

Aircraft Accident Package

ZAU-ARTCC-0228

N465JM, PA46

September 07, 2016, 1719 UTC

Destroy: March 07, 2019 UTC

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SECTION 2.

FAA Form 8020-6, Report of Aircraft Accident, and
FAA Form(s) 8020-6-1, Report of Aircraft Accident (Continuation Sheet)

FAA Form 8020-6, Report of Aircraft Accident

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT			REPORT DATE October 3, 2016		REPORT NO. ZAU-ARTCC-0228		
			NAME OF REPORTING FACILITY Chicago ARTCC (ZAU)				
1. AIRCRAFT IDENTIFICATION AND TYPE N465JM, PA46		2. DATE/TIME OF ACCIDENT (UTC) September 7, 2016; 1719 UTC		3. LOCATION OF ACCIDENT (MANDATORY) Chariton, IA			
				LATITUDE/LONGITUDE (OPTIONAL) Unknown			
4. NATURE OF ACCIDENT Unknown				5. TYPE OF FLIGHT VFR Flight Plan			
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY	UNKNOWN
	Scott Wolfswinkel	Pilot	West Des Moines, IA			X	
7. PASSENGER DATA		NUMBER ABOARD AIRCRAFT 0	NUMBER UNINJURED 0	NUMBER INJURED 0	NUMBER FATALITIES 0		
8. AIRCRAFT DAMAGE Destroyed			9. PROPERTY DAMAGE Unknown				
10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS Unknown							
11. WEATHER DATA (USE UTC DATE/TIME)	REPORT JUST PRIOR TO ACCIDENT KNOXVILLE METAR - 1715 UTC: automated, wind two six zero at five knots, visibility one zero statute miles, two thousand two hundred scattered, ceiling three thousand five hundred broken, five thousand five hundred overcast, temperature two six, dew point two two, altimeter two nine nine three						
	FIRST REPORT SUBSEQUENT TO ACCIDENT KNOXVILLE METAR - 1735 UTC: automated, wind two four zero at one zero knots, visibility two statute miles, light drizzle, ceiling two thousand three hundred broken, two thousand nine hundred broken, three thousand three hundred overcast, temperature two five, dew point two two, altimeter two nine nine five						
12. ATO PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION		CHECK IF EYEWITNESS		
	JOEL NMN FOURNIER *(MU)	ZAU ARTCC	56 R				
*OPERATING INITIALS							
13. SIGNATURE OF FACILITY MANAGER Dale McNeal							

FAA Form 8020-6 (12-14) Supersedes Previous Edition

Electronic Version

ZAU-ARTCC-0228

N465JM



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

October 11, 2016

REPORT NO.

OJC-FCT-0005

NAME OF REPORTING FACILITY

Johnson County Executive Airport FCT (OJC)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

September 7, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1627 N465JM contacted OJC Ground Control (GC) for taxi with the ATIS and GC issued N465JM taxi instructions to Runway 18. N465JM then requested to be put in the system for flight following.
- 1628 GC asked N465JM for the destination airport and intended altitude and N465JM provided the requested information.
- 1629 GC issued N465JM a transponder code and departure frequency and N465JM acknowledged.
- 1630 N465JM contacted OJC Local Control (LC) ready to depart. LC cleared N465JM for takeoff and approved an on course departure.
- 1632 LC instructed N464JM to contact departure and N465JM acknowledged.

No More Follows

OJC-FCT-0005
N465JM



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

September 19, 2016

REPORT NO.

ZAU-ARTCC-0228

NAME OF REPORTING FACILITY

Kansas City International ATCT (MCI)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

September 07, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1633 N465JM checks on with Departure West. Departure West radar identifies N465JM, gives altimeter, 3,500' altitude and 040 degree heading.
- 1634 Departure West gives N465JM a Class Bravo clearance.
- 1635 Departure West gives N465JM a frequency change to Departure East on 123.95. N465JM checks on with Departure East. Departure East assigns a VFR altitude of 13,500 feet and N465JM replies in the affirmative.
- 1641 Departure East assigns N465JM to proceed on course direct IKV. N465JM complies.
- 1649 Departure East gives N465JM a frequency change to Kansas City Center 125.25. N465JM responds with the correct readback.

No More Follows



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

October 03, 2016

REPORT NO

ZAU-ARTCC-0228

NAME OF REPORTING FACILITY

Kansas City ARTCC (ZKC)

14 CHRONOLOGICAL SUMMARY OF FLIGHT

September 07, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1649 N465JM reported on Kansas City Center Sector 40 (R40) frequency at 13,500 feet. R40 acknowledged, instructed the pilot to maintain VFR and issued the Kansas City (MKC) altimeter setting.
- 1651 R40 issued weather to N465JM along his route of flight. N465JM acknowledged.
- 1701 R40 instructed N465JM to contact Minneapolis Center (ZMP) on 125.65. N465JM acknowledged.

No More Follows



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

September 19, 2016

REPORT NO.

ZAU-ARTCC-0228

NAME OF REPORTING FACILITY

Minneapolis ARTCC (ZMP)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

September 07, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1702 N465JM checks on Minneapolis Air Route Traffic Control Center (ZMP ARTCC), Sector 27 (R27) deviating 15 miles east of on course. R27 advises N465JM of the local altimeter and instructs N465JM to maintain Visual Flight Rules (VFR). R27 asks N465JM if he will be deviating for the weather south of Des Moines. N465JM states that he has a good visual on the weather and will be deviating east.
- 1703 R27 instructs N465JM to maintain VFR. N465JM acknowledges.
- 1708 R27 instructs N465JM to contact Chicago Air Route Traffic Control Center (ZAU ARTCC) on frequency 118.15. N465JM acknowledges the frequency change.

No More Follows



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

October 03, 2016

REPORT NO.

ZAU-ARTCC-0228

NAME OF REPORTING FACILITY

Chicago ARTCC (ZAU)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

September 07, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1708 The pilot of N465JM reports on Chicago ARTCC frequency. The controller issues the Des Moines altimeter, 29.94.
- 1712 The controller issues the pilot weather, which includes areas of moderate to extreme precipitation along the projected route of flight. The pilot advises that he observes the weather on NEXRAD and plans to deviate east and then turn direct Ankeny in about twenty miles.
- 1715 The pilot states that he believes he is around the weather and would like to begin descending and turning direct Ankeny.
- 1716 The controller instructs the pilot to maintain an altitude at his discretion. The pilot acknowledges.
- 1719 The controller makes several attempts to contact the pilot, but does not receive a reply.
- 1720 The controller contacts Des Moines ATCT and asks if a target is observed. The Des Moines ATCT controller replies in the negative.
- 1721 The controller makes several attempts to contact the pilot, but does not receive a reply. The Des Moines ATCT controller advises that he is detecting an intermittent primary target in the vicinity for a second or two before disappearing.
- 1722 The pilot of American Airlines Flight 2232 attempts to contact the pilot by transmitting on 118.15, but does not receive a reply.
- 1723 The controller attempts to contact the pilot, but does not receive a reply. The Chicago ARTCC Operations Manager instructs the controller to solicit ELT reports. The pilots of American Airlines Flight 2232 and Department of Defense Flight PAT0178 respond with negative reports.
- 1724 The controller attempts to contact the pilot via GUARD frequency, but does not receive a reply.
- 1730 The Des Moines ATCT controller asks if an ALNOT has been issued. The controller states that it is being worked on.

No More Follows



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

September 30, 2016

REPORT NO.

ZAU-ARTCC-0228

NAME OF REPORTING FACILITY

Des Moines ATCT (DSM)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

September 07, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1717 DSM-DR took automated handoff from ZAU-56, pilot never called on frequency.

1719 Radar contact lost (Mode C = 000) 12nm S OXV, 12nm ENE CNC.

1720 Coordinated with ZAU-56, advised target went into "Coast" mode.

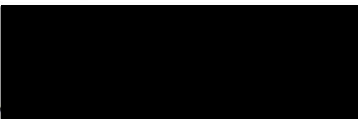
1728 FLM started making calls to airports/law enforcement to locate the aircraft.

No More Follows

SECTION 3.
Review of Services Memo(s)



MIDWEST
AIR TRAFFIC CONTROL



Memorandum

Date: September 13, 2016

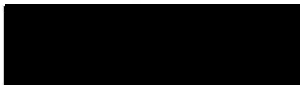
To: Aircraft Accident File: OJC-FCT-0005

From: Johnson County Executive Airport FAA Contract Tower

Subject: **INFORMATION:** Review of Services Memo
Aircraft Accident; N465JM
Knoxville, IA, September 7, 2016

OJC conducted a review of services concerning N465JM and was determined to have routine services. As a support facility with routine services, I certify that the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies of the original are on file in this office.

FAA Form 8020-6
FAA Form 8020-6-1
FAA Form 7230-4
Personnel Logs
FAA Form 7230-10
Facility Layout Chart
Certified Original Copy of Voice Recordings
Certified Working Copy of Voice Recordings
Transcriptions of Voice Recordings
Weather Products



Robert Giabbai
Air Traffic Manager
Johnson County Executive Airport FCT



Federal Aviation Administration

Memorandum

Date: September 13, 2016

To: Chicago Air Route Traffic Control Center

From: Ryan E Grampp, Manager, Kansas City International Airport Traffic
Control Tower

Subject: **INFORMATION**: Review of Services Memo
Aircraft Accident, N465JM
Chariton, IA, September 07, 2016

MCI ATCT conducted a review of services concerning N465JM and was determined to have routine services. As a supporting facility with routine services I certify the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies are on file in this office.

