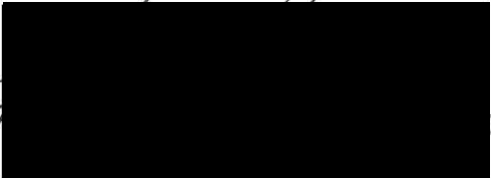


As the Airport Director of St. Clair County Int'l Airport.

I confirm that on September 6th 2018 at 7:52 am during the airport staff daily field safety inspection that all lighting at St. Clair County Int'l Airport was operable. Including the Pilot Control Lighting.

I confirm that on September 6, 2018 at 10:15 am during my personal airport safety inspection that all lighting at St. Clair County Int'l Airport was operable. Including the Pilot Control Lighting.

I also have no records of any reports by inbound or outbound aircraft that there was inoperable lighting at St. Clair County Int'l Airport before or after the accident that occurred on or around 11:30 pm on September 5th with aircraft C-GLKX Cessna 340.



Kathy Reaume

Airport Director

9-7-18

DATA INFORMATION FOR VGSI FACILITIES

REQUIRED DATA:

Airport Name: St. Clair County INTL		Location: Port Huron, Michigan
Runway: 4/22	Airport Identifier: PHN	Owner of VGSI: ST CLAIR COUNTY
Type of VGSI: PAPI		
Enter Number of Light Boxes and indicate Left or Right (L/R) side of Runway: 4L		
The distance in feet from the Runway Reference Point (RRP) to the runway threshold (or the displaced threshold if one exists). Distances to the nearest foot.		Runway 4 910 feet Runway 22 581 feet
The angle the VGSI is set to the hundredth of a degree.		Runway 4 3.0 Runway 22 3.0
The Threshold Crossing Height at threshold (or displaced threshold if one exists) to the tenth of a foot.		Rwy 4 33.54 Rwy 22 30.45
The elevation of the runway centerline at the RRP. to the tenth of a foot. (Ex. 750.2) Submit elevations in NAVD88 vertical datum (may be in EGM-96 if military)		Rwy 4 639.8 feet Rwy 22 648.9 feet

PROVIDE FOLLOWING DATA IF AVAILABLE:

The coordinates for both ends of the runway and all displaced thresholds Submit coordinates in NAD/83 horizontal datum (may be in WGS/84 EGM-96 if military) (data on record at flight check can be viewed at: http://avnwww.jccbi.gov/datasheet/)			
Runway #	Latitude To the hundredth of a second	Longitude To the hundredth of a second	Elevation to the tenth of a foot
NO CHANGE			

Pilot Control Lights (PCL): YES if yes Freq: 123.05

SUBMITTED BY:

Name: Kathy K. Reaume	Date: 09-06-18
Title: Airport Director	Phone: [REDACTED]
Organization: St. Clair County International Airport KPHN	E-mail: [REDACTED]
Data forms should be sent to AVN by e-mail [REDACTED] Questions? [REDACTED]	

