru ROC			
National Transportation Safety Board (NTSB)	Thru ROC			
System Maintenance Organization Manager/ AOCC	877-434-1182			
Law Enforcement, Airport Police	767-3123			
National Weather Service (NWS)	Thru ROC			
Military Authority	Thru ROC			
Airport Authority	767-3151			
Aircraft Operator				
Tech Ops SSC Manager	372-6500			
Erlanger Police Dept.	727-2424			
Hamilton County Sheriff	513-825-2260			
Kentucky State Police	428-1212			
Indiana State Police	812-689-5000			
CVG Operations Manager, GC	937-302-8131 cell			
MidStates Operational Control Center (MOCC)	866-432-2622			
Terra Haute AFSS FAX 812-877-7770	812-877-9373			
DEN – Domestic Event Network	202-493-4170			

Form Updated by (Name, Title, Facility): Daniel Grosser, Front Line Manager, CVG ATCT Issue: May 30, 2011

*Accidents requiring telephone notification to Washington shall be made immediately following notification for emergency equipment and/or search and rescue

FAA Form 8020-3 (Rev. 10/00)





FAA Form 8020-9

Part 1

- Complete Parts 1 & 2 ASAP
- Forward to the ROC via email ASAP but no later than 2 hours.
 - 9-ASO-ROC@faa.gov
- If you are unable to email the form fax it to the ROC
 - ROC (404)-305-5154

AIRCRAFT ACCIDENT/INCIDENT PRELIMINARY NOTICE			
U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION			
FROM (Office of Origin) ASO/COG ATCT		TO: ASO ROC	DATE/UTCI 8/1/2011
			TIME (UTC) 1200Z
CODE	(First words of text) AIRCRAFT ACCIDENT/INCIDENT PRELIMINARY NOTICE-Part 1		
A	1. INFORMATION FROM:		
B	1. REGISTRATION NO: 2. MAKE AND MODEL: 3. OPERATOR OF AIRCRAFT: 4. TYPE OF ACTIVITY (Air taxi, instruction, pleasure, aerial appl., business, creative, sightseeing, etc.) IF KNOWN: 5. BRIEF DESCRIPTION OF CIRCUMSTANCES SURROUNDING OCCURRENCE: 6. WEATHER DATA: 7. AIRCRAFT DAMAGE: A ☐ DESTROYED B ☐ SUBSTANTIAL C ☐ MINOR D ☐ FIRE E ☐ NONE		
C	OCCUPANTS - INDICATE INJURIES: FATAL, SERIOUS, MINOR, NONE 1. NAME AND ADDRESS OF PILOT/INJURY: 2. NAMES OF CREW/INJURIES: 3. NO. OF PASSENGERS/INJURIES:		
D	1. LOCATION OF OCCURRENCE (Nearest city, town, and state) (Ave route if over water or missing):		
E	1. UTC DATE AND UTC TIME OF OCCURRENCE		
F	1. INFORMATION ON COVERAGE OF OCCURRENCE BY FAA, NTSB, OTHER:		
G	FAA AIR TRAFFIC SERVICES SUMMARY OF FLIGHT HANDLING 1A. LAST DEPARTURE POINT: 1B. UTC DATE AND UTC TIME: 1C. INTENDED DESTINATION: 2. LAST RADIO CONTACT POSITION AND/OR RADAR POSITION: 3. LAST ATC CONTROL CLEARANCE: 4. FLIGHT PLAN: A ☐ IFR B ☐ VFR C ☐ NONE D ☐ UNKNOWN 5. PILOT BRIEFING: A ☐ YES B ☐ NO C ☐ UNKNOWN 6. OTHER:		
RECEIVED AT:		DELIVERED TO:	TIME:
RECEIVED VIA: A ☐ IN PERSON B ☐ RADIO C ☐ TELEPHONE		RECEIVED BY (Signature and Title):	
NOTE: Part 2			
A ☐ ON OTHER SIDE B ☐ ON SEPARATE FORM C ☐ NOT REQUIRED			

FAA Form 8020-9 (10-03) Supersedes Previous Edition Page 1 NSN 1052-200-036-8003

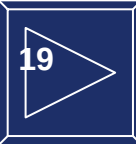




AIRCRAFT ACCIDENT/INCIDENT PRELIMINARY NOTICE									
FROM (Office of origin)		TO:		DATE (UTC)		TIME (UTC)			
CODE (First words of text) AIRCRAFT ACCIDENT/INCIDENT PRELIMINARY NOTICE-Part 2									
H		1. REGISTRATION NO.		2. MAKE AND MODEL:		3. UTC DATE OF ACCIDENT/INCIDENT:			
I									
STATUS OF POTENTIALLY INVOLVED AIRWAY FACILITIES (CHECK [X] MARK STATUS AS INDICATED BY MONITOR OR REPORTED BY A.F. TECHNICIAN)									
1. FACILITY TYPE:		2. LOCATION/RUNWAY IDENTIFIER:		3. JUST PRIOR TO OCCURRENCE:		4. AT TIME OF OCCURRENCE:		5. FLIGHT INSPECTION:	
				A. NORMAL B. ABNORMAL OR OUT OF SERVICE		A. NORMAL B. ABNORMAL OR OUT OF SERVICE		CONDUCTED A. YES B. NO	
								SATISFACTORY C. YES D. NO	
6. REMARKS (Explain briefly any entry above that is checked as abnormal, or out of service):									
J									
STATUS REPORT RECEIVED FROM PILOTS OR OTHERS List below any facilities reported by pilots or other persons as either operating normally, abnormally, or out of service just prior to, at the time of, or immediately following the time of the accident.									
1. FACILITY TYPE		2. LOCATION/RUNWAY IDENTIFIER		3. IDENTIFICATION NO. OF AIRCRAFT AND NAME OF PERSON FROM WHOM REPORT WAS RECEIVED:		4. STATUS REPORT (Normal, abnormal, out of service, etc.)		5. TIME OBSERVATION (UTC)	
6. REMARKS (Explain describe the nature of any reported abnormality, reason for being out of service, etc.):									
RECEIVED AT:		DELIVERED TO:		TIME:					
RECEIVED VIA:		RECEIVED BY (Signature and Title):							
A ☐ IN PERSON		B ☐ RADIO		C ☐ TELEPHONE					
NOTE: Part 1									
A ☐ ON OTHER SIDE B ☐ ON SEPARATE FORM									
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FAA Form 8020-9