FAA Form 7230-4

FAA Form 7230-10

FAA Form 8020-6-1

Certified Original Copy(ies) of Voice Recording(s)

Certified Working Copy(ies) of Voice Recording(s)

Facility Layout Chart(s)

Continuous Data Recording (CDR)

Flight Progress Strip(s)

ZAU-ARTCC-0228

N465JM



Federal Aviation Administration

Memorandum

Date: October 03, 2016

To: Chicago Air Route Traffic Control Center

James B. Needham, Acting Manager, Kansas City Air Route Traffic
From: Control Center

Subject: **INFORMATION:** Review of Services Memo
Aircraft Accident, N465JM
Chariton, IA, September 07, 2016

ZKC ARTCC conducted a review of services concerning N465JM and was determined to have routine services. As a supporting facility with routine services I certify the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies are on file in this office.

FAA Form 8020-6-1
Certified Original Copy(ies) of Voice Recording(s)
Certified Working Copy(ies) of Voice Recording(s)
National Track Analysis Report
Surveillance Track History Report
Input Output Log Report
Command Syntax Report
En Route Minimum Safe Altitude Warning Report

ZAU-ARTCC-0226
N465JM



Federal Aviation Administration

Memorandum

Date: September 19, 2016

To: Chicago Air Route Traffic Control Center

From: [REDACTED]
Kim E. Kelly, Manager, Minneapolis Air Route Traffic Control Center

Subject: **INFORMATION:** Review of Services Memo
Aircraft Accident, N465JM
Chariton, IA, September 07, 2016

ZMP ARTCC conducted a review of services concerning N465JM and was determined to have routine services. As a supporting facility with routine services I certify the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies are on file in this office.

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6-1
Personnel Log(s)
Certified Original Copy(ies) of Voice Recording(s)
Certified Working Copy(ies) of Voice Recording(s)
Facility Layout Chart(s)
Transcription(s) of Voice Recording(s)
Playback Workstation File
Weather Products
SAR/Adaptation Files
SATORI Files
SATORI Replay MP4

ZAU-ARTCC-0228

N465JM



Federal Aviation Administration

Memorandum

Date: October 03, 2016

To: Chicago Accident File ZAU-ARTCC-0228

From: [REDACTED]
Dale McNeal, Acting Manager, Chicago Air Route Traffic Control Center

Subject: **INFORMATION:** Review of Services Memo
Aircraft Accident, N465JM
Chariton, IA, September 07, 2016

ZAU ARTCC conducted a review of services concerning N465JM and was determined to have pertinent services. As the holding facility with pertinent services I certify the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies are on file in this office.

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6
FAA Form 8020-6-1
FAA Form 8020-3
FAA Form 8020-26
Personnel Log(s)
Certified Original Copy(ies) of Voice Recording(s)
Certified Working Copy(ies) of Voice Recording(s)
Facility Layout Chart(s)
Flight Progress Strip(s)
National Track Analysis Report
Surveillance Track History Report
Input Output Log Report
Playback Workstation File
Mandatory Occurrence Report
Weather Products

ZAU-ARTCC-0228

N465JM

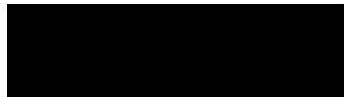


Federal Aviation Administration

Memorandum

Date: September 30, 2016

To: Chicago Air Route Traffic Control Center



From: Kenneth W. Henze, Manager, Des Moines Airport Traffic Control Tower

Subject: **INFORMATION:** Review of Services Memo
Aircraft Accident, N465JM
Williamson, IA, September 07, 2016

DSM ATCT conducted a review of services concerning N465JM and was determined to have provided no services but does have air traffic data. As a facility with air traffic data I certify the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies are on file in this office.

FAA Form 8020-6-1

Certified Original Copy(ies) of Voice Recording(s)

Continuous Data Recording (CDR)

ZAU-ARTCC-0228

N465JM

SECTION 4.
FAA Form(s) 7230-4, Daily Record of Facility Operation

DAILY RECORD OF FACILITY OPERATION				PAGE NO Page 1 of 1
				DATE Sep 7, 2016
LOCATION	IDENTIFICATION	TYPE FACILITY	OPERATING POSITION	AIR TRAFFIC MANAGER
Aurora, IL	ZAU	ARTCC	OMIC	Ronald Sekenski
UTC TIME	REMARKS			
0500	R. Mayo on duty, WCLC. ERAM operational, Channel "B" Operational. All areas combined at OMIC position. NOTAMS reviewed. -- YY			
0543	Special Interest Flight, Alert patches and FFLE checked. -- YY			
0900	AIRMET.....GI Message sent and areas notified. -- YY			
1037	S. Clements on duty. -- BU			
1110	R. Langerveld on duty, all areas open. -- XX			
1258	Watch Check List Complete. -- XX			
1401	WX QC OSA completed for sector 90 between 1338Z and 1358Z. -- XX			
1508	AIRMET.....GI Message sent and areas notified. -- XX			
1600	F. Karkula on duty. -- FK			
1659	WX QC OSA completed for sector 83 between 1639Z and 1659Z. -- FK			
1708	T. Loeffler on duty. -- LR			
1752	ALNOT N465JM PA46 VFR OJC ./.. IKV last known position OXV175009 -- ZZ			
1921	D. Holland on duty -- ZZ			
1930	ZAU-M-2016/09/07-0001 -- SWA433 -- TV			
2030	Watch Check List Complete. -- ZZ			
2300	WX QC OSA completed for sector 62 between 2241z and 2300Z -- ZZ			
2351	ALNOT N465JM canceled, aircraft located -- ZZ			
0143	WX QC OSA completed for sector 60 between 0010Z and 0030Z -- ZZ			
0144	DALR visual checks complete. -- ZZ			
0228	J. BROWN ON DUTY. -- FL			
0300	VTABS OTS. RLSD TO TECH OPS. -- FL			
0419	S. Clements on duty. -- BU			
0459	COB. -- BU			
I CERTIFY that entries above are correct, that all scheduled operations have been accomplished except as noted, and that all abnormal occurrences and conditions have been recorded.		SIGNATURE(S) OF WATCH SUPERVISOR(S)		

FAA Form 7230-4

CC-0228

N465JM

DAILY RECORD OF FACILITY OPERATION				PAGE NO Page 1 of 1
				DATE Sep 7, 2016
LOCATION	IDENTIFICATION	TYPE FACILITY	OPERATING POSITION	CHECKED BY
Aurora, IL	ZAU	ARTCC	SOUTHWEST AREA	AIR TRAFFIC MANAGER Ronald Sekenski
UTC TIME	REMARKS			
1050	P. Policht on duty, WCLC. -- PA			
1127	SISO and NOTAMs checked. -- PA			
1519	R. Karras on duty . -- VO			
1845	R. Young on duty. -- YZ			
2332	K. Kurowski on duty, WCLC. -- KN			
2334	Frequency checks complete. -- KN			
M 0119	ZAU-M-2016/09/07-0002 -- WBR2628/WBR2625 -- KN			
0245	Log closed, Area combined at the OMIC position. -- KN			
I CERTIFY that entries above are correct, that all scheduled operations have been accomplished except as noted, and that all abnormal occurrences and conditions have been recorded.		SIGNATURE(S) OF WATCH SUPERVISOR(S)		

FAA Form 7230-4

RTCC-0228

4

Air Traffic Mandatory Occurrence Report

ZAU-M-2016/09/09-0002

1. Reporting FAC ID			2. Date UTC (dd/mm/yyyy)						3. Time UTC				4. Significant Occurrence?		
Z	A	U	0	7	0	9	2	0	1	6	1	7	1	9	☒ Yes ☐ No
5. MOR reported by (select one): ☐ Controller providing services ☐ CIC ☐ External Facility Referral ☐ FLM ☐ Aircraft Owner/Operator ☐ Hotline (Describe in summary) ☐ Internal Facility Review ☐ Electronically Detected ☐ Other (Describe in summary)															
Brasher warning given? ☐ Yes ☒ No Training in progress? ☐ Yes ☒ No															
COMMUNICATION MORs															
F1. MOR type - aircraft communications not: ☒ Established as expected/intended and ATC/flight crew actions or ATC notifications required - Last contact: Facility ID: _____ Position: _____ Frequency: _____										F2. Resulting actions: ☒ Alternate action by ATC ☐ Alternative action by flight crew ☐ Additional notification by ATC ☐ Landing without clearance					
F3. Aircraft information:															
Aircraft ID			Aircraft type/suffix			IFR/VFR		Facility communicating with A/C		Position communicating with A/C		Frequency			
N465JM			PA46			☐ IFR ☒ VFR		ZAU		56R					

Air Traffic Mandatory Occurrence Report

ZAU-M-2016/09/09-0002

SUMMARY

J1. Summary – provide a brief summary for all MORs in this section that will provide enough information for QA to understand what occurred. Include information about items that require additional information in the specific MOR you are reporting.