Tilt = Tilt switch 0

↑ North

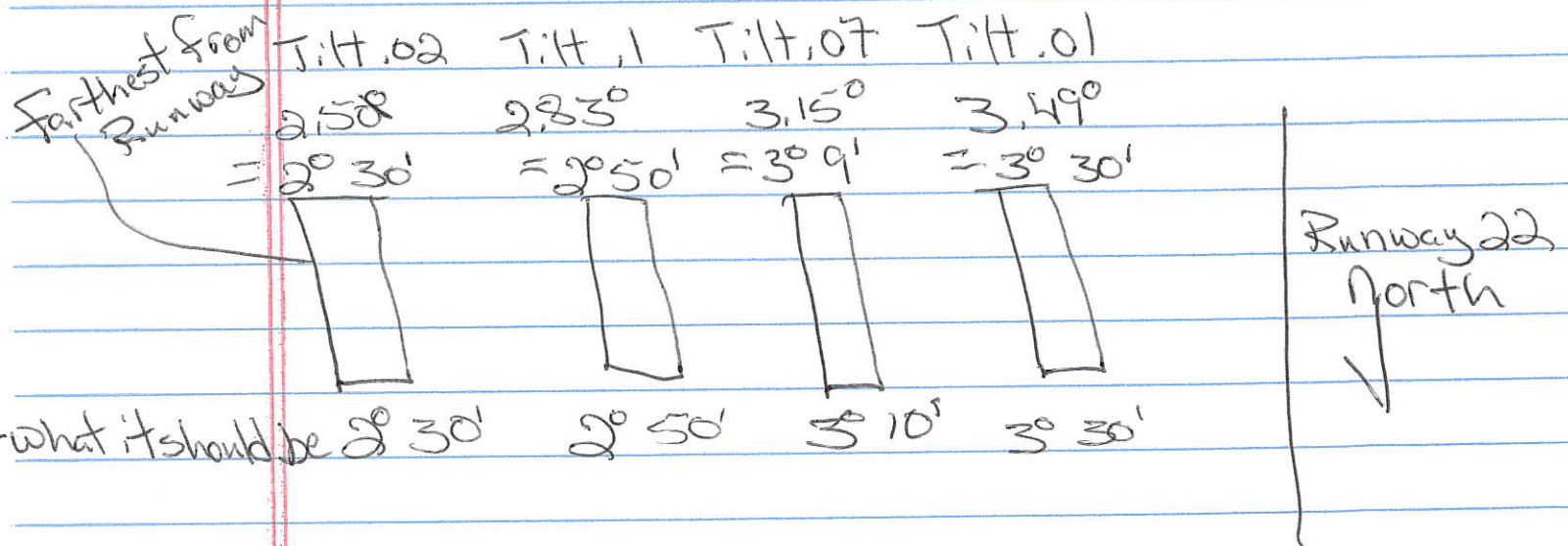
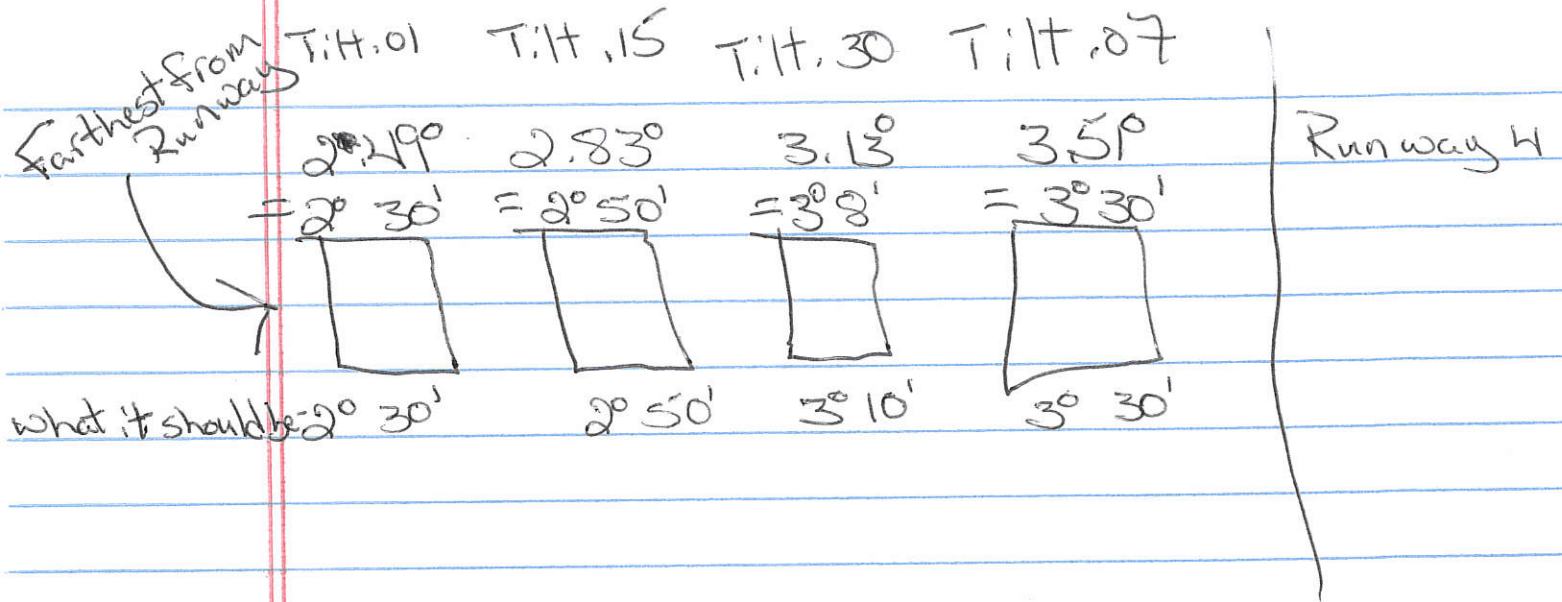


FIGURE 9-3-3
Aircraft Accident/Incident Package Cover Page

Minimum Package Contents:

1. Cover page (this page; use additional copies as required for all signatures).
2. Hardcopy printout of all Technical Operations Services control center (for example, SOC, OCC) accident/incident LAD screens.
3. Technical data (for each facility removed from service):

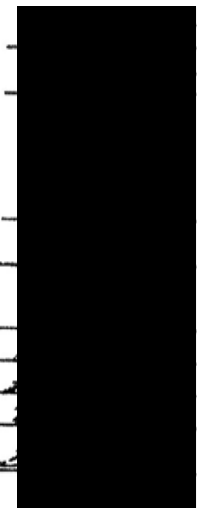
a. Facility Restoral Checklist, figure 9-3-2 (page 1 only).
 Reviewed for completeness?

b. Hardcopy printout of all facility log entries, regardless of the logging method used, covering the period beginning with removal from service and ending with restoration to service.
 Do the log pages contain the proper certification statement?

c. A complete, original set of Technical Performance Record Forms.
 Data entered per FAA Order 6000.15?
 Nominal values listed where appropriate?
 Signed by supervisor (each page, in header)?
 Authenticated (each page, per paragraph 3b of Figure 9-3-2)?

d. Any archived original data from the list of facilities developed in paragraph 156b(1)(a).

Initials


 N/A

ATSS personnel who completed the facility restoral process:

	9/6/18	PHNB REIL
(Signature)	(Date)	(Facilities)
	9/6/18	OBSERVER
	(Date)	(Facilities)
	(Date)	(Facilities)
	(Date)	(Facilities)

Service center-named office manager who reviewed this package:

	9/2/2018	DTK SSCM
(Signature)	(Date)	(System Support Center Manager)

NOTE: See FAA Order JO 8020.16A, Chapter 9, Section 3, Technical Operations Services, for instructions on custody, retention, release, and other handling instructions for aircraft accident/incident related documents.

ZOB MCC E.M. EVENT REPORT

09/07/18 11:11:01 AM

ZOB MCC



LOG ID	IDENT