Part 2



Section V PROFICIENCY TRAINING (Refresher, Supplemental, Remedial, Skill Enhancement)						
Date	Major Subject Area		Type	Date Completed	Hours	
	Briefing 11-16					
8/1/2011	Emergency Assistance		1		0.2	
8/1/2011	Overdue Aircraft		1		0.1	
8/1/2011	Control Actions		1		0.3	
8/1/2011	Administrative Actions for Suspected Accidents (CIC)		2		0.2	
8/1/2011	Bold Quest TMOA TLOP		2		0.1	
	TEAM		CERT	COMPLETION DATE		Trax
	BELL	BL	BL	08/11/2011		
	Alstott	WC	SH	08/23/2011		
	Chaff	CF	BL	08/11/11		
	Cousins	ZM	BL	08/11/11		
	Hillyer	BR	BL	08/11/11		
	Linville	BN	BL	08/11/11		
	Rigdon	RN	BL	08/11/11		
	Schirtzinger	LN	BL	08/11/11		
	Wolfe	JW	BL	08/11/11		
	BIRTCL	BI	BI	08/02/2011		
	Buonadonna	JB	BI	08/02/2011		
	Farris	SF	BI	08/02/2011		
	Nadock	JJ	SH	08/23/2011		
	Rothliener	MR	BI	08/02/2011		
	Strange	RS				
	Techune	RT	sh	08/03/2011		
	Tillison	ND	BI	08/02/2011		
	Zirkelbach	DZ	BI	08/02/2011		
	GROSSER	DG	DG	08/05/11		
	Brisbane	DD	DG	08/05/11		
	Gilmartin	TX	DG	8/5/2011		
	Lyman	ML	DG	08/05/11		
	Marr	LD	DG	08/05/11		
	Monson	MM	DG	08/05/11		
	Spurbeck	CY	DG	08/05/11		
	Thomas	TS	SN	08/01/2011		
	Resciniti	NP	SH	08/15/2011		
	Zuckerman	BC	DG	08/05/11		
	JACKSON	DJ	SH	08/23/2011		
	Garner	GR	SH	08/23/2011		
	Lemay	LY	SH	08/15/2011		
	Miller	KR	SH	08/15/2011		
	Muir	AQ	RW	08/23/2011		
	Prinz	AP	SH	08/23/2011		
	Sheely	DS				
	Shreve	HR	SH	08/15/2011		
	Walrath	ST	SH	08/16/2011		
	PROFFITT	GP	gp	08/03/11		
	Bading	KB	SH	08/22/2011		
	Clark	JR	gp	08/03/11		
	Collette	BU	gp	08/03/11		
	Greenroyd	JZ				
	Meek	MW	SH	08/15/2011		
	Sellers	JD	gp	08/03/11		
	Shofstall	UC	gp	08/03/11		
	Swinehart	SW	gp	08/03/11		
	Wiethorn	WM	gp	08/03/11		
	PUTERBAUGH	DY				
	Burke (SN)	AW	RW	08/08/2011		
	Krieger (SN)	KG	SN	08/01/11		
	Lawler (DG)	KM	SH	08/15/2011		
	Mann (RW)	MS	SN	08/01/11		
	Million (DG)	NA	DG	08/05/11		
	St Louis (RW)	JS	SN	08/01/2011		
	RUD	RD	RD	08/12/11		
	Bennett	MB	RD	08/12/11		
	Hurd	PJ	BI	08/02/2011		
	Konitz	KZ	RD	08/12/11		
	Page	TK	RD	08/12/11		
	Proffitt	CS	RD	08/12/11		
	Smith	BD	RD	08/12/11		
	Wolfe	SS	RD	08/12/11		
	SMITH	SH	sh	08/03/2011		
	Cramer	DC	sh	08/03/2011		
	Francis	EF	SH	08/23/2011		
	Mischka (DJ)	BE	sh	08/03/2011		
	Stafford	CD	sh	08/03/2011		
	Standley	CJ	sh	08/03/2011		
	STEGMAN	SN	SN	08/01/11		
	Bryer	BX	BL	08/11/11		
	Eifert	ET				
	Fortenberry	FY	SH	08/23/2011		
	Hubbard	HD	SN	08/01/11		
	Loftus	DP	SN	08/10/11		
	Pack	PK				
	Reed	DR	SN	08/10/11		
	Rice	RX	SN	08/01/11		
	Seymour	SR				
	WILLIAMS	RW	RW	08/08/2011		
	Boyle	TB				
	Brisbane	DD	DG	08/05/11		
	Call	ZZ	SH	08/22/2011		
	Cavanaugh	CC	SN	08/01/2011		
	Hansen	BH	SN	08/01/2011		
	Klump	JK	SN	08/01/2011		
	Johnson	LV				
	Petry	WP	BI	08/02/11		
	Stern	MK	RD	08/12/11		
	Talbot	TT				
	Albert	EA	SN	08/10/11		
	Duff	DE				
	Raap	LR		08/01/11		
	Schuytberger	EZ		08/01/11		