PILOT REPORTED DESCENDING VFR FROM 13,500 FEET INBOUND IN IKV. NO FURTHER CONTACT WITH PILOT. AIRCRAFT OBSERVED IN DESCENDING LEFTHAND TURN. WRECKAGE LOCATED THAT EVENING BY LOCAL LEO. ZAU ACCIDENT PACKAGE ZAU-ARTCC-0228.

SRT CONDUCTED THE NIGHT OF THE EVENT. YELLOW CLASSIFICATION.

Air Traffic Mandatory Occurrence Report

ZAU-M-2016/09/09-0002

SEPARATION		
Was this a loss of separation?		
☐ Yes ☐ No	Applicable Separation Rule: _____	
Separation Used: ☐ Course Divergence ☐ MARSAS ☐ Mode C Interlace ☐ Opposite Course (Report Passing) ☐ Other Facility ☐ Procedure/Waiver ☐ Report/Observe Leaving Altitude ☐ Terminal Transition ☐ Tower Visual Separation ☐ VFR Aircraft ☐ Visual Approach ☐ Visual Separation ☐ Other		
RISK ANALYSIS		
Was this a Risk Analysis Event?		
☐ Yes ☐ No	RAE Score: _____	
PILOT DEVIATION		
Was this a possible pilot deviation?		
☐ Yes ☒ No	Preliminary Number: _____	
SURFACE EVENT		
Was this a possible Surface Event?		
☐ Yes ☐ No	Classification: _____	
VEHICLE/PEDESTRIAN DEVIATION		
Was this a possible Vehicle/Pedestrian Deviation?		
☐ Yes ☐ No	Preliminary Number: _____	
NMAC		
Was this a NMAC?		
☐ Yes ☐ No	NMAC Number: _____	

Air Traffic Mandatory Occurrence Report

ZAU-M-2016/09/09-0002

QA SUMMARY

QA Reviewed - Notifications made

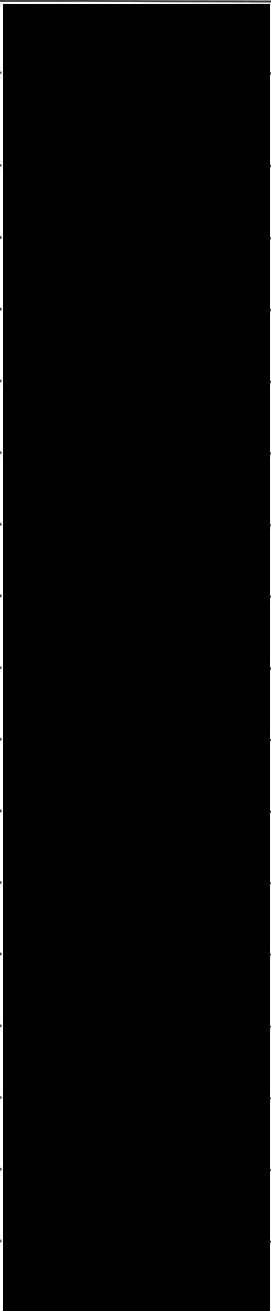
SECTION 5.
Personnel Log(s)

PERSONNEL LOG		REGION		FACILITY		AREA ID			DATE			
		AGL		ZAU		OM - Star Team			MONTH: SEP	DAY: 07	YEAR: 2016	
NAME	CODE	TIME ON	TIME OFF	HOURS ON DUTY	HOURS ON LEAVE	LEAVE TYPE	HOURS NON POSITION DUTIES ASGNDE	HOURS POSITION DUTIES ASGNDE	REMARKS FOR: ALL ABSENCES FROM FACILITY, TRNG, TDY AND NON POSITIONAL DUTIES			
	9	06:00	06:30	09+30			08+00	00+00				
	R	06:30	14:30									
	1	14:30	15:30									
		R	06:00	14:00	08+00			03+01	04+59			
		R	06:55	14:55	08+15			08+15	00+00			
		1	14:55	15:10								
		R	07:00	12:25	07+40	00+15	Leave	07+35	00+00			
		R	12:45	15:00		00+05	Leave					
		R	07:00	15:00	09+30			09+24	00+00			
		1	15:00	16:30								
		R	09:35	17:35	08+30			05+13	03+15			
		9	17:35	18:05								
	9	12:53	14:00	09+07			01+30	07+36				
	R	14:00	22:00									
SUPERVISORY CERTIFICATE	NAME	CODE	TIME ON	TIME OFF	INTLS	NAME	CODE	TIME ON	TIME OFF	INTLS		
THE SIGNATURES ABOVE CERTIFY THAT THE ABOVE ENTRIES ARE CORRECT (Signatures and times in charge are noted on FAA Form 7230-4, Daily Record of Facility Operation)												

Form 7230-4 (Dec 08)

Official Version

FOR OFFICIAL USE ONLY Public Availability to be determined under 5 U.S.C. 552

PERSONNEL LOG		REGION		FACILITY		AREA ID			DATE		
		AGL		ZAU		SOUTHWEST AREA			MONTH: SEP	DAY: 07	YEAR: 2016
NAME	CODE	TIME ON	TIME OFF	HOURS ON DUTY	HOURS ON LEAVE	LEAVE TYPE	HOURS NON POSITION DUTIES ASGNDE	HOURS POSITION DUTIES ASGNDE	REMARKS FOR: ALL ABSENCES FROM FACILITY, TRNG, TDY AND NON POSITIONAL DUTIES		
	R	05:00	13:00	08+00			00+48	03+42			
	R	05:00	13:00	12+00			04+53	04+45			
	8	13:00	15:00								
	8	15:00	17:00								
	R	05:00	13:00	08+00			00+45	03+40			
	R	05:30	13:30	08+00			00+43	04+39			
	R	05:30	13:00	07+30	00+30	Leave	02+25	04+18			
	9	05:50	06:00	06+25	01+45	Leave	00+00	06+25			
	R	06:00	12:15								
	R	06:30	14:30	08+00			00+57	03+50			
	R	06:35	14:35	08+00			00+41	03+27			
	R	06:38	14:38	08+00			01+15	04+12			
	R	06:40	14:40	08+00			00+41	05+19			
	R	06:45	14:45	08+00			07+17	00+00			
	R	06:48	14:48	08+00			01+10	04+00			
	R	06:50	14:50	08+00			02+33	04+21			
	R	07:30	15:30	08+00			00+58	04+31			
	R	09:53	19:53	10+00			00+49	06+08			
	9	10:00	12:00	10+00			02+36	04+45			
	R	12:00	20:00								
9	12:00	12:30	08+30			00+41	04+35				
R	12:30	20:30									
R	12:00	22:00	10+00			01+59	06+15				

SUPERVISORY CERTIFICATE	NAME	CODE	TIME ON	TIME OFF	INTLS	NAME	CODE	TIME ON	TIME OFF	INTLS

THE SIGNATURES ABOVE CERTIFY THAT THE ABOVE ENTRIES ARE CORRECT
(Signatures and times in charge are noted on FAA Form 7230-4, Daily Record of Facility Operation)

PERSONNEL LOG		REGION		FACILITY		AREA ID			DATE		
		AGL		ZAU		SOUTHWEST AREA			MONTH: SEP	DAY: 07	YEAR: 2016
NAME	CODE	TIME ON	TIME OFF	HOURS ON DUTY	HOURS ON LEAVE	LEAVE TYPE	HOURS NON POSITION DUTIES ASGNDE	HOURS POSITION DUTIES ASGNDE	REMARKS FOR: ALL ABSENCES FROM FACILITY, TRNG, TDY AND NON POSITIONAL DUTIES		
	R	12:28	20:28	08+00			01+30	03+48			
	R	12:31	20:31	08+00			00+37	04+55			
	R	12:40	20:40	08+00			01+36	03+58			
	9	12:45	13:45	09+00			00+44	04+59			
	R	13:45	21:45								
	R	13:30	21:30	08+00			00+39	05+07			
	R	13:45	21:45	08+00			01+48	05+59			
	R	13:45	21:45	08+00			02+30	04+46			
	R	14:00	22:00	08+00			01+54	05+04			
	R	14:30	22:30	08+00			00+36	04+19			
	R	14:35	22:35	08+00			02+11	03+38			
	R	14:38	22:38	08+00			02+14	03+38			
	R	14:45	15:45	01+00			01+00	00+00			
	R	15:35	23:35	08+00			00+40	04+55			
	R	21:19	05:19	08+00			00+17	03+25			
	9	21:19	21:19								
	R	21:30	05:30	08+00			00+17	03+09			
					08+00	Leave	00+00	00+00			
					08+00	Leave	00+00	00+00			
					08+00	Leave	00+00	00+00			

SUPERVISORY CERTIFICATE	NAME	CODE	TIME ON	TIME OFF	INTLS	NAME	CODE	TIME ON	TIME OFF	INTLS

THE SIGNATURES ABOVE CERTIFY THAT THE ABOVE ENTRIES ARE CORRECT
(Signatures and times in charge are noted on FAA Form 7230-4, Daily Record of Facility Operation)

PERSONNEL LOG		REGION		FACILITY		AREA ID			DATE		
		AGL		ZAU		SOUTHWEST AREA			MONTH: SEP	DAY: 07	YEAR: 2016
NAME	CODE	TIME ON	TIME OFF	HOURS ON DUTY	HOURS ON LEAVE	LEAVE TYPE	HOURS NON POSITION DUTIES ASGNDE	HOURS POSITION DUTIES ASGNDE	REMARKS FOR: ALL ABSENCES FROM FACILITY, TRNG, TDY AND NON POSITIONAL DUTIES		
	9	21:22	05:32	08+10			00+21	02+15			
SUPERVISORY CERTIFICATE	NAME	CODE	TIME ON	TIME OFF	INTLS	NAME	CODE	TIME ON	TIME OFF	INTLS	
THE SIGNATURES ABOVE CERTIFY THAT THE ABOVE ENTRIES ARE CORRECT (Signatures and times in charge are noted on FAA Form 7230-4, Daily Record of Facility Operation)											

SECTION 6.

FAA Form(s) 7230-10, Position Log, or automated equivalent

[illegible][illegible][illegible]

POSITION LOG						
DATE OF OBSERVATION		TIME OF OBSERVATION		OBSERVER		
DATE	TIME	STAR	R	09/07/2016		
RA	DEC	MAG	TYPE	FLUX	FLUX ERROR	FLUX LIMIT
0500		1011		512		2
1012	MU	1125	C			
1126	WB	1144	C			
1145	PM	1243	C			
1244	BF	1318	C			
1319	BF	1404	C			
1409	MU	1502	C			
1503	PM	1602	C			
1603	OW	1711	C			
1712	MM	1729	C			
1730	MM	1750	C			
1751	CE	1814	C			
1815	XB	1907	C			
1908	MM	1922	C			

CODE

C = ATC/ATA

S = Supervised Staff Spec

T = Transient Developmental

FAA Form 7230-1a Rev. 06/18/2016

M = Trained Developmental Monitoring

R = Trained Developmental Certification

C = Certified

Booked version required

For Public Use Only. Public Availability to be determined under 18 U.S.C. 152

[illegible][illegible]

ZAU-ARTCC-0228
N465JM

[illegible]

POSITION LOG						
DATE		TIME		LOCATION		
DATE	TIME	DATE	TIME	DATE	TIME	LOCATION
2AU	30R		R			09/07/2014
0500		1454				
1457	XI	1518	C			
1519	OZ	1640	T			
1519	UI	1640	C			
1641	XB	1727	C			
1726	OZ	1748	T			
1728	UI	1748	C			
1749	UI	1753	C			
1754	MI	1814	C			
1815	XI	1908	C			
1909	YX	1956	C			
1957	XZ	2127	C			
2128	WX	2259	C			
2300	PI	2354	C			

CODE:
 C = ATC/GTAT
 S = Supplemental Fly Spec
 T = Transposed/Overwritten
 M = Transfer/Developmental Monitoring
 R = Transfer/Developmental Corroboration
 U = Unidentified

FAA Form 723-10 6-16 Ver. 10/2013-09-04-10-10 Black-ink version only
 FOR OFFICIAL USE ONLY Public Availability to be determined under 5 U.S.C. 552

[illegible][illegible]

ZAU-ARTCC-0228
N465JM

[illegible]

POSITION LOG						
DATE: 09/07/2016						
TIME	STATION	TYPE	STATUS	REMARKS	REMARKS	REMARKS
0500		1156		SIR	R	
1157	CZ	1273	C			
1224		1611		SIR	R	
1654	VO	1659	C			
1708		1700		SIR	R	
1701	WL	1829	C			
1830	PV	1930	C			
1931	WX	2015	C			
2016		2241		SIR	R	
2242	VZ	2248	C			
2249		0459		SIR	R	

CODE:

- C - ATC/ATA
- S - Supermarket Staff
- T - Transient Developmental

M - Trained Developmental Monitoring
R - Trained Developmental Certification
E - Evaluated

FAA Form 7230-15, Rev. 10/01 MSB-004-010 Electronic version: 01/01/01
For OFFICIAL USE ONLY. Public Availability to be determined under 3 U.S.C. 312

POSITION LOG					
DATE	POSITION	TIME	DATE	TIME	DATE
0500	0556	0600	0656	0700	0756
0800	0856	0900	0956	1000	1056
1100	1156	1200	1256	1300	1356
1400	1456	1500	1556	1600	1656
1700	1756	1800	1856	1900	1956
2000	2056	2100	2156	2200	2256
2300	2356	2400	2456	2500	2556
2600	2656	2700	2756	2800	2856
2900	2956	3000	3056	3100	3156
3200	3256	3300	3356	3400	3456
3500	3556	3600	3656	3700	3756
3800	3856	3900	3956	4000	4056
4100	4156	4200	4256	4300	4356
4400	4456	4500	4556	4600	4656
4700	4756	4800	4856	4900	4956
5000	5056	5100	5156	5200	5256
5300	5356	5400	5456	5500	5556
5600	5656	5700	5756	5800	5856
5900	5956	6000	6056	6100	6156
6200	6256	6300	6356	6400	6456
6500	6556	6600	6656	6700	6756
6800	6856	6900	6956	7000	7056
7100	7156	7200	7256	7300	7356
7400	7456	7500	7556	7600	7656
7700	7756	7800	7856	7900	7956
8000	8056	8100	8156	8200	8256
8300	8356	8400	8456	8500	8556
8600	8656	8700	8756	8800	8856
8900	8956	9000	9056	9100	9156
9200	9256	9300	9356	9400	9456
9500	9556	9600	9656	9700	9756
9800	9856	9900	9956	10000	10056

POSITION LOG					
DATE		TIME		LOCATION	
DAY	SIR	R	09/07/2016		
TIME	TIME	TIME	TIME	TIME	TIME
1559	VE	1646	C		
1647	TC	1731	C		
1732	VE	1833	C		
1834	PE	1952	C		
1953	MM	2028	C		
2029	VW	2140	C		
2141	BR	2214	C		
2215	KK	2318	C		
2319	MM	0032	C		
0033	VW	0040	C		
0041	PL	0106	C		
0157	BR	0223	C		
0224	KU	0333	C		
0334	BR	0429	C		

CODE:
 C = ATC/ATA M = Transpo/Developmental Monitoring
 S = Supervisory Staff (per) N = Transpo/Developmental Certification/
 T = Transpo/Developmental P = Pilot
 FAA Form 7230-2 (Rev. 10/96) (816) (816) (816) Website: www.faa.gov

ZAU-ARTCC-0228
N465JM

POSITION LOG					
DATE		TIME		LOCATION	
DATE	TIME	DATE	TIME	LOCATION	REMARKS
2016	0520	2016	0500	09/07/2016	
0500		1130		SIR	R
1131	OW	1211	C		
1212	MO	1308	C		
1309	X3	1355	C		
1354	TC	1435	C		
1436	OW	1516	C		
1517	TC	1610	C		
1611	XT	1727	C		
1728	VH	1812	C		
1813	TC	1857	C		
1956	VW	1934	C		
1935	EX	2122	C		
2123	MW	2224	C		
2225	VX	2353	C		

CODE: C = ATC/ATA M = Training/Developmental Monitoring
 R = Inspection/Staff Stop R = Training/Developmental Certification
 T = Training/Developmental Evaluation

FAA Form 7230-10 a.m. (Rev. 08/14/2014) 000 Electronic version available
 FOR OFFICIAL USE ONLY Public Availability is determined under 5 U.S.C. 552

[illegible][illegible]

POSITION LOG									
POSITION NO.		POSITION NAME		UNIT		DATE		TIME	
001	55A	A		03/07/2016					
0500	0459	512		2					
CODE: C = ATTENDANCE S = SUPERVISOR/STAFF SIGNATURE L = TRAINING/DEVELOPMENTAL M = TRAINING/DEVELOPMENTAL MONITORING R = TRAINING/DEVELOPMENTAL CERTIFICATION EVALUATION FAX FROM 723-112-1111 (TOLL FREE 800-833-8100) E-MAIL: training@nrc.gov FOR OFFICIAL USE ONLY Public Availability is determined under 5 U.S.C. 552									

ZAU-ARTCC-0228
N465JM

POSITION LOG						
DATE/TIME		GPS		STATUS		
SAC	STR	R		09/07/2016		
W/L	W/L	W/L	T	W/L	W/L	W/L
1923		1923		SIR		R
1924	VI	2046	T			
1941	WL	2046	C			
2047	BR	2135	C			
2136	VI	2241	T			
2136	WL	2241	C			
2242	WL	2249	C			
2250	VI	2303	T			
2303	WL	2303	C			
2304	BR	2352	C			
2353	VI	0021	T			
2353	WL	0021	C			
0022	VI	0058	R			
0022	WL	0058	C			

CODE:
 C = ATC/STA
 S = Supervisor/Staff Spec.
 T = Transient Developmental
 M = Transient Developmental Monitoring
 R = Transient Developmental Certification/
 Evaluation

FAX From 720.875.9211 1-800-462-0440 Electronic Version Download

FOR OFFICIAL USE ONLY Public Availability to be determined under 5 U.S.C. 552

[illegible][illegible][illegible]

ZAU-ARTCC-0228
N465JM

[illegible][illegible][illegible][illegible]

ZAU-ARTCC-0228
N465JM

SECTION 7.
Facility Layout Chart(s)

CHICAGO ARTCC LAYOUT

[illegible]

SECTION 8.
Flight Progress Strip(s) and/or In-Flight Contact Record(s)

Flight Progress Strip(s)

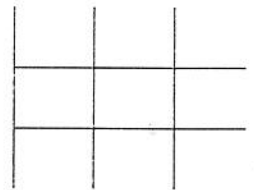
FPS Chicago ARTCC September 07, 2016 UTC

N465JM PA46/T T140 G206 56 696 01/1	LMN 060 022 1712	17¹⁷ KCNC	VFR/135	DSM 145 028 1717	KOJC./ .4022N/09345W CNC IKV	5763 ZMP
--	--	------------------------------------	----------------	--	--	------------------------

Flight Progress Strip(s)

FPS Des Moines ATCT September 07, 2016 UTC

N465JM	5763	A1717	VFR
PA46/T	DSM 145/028		
261 	DSM 145/028		IKV



SECTION 9.
Transcription of Voice Recording(s)



Federal Aviation Administration

Memorandum

Date: October 04, 2016

To: Aircraft Accident File ZAU-ARTCC-0228

From: Chicago Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N465JM
Chariton, IA, September 07, 2016

This transcription covers the Chicago Air Route Traffic Control Center (ARTCC) 56 R position for the time period from September 07, 2016, 1638 UTC, to September 07, 2016, 1812 UTC.

Agencies Making Transmissions

Abbreviations

PA46, N465JM

N465JM

Chicago ARTCC Ottumwa Radar Position,
56R

ZAU56R

Des Moines ATCT

DSM

AMERICAN AIRLINES INC., AAL2232

AAL2232

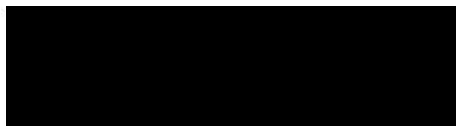
Chicago ARTCC Operations Manager
Position, OMIC

ZAUOMIC

DEPARTMENT OF THE ARMY, PRIORITY AIR
TRANSPORT (DAVISON AVIATION COMMAND)
(FORT BELVOIR, VA), PAT0178

PAT0178

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N465JM.



Cynthia Paige Samdal
Support Specialist
Chicago ARTCC

1638

(1639-1707)

1708

1708:40 N465JM chicago center november four (unintelligible)

1708:54 ZAU56R november four six five juliet mike chicago center
altimeter at uh des moines two niner niner four

Page 2 of 7

1709:00 N465JM two niner niner four four six five juliet mike
1710
1711
1712
1712:45 ZAU56R november five juliet mike i'm uh showing areas of
scattered moderate to extreme precipitation at your at
your uh twelve o clock starts in five miles extends about
another fifteen along your route of flight

1712:55 N465JM affirmative four six five juliet mike have it on nexrad i
will deviate a little more to the east here shortly but
then i should be able to go direct uh ankeny here short
in about twenty miles four six five juliet mike
1713

1713:06 ZAU56R roger
1714
1715
1715:56 N465JM chicago center malibu four six five juliet mike i believe
i am around the weather i'd like to start my descent and
uh go direct ankeny four six five juliet mike
1716

1716:04 ZAU56R november five juliet mike altitude your discretion

1716:09 N465JM my discretion four six five juliet mike
1717
1718
1718:52 ZAU56R november five juliet mike contact des moines approach one
two three point niner
1719

1719:15 ZAU56R november four six five juliet mike chicago

1719:30 ZAU56R november four six five juliet mike chicago

1719:42 ZAU56R november four six five juliet mike chicago
1720

1720:06 ZAU56R des moines ottumwa

1720:12 DSM des moines

1720:13 ZAU56R you still showing a target out there for four six five
juliet mike

1720:16 DSM we're not showing anything right now it looked like it

went into coast

1720:18 ZAU56R uh okay thanks

1720:19 DSM okay

1720:20 ZAU56R m u
1721

1721:01 ZAU56R november four six five juliet mike chicago

1721:05 ZAU56R american twenty two thirty two chicago

1721:17 ZAU56R november four six five juliet mike chicago

1721:21 ZAU56R american twenty two thirty two chicago

1721:22 AAL2232 go ahead for american twenty two thirty two

1721:24 DSM ottumwa des moines

1721:26 ZAU56R american uh twenty two thirty two change to my frequency
one one eight point one five

1721:31 AAL2232 one one eight point one five american twenty two thirty
two

1721:33 ZAU56R ottumwa

1721:34 DSM we are picking up an intermittent primary target right in
that area now not not steady or anything we'll get it for
a second or two and then it will drop back off

1721:40 ZAU56R okay uh hopefully is it showing so it's not showing any
movement or direction

1721:47 DSM it's not showing any movement or anything like that we're

not getting enough for a hit on him but it does

1721:49 ZAU56R i've seen two of them out there but i've had those i don't think either one of them are the are the juliet mike

1721:56 DSM okay

1721:58 ZAU56R he was at thirteen five and said he was going to start deviating around that weather and uh within about thirty seconds i got one hit at um four five and then and then he was gone

1722:09 DSM okay yeah there was there was one target that looks it was moving at about a hundred and thirty but that's all we got on him

1722:14 ZAU56R all right thanks (unintelligible)

1722:16 ZAU56R american uh twenty two thirty two can you see if you can uh raise a four six five juliet mike on frequency

1722:23 AAL2232 uh we sure will american twenty two thirty two

1722:31 AAL2232 and four six five juliet mike this is twenty two thirty two come up if you hear

1722:43 AAL2232 four six five juliet mike how do you copy

1722:50 AAL2232 chicago no response for american twenty two thirty two

1722:53 ZAU56R american uh twenty two thirty two roger chicago thanks

1723:13 ZAU56R november four six five juliet mike chicago

1723:27 ZAU56R uh burlington uh ottumwa rather

Page 5 of 7

1723:29 ZAUOMIC uh this is the watch desk can you see if pat uh one
seventy eight can listen for an e l t in that area

1723:35 ZAU56R yeah i've got an american uh there too uh

1723:38 ZAUOMIC did he hear anything

1723:39 ZAU56R i'll i'll have him check

1723:40 ZAUOMIC okay thanks

1723:41 ZAU56R american twenty two thirty two can you see if you are
picking up an e l t

1723:50 AAL2232 no we're not picking up anything for american twenty two
thirty two

1723:53 ZAU56R roger

1723:54 ZAU56R and pat zero one seven eight can you see if you are
receiving an e l t

1723:59 PAT0178 negative zero one seven eight
1724

1724:01 ZAU56R thanks

1724:42 ZAU56R november four six five juliet mike chicago center on guard
november four six five juliet mike uh if you hear uh
chicago come up on one one eight uh actually november uh
five juliet mike if you read chicago come up on one two
seven point zero five november four six five juliet mike
contact chicago one two seven point zero five

1726
1727
1728
1728:23 ZAU56R november four six five juliet mike chicago
1729

1730:00 DSM ottumwa des moines question

Page 6 of 7

1730:02 ZAU56R ottumwa

1730:03 DSM yeah i was going to make sure have you guys started an
alnot on that uh four six five juliet mike

1730:07 ZAU56R yeah we're working on it

1730:08 DSM okay sounds good

1730:09 ZAU56R yeah okay
1731
(1732-1738)
1739

1739:30 DSM ottumwa des moines approach

1739:33 ZAU56R ottumwa

1739:34 DSM yeah uh reference that four six five juliet mike we have
an american jet on final runway five he reports a very
weak e l t in that area

1739:41 ZAU56R what was the uh call sign

1739:43 DSM american twenty two thirty two

1739:45 ZAU56R all right thanks

1739:46 DSM yep
1740

1741:00 ZAU56R all right you are taking the ottumwa and heres the uh
checklist outages and equipment nothing eighteen seventy
five was on buec when i sat here i don't know why it was
so i will put it back i was just doing everything i could
to raise this guy um special activity airspace nothing
nordos none flow and metering (unintelligible) those two
are here airport info approach notams uh nobodys on any
approaches to our airports uh no other special airport uh
info to tell you about weather and pireps it is real
deviating around this stuff or they should be and uh not
so much coming up the from northwest any more maybe a

minor deviation just around this cell here but aside from that they are cutting into cedar rapids this way theyre getting into cedar rapids this way this stuff looks like it's strethcing out as it comes to the southeast though uh okay coordination no pending coordination you have no traffic and you know about the missing one down there about ten miles south of uh knoxville yep he's right about here royer and that is all m u arf arf

1741
(1743-1811)
1812

End of Transcript

SECTION 10.

FAA Form(s) 8020-3, Facility Accident/Incident Notification Record



N465JM

9/7/16

$$I_{KV}$$

The order and number of call will be determined by the situation involved.

[illegible]

Date:

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

SECTION 11.
Weather Products

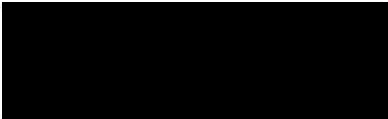
Chicago ARTCC

Weather Products 9/7/2016 UTC

METAR KOXV 071715Z AUTO 26005KT 10SM SCT022 BKN035 OVC055 26/22 A2993 RMK AO2

METAR KOXV 071735Z AUTO 24010KT 2SM -DZ BKN023 BKN029 OVC033 25/22 A2995 RMK AO2

I certify the attached copy of the METARsS originated from the APG-link to
archived weather is an accurate copy of the original.



Cynthia Paige Samdal
Support Specialist
Chicago ARTCC

ZAU-ARTCC-0228
N465JM



Federal Aviation Administration

Memorandum

Date: 3 October 2016
To: Chicago Accident File ZAU-ARTCC-0228 [REDACTED]
From: Paige Samdal, Quality Assurance Specialist, Chicago Air Route Traffic Control Center
Subject: **INFORMATION**: Certification of Weather Information

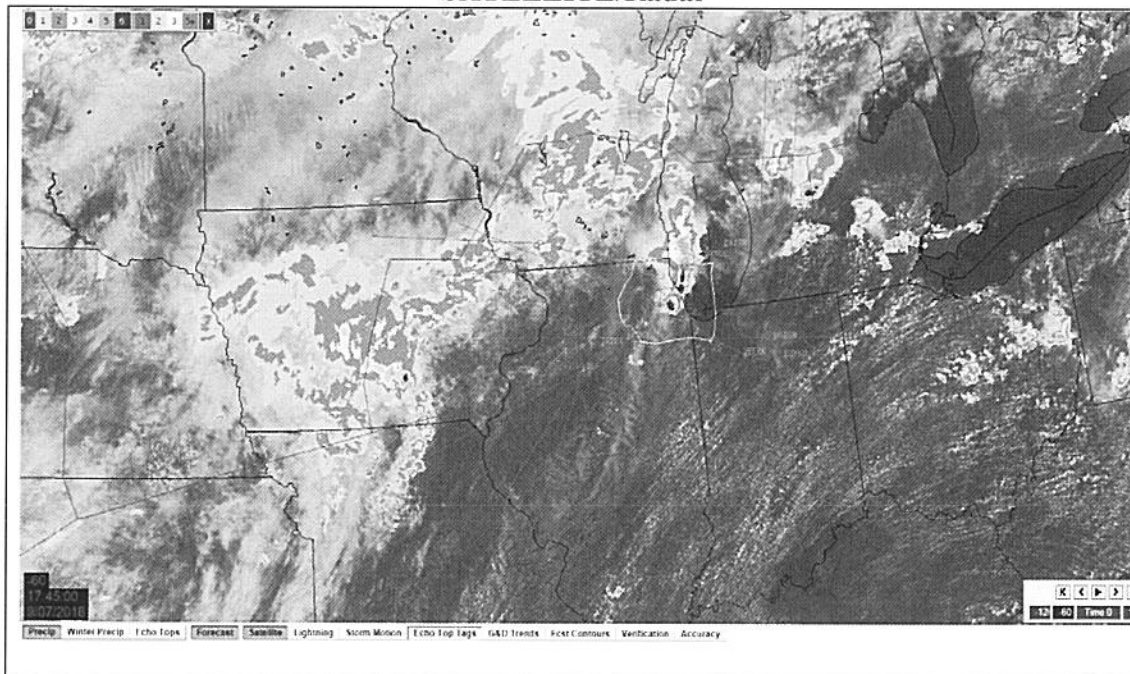
I certify the attached copy of the METARs, TAFs, AIRMETs, SIGMETs and PIREPs originated from the Chicago Center Weather Service Unit is an accurate copy of the original.



CHICAGO
CENTER WEATHER SERVICE UNIT
REQUEST FOR INFORMATION



Purpose: Aircraft accident at OXV Location: KOXV Time: 1720Z
SATELLITE/Radar



Area Forecast Discussion
National Weather Service Des Moines IA
1257 PM CDT Wed Sep 7 2016

...Updated Aviation Discussion...

.AVIATION.../For the 18Z TAFS through 18Z Thursday afternoon/
Issued at 1256 PM CDT Wed Sep 7 2016

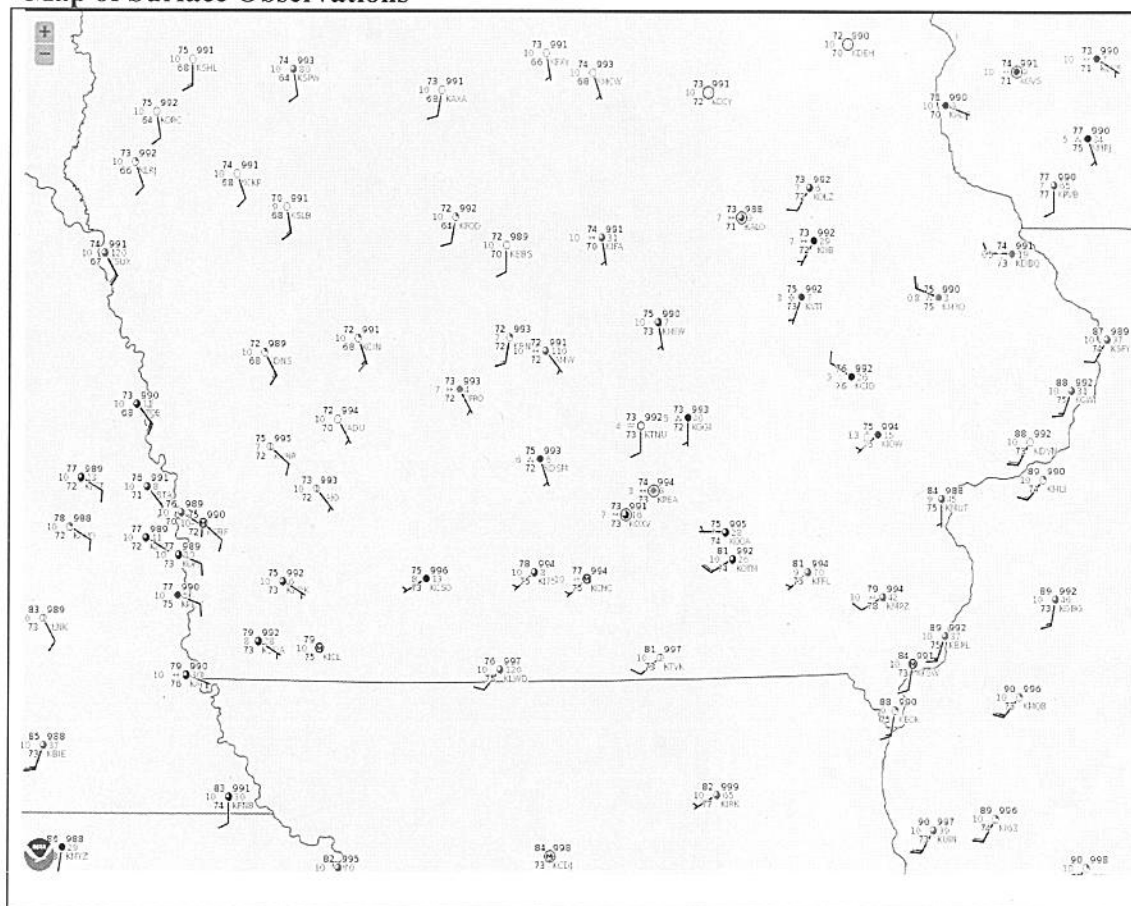
Scattered showers and thunderstorms will persist through the afternoon hours and into the early evening, mainly impacting ALO/DSM/OTM. Pockets of MVFR to IFR ceilings and even some brief visibility restrictions can be expected within the heavier rain through the afternoon at ALO/DSM and possibly OTM. Fog looks to develop towards Thursday morning and kept MVFR visibility mentioned



CHICAGO
CENTER WEATHER SERVICE UNIT
REQUEST FOR INFORMATION



Map of Surface Observations



METAR for: KOXV (Knoxville Muni, IA, US)

Text: **KOXV 071815Z AUTO 25008KT 5SM -RA SCT002 BKN006
OVC024 23/22 A2995 RMK AO2**

Temperature: 23.0°C (73°F)

Dewpoint: 22.0°C (72°F) [RH = 94%]

Pressure (altimeter): 29.95 inches Hg (1014.3 mb)

Winds: from the WSW (250 degrees) at 9 MPH (8 knots; 4.1 m/s)

Visibility: 5 sm (8 km)

Ceiling: 600 feet AGL

Clouds: scattered clouds at 200 feet AGL, broken clouds at 600 feet AGL,
overcast cloud deck at 2400 feet AGL



CHICAGO
CENTER WEATHER SERVICE UNIT
REQUEST FOR INFORMATION



Weather: -RA (light rain)

QC Flag: automated observation with no human augmentation

Text: **KOXV 071755Z AUTO 25008G16KT 1/4SM +RA OVC002
24/22 A2996 RMK AO2 P0099**

Temperature: 24.0°C (75°F)

Dewpoint: 22.0°C (72°F) [RH = 89%]

Pressure (altimeter): 29.96 inches Hg (1014.6 mb)

Winds: from the WSW (250 degrees) at 9 MPH (8 knots; 4.1 m/s) gusting
to 18 MPH (16 knots; 8.2 m/s)

Visibility: 0.25 sm (0.40 km)

Ceiling: 200 feet AGL

Clouds: overcast cloud deck at 200 feet AGL

Weather: +RA (heavy rain)

QC Flag: automated observation with no human augmentation

Text: **KOXV 071735Z AUTO 24010KT 2SM -DZ BKN023 BKN029
OVC033 25/22 A2995 RMK AO2**

Temperature: 25.0°C (77°F)

Dewpoint: 22.0°C (72°F) [RH = 83%]

Pressure (altimeter): 29.95 inches Hg (1014.3 mb)

Winds: from the WSW (240 degrees) at 12 MPH (10 knots; 5.1 m/s)

Visibility: 2.00 sm (3.22 km)

Ceiling: 2300 feet AGL

Clouds: broken clouds at 2300 feet AGL, broken clouds at 2900 feet AGL,
overcast cloud deck at 3300 feet AGL

Weather: -DZ (light drizzle)

QC Flag: automated observation with no human augmentation

Text: **KOXV 071715Z AUTO 26005KT 10SM SCT022 BKN035
OVC055 26/22 A2993 RMK AO2**

Temperature: 26.0°C (79°F)

Dewpoint: 22.0°C (72°F) [RH = 79%]

Pressure (altimeter): 29.93 inches Hg (1013.6 mb)

Winds: from the W (260 degrees) at 6 MPH (5 knots; 2.6 m/s)

Visibility: 10 or more sm (16+ km)



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Nearest TAF with Observation Trends

Data at: 1905 UTC 07 Sep 2016
KDSM 071821Z 02003KT 9SM -RA SCT005 BKN065 OVC080 23/22 A2994 RMK AO2 CB DSNT E-SE MOV NE
P0005 T02330222
KDSM 071800Z COR 05003KT 3SM R31/3000VP6000FT -RA BR BKN030 OVC075 23/22 A2994 RMK AO2
LTG DSNT E CB DSNT E-SE MOV NE P0004 T02280222
KDSM 071754Z 04003KT 1 1/4SM +RA BR FEW025 BKN035 OVC065 23/22 A2995 RMK AO2 LTG DSNT SE
RAB1657 SLP134 CB DSNT SE-S MOV NE P0050 60050 T02280222 10261 20228 55000
KDSM 071719Z 36004KT 1SM +RA BR SCT017 BKN049 OVC060 23/22 A2996 RMK AO2 SFC VIS 1 1/4
LTG DSNT SE AND S RAB1657 CB DSNT NE AND S-W MOV NE P0009 T02330217
KDSM 071740Z 0718/0818 VRB05KT 4SM TSRA BR SCT011CB BKN017 OVC070
FM072000 21008KT P6SM VCTS SCT020CB OVC040
FM080100 VRB05KT P6SM BKN050
FM080800 VRB03KT 5SM BR SCT009
FM081200 30009KT P6SM BKN130

Trends of Nearby Observations (for reference)

KPRO 071815Z AUTO 08003KT 10SM RA SCT033 BKN048 OVC075 22/21 A2995 RMK AO2 P0001
T02170214
KPRO 071755Z AUTO 00000KT 5SM RA BKN049 OVC060 21/21 A2996 RMK AO2 P0016 60017 T02130210
10230 20205
KPRO 071735Z AUTO 12003KT 2 1/2SM +RA BKN060 OVC070 21/21 A2998 RMK AO2 VIS 2V4 P0010
T02100206
KPRO 071715Z AUTO 12006KT 7SM RA SCT065 SCT080 OVC100 22/21 A2998 RMK AO2 P0001 T02150206

KCSQ 071815Z AUTO 00000KT 5SM BR FEW004 SCT008 BKN070 23/22 A2999 RMK AO2
KCSQ 071755Z AUTO 00000KT 2SM RA FEW007 BKN022 BKN030 22/22 A2999 RMK AO2 P0008
KCSQ 071735Z AUTO 00000KT 3SM -RA FEW003 SCT012 BKN030 22/22 A2999 RMK AO2
KCSQ 071715Z AUTO 01003KT 6SM -RA SCT003 BKN013 BKN018 22/21 A3000 RMK AO2

KBNW 071815Z AUTO 15005KT 8SM -DZ CLR 21/20 A2994 RMK AO2
KBNW 071755Z AUTO 13005KT 6SM -RA FEW034 SCT050 BKN085 21/20 A2996 RMK AO2 P0005
KBNW 071735Z AUTO 14005KT 6SM -RA FEW040 SCT055 BKN075 21/20 A2997 RMK AO2
KBNW 071715Z AUTO 00000KT 10SM FEW050 SCT075 BKN085 22/20 A2996 RMK AO2

KAMW 071814Z AUTO 00000KT 2 1/2SM RA BR OVC100 22/22 A2994 RMK AO2 P0008 T02170217
KAMW 071753Z AUTO 00000KT 1 1/2SM +RA BR BKN085 OVC110 22/22 A2996 RMK AO2 RAB1654 SLP135
P0018 60037 T02170217 10244 20217 55003
KAMW 071743Z AUTO 22003KT 2SM RA BR SCT085 OVC110 22/22 A2997 RMK AO2 RAB1654 P0013
T02170217

KTNU 071815Z AUTO 32005KT 1 1/2SM BR SCT003 BKN010 OVC022 23/23 A2996 RMK AO2 PWINO
KTNU 071755Z AUTO 36004KT 3/4SM BR BKN006 OVC028 23/23 A2995 RMK AO2 P0012 PWINO
KTNU 071735Z AUTO 36005KT 8SM FEW008 SCT065 BKN095 24/24 A2994 RMK AO2 PWINO
KTNU 071715Z AUTO 00000KT 9SM FEW033 FEW042 SCT060 24/24 A2994 RMK AO2 PWINO



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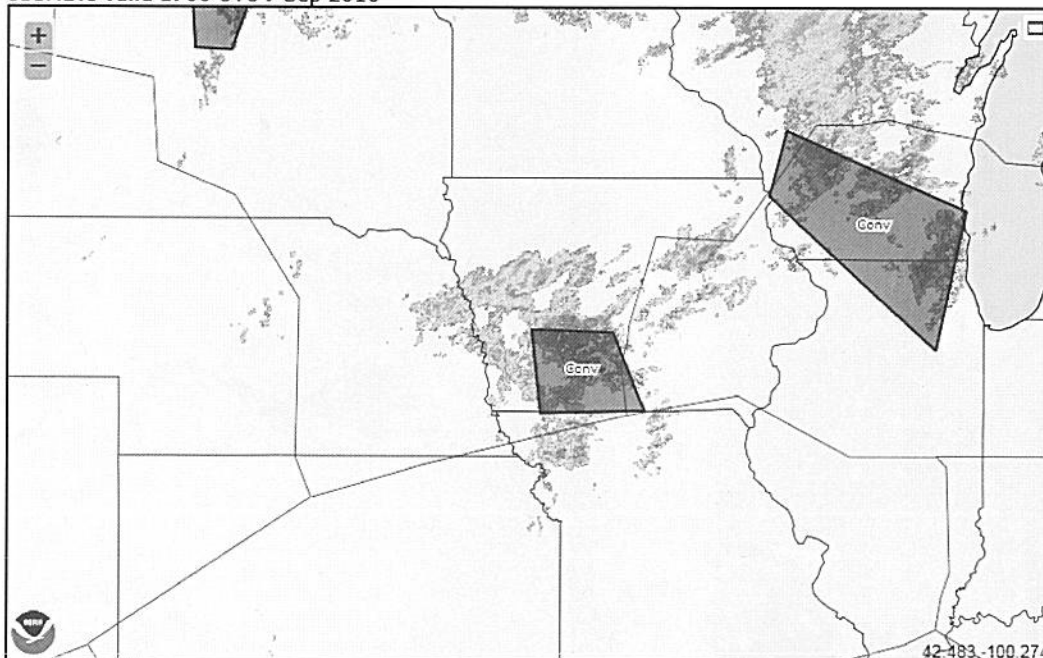
Latest AIRMETs/SIGMETs

SIGC
CONVECTIVE SIGMET 67C
VALID UNTIL 1855Z
MO IA
FROM 40NE OVR-10NNW DSM-40NW IRK-50SE OVR-40NE OVR
AREA EMBD TS MOV FROM 23025KT. TOPS ABV FL450..

ADDS AIRMETs/SIGMETs

INFO

SIGMETs valid 1700 UTC 7 Sep 2016



Map: ☒ Light ☐ Dark ☐ Simple	Data: ☐ Satellite ☒ Radar ☒ SIGMET ☒ CWA	Data Options: Undef v Top Undef v Bottom ☐ Hover	Map Overlays: ☐ Highways ☐ Top Jetroutes ☒ ARTCC/FIR Bounds
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SIGMET

CWA

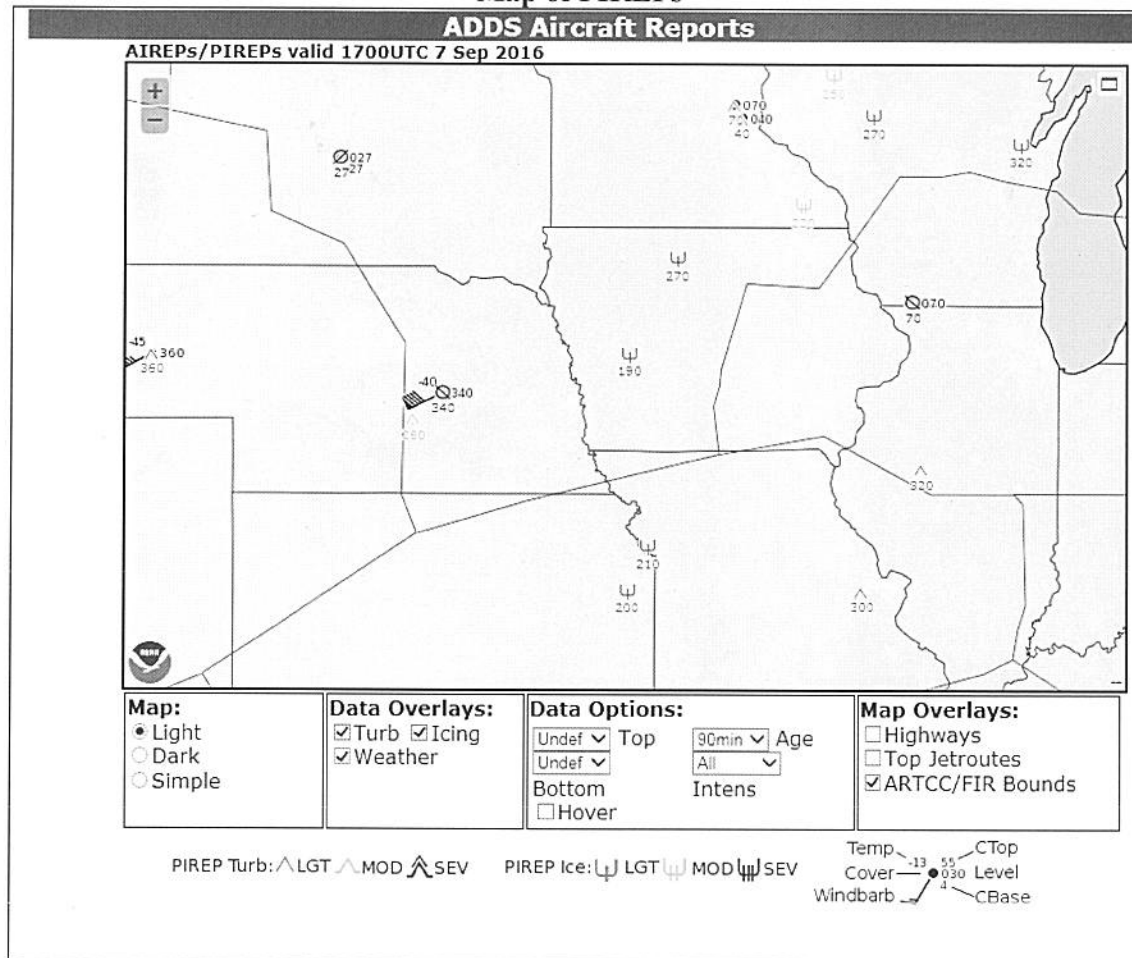
Disclaimer: International SIGMET locations approximated. Please refer to SIGMET text for full details



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Map of PIREPs





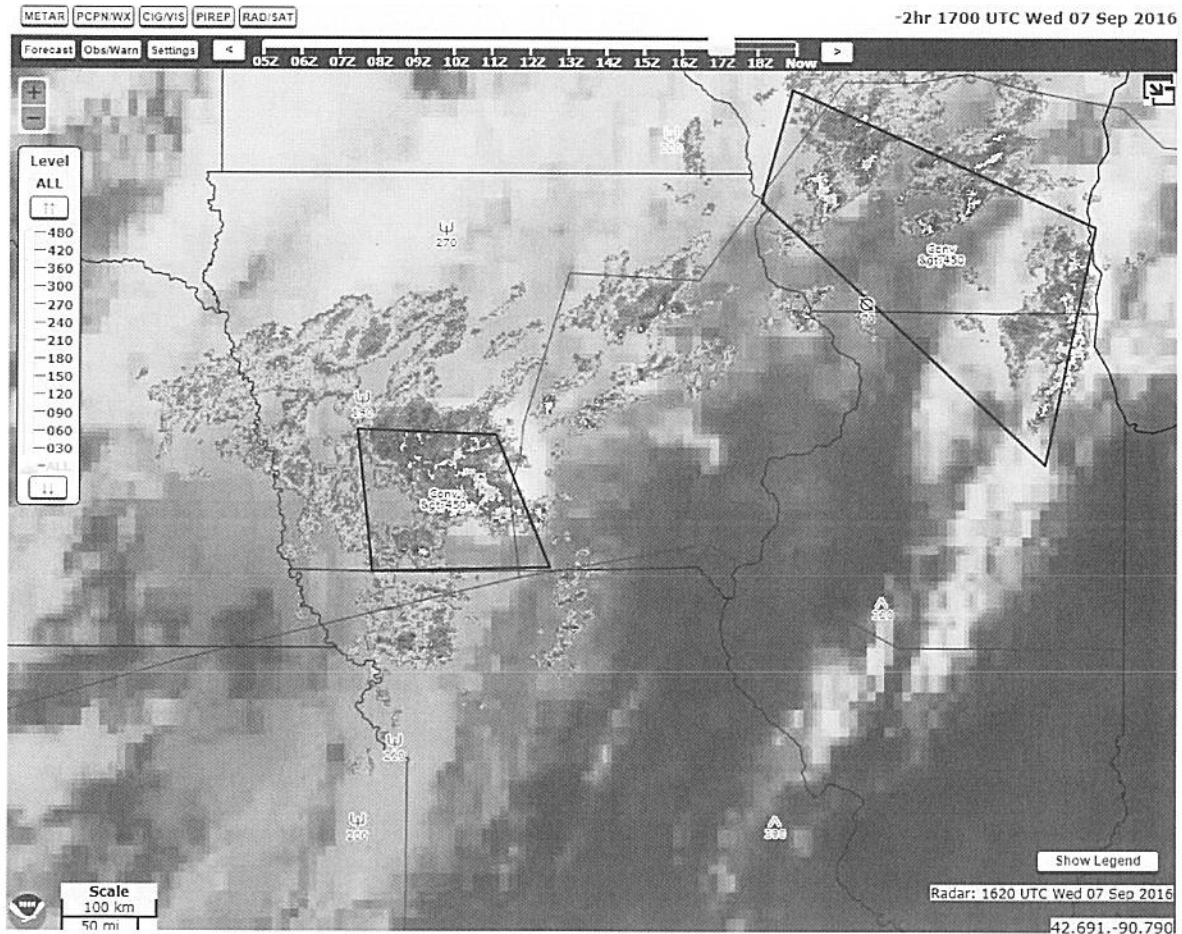
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List of PIREPs- Aircraft Reports within 200nm

Data at: 1918 UTC 07 Sep 2016

SDA UA /OV MARWI/TM 1450/FL200/TP F2TH/SK TOPS 200
HNR UA /OV OMA045050/TM 1641/FL190/TP E75S/TA M07/IC LGT RIME 190-200
FOD UA /OV FOD360020/TM 1821/FL200/TP C130/TA M04/IC LGT RIME



SECTION 12.

Other

UTC (Zulu) Time Conversion Chart

UTC (Zulu)	PST/ ALDT	PDT/ MST	MDT/ CST	CDT/ EST	EDT/ AST	ALST	HST
0000*	1600	1700	1800	1900	2000	1500	1400
0100	1700	1800	1900	2000	2100	1600	1500
0200	1800	1900	2000	2100	2200	1700	1600
0300	1900	2000	2100	2200	2300	1800	1700
0400	2000	2100	2200	2300	0000*	1900	1800
0500	2100	2200	2300	0000*	0100	2000	1900
0600	2200	2300	0000*	0100	0200	2100	2000
0700	2300	0000*	0100	0200	0300	2200	2100
0800	0000*	0100	0200	0300	0400	2300	2200
0900	0100	0200	0300	0400	0500	0000*	2300
1000	0200	0300	0400	0500	0600	0100	0000*
1100	0300	0400	0500	0600	0700	0200	0100
1200	0400	0500	0600	0700	0800	0300	0200
1300	0500	0600	0700	0800	0900	0400	0300
1400	0600	0700	0800	0900	1000	0500	0400
1500	0700	0800	0900	1000	1100	0600	0500
1600	0800	0900	1000	1100	1200	0700	0600
1700	0900	1000	1100	1200	1300	0800	0700
1800	1000	1100	1200	1300	1400	0900	0800
1900	1100	1200	1300	1400	1500	1000	0900
2000	1200	1300	1400	1500	1600	1100	1000
2100	1300	1400	1500	1600	1700	1200	1100
2200	1400	1500	1600	1700	1800	1300	1200
2300	1500	1600	1700	1800	1900	1400	1300
2400	1600	1700	1800	1900	2000	1500	1400

The time *0000 and 2400 are interchangeable. The time 2400 is associated with the date of the day ending, and 0000 with the day just starting.

UTC = Coordinated Universal Time, or Zulu
PST = Pacific Standard Time (UTC - 8 hours)
ALDT = Alaskan Daylight Time (UTC - 8 hours)
PDT = Pacific Daylight Time (UTC - 7 hours)
MST = Mountain Standard Time (UTC - 7 hours)
MDT = Mountain Daylight Time (UTC - 6 hours)
CST = Central Standard Time (UTC - 6 hours)
CDT = Central Daylight Time (UTC - 5 hours)
EST = Eastern Standard Time (UTC - 5 hours)
EDT = Eastern Daylight Time (UTC - 4 hours)
AST = Atlantic Standard Time (UTC - 4 hours)
ALST = Alaskan Standard Time (UTC - 9 hours)
HST = Hawaiian Standard Time (UTC - 10 hours)

ZAU-ARTCC-0228

N465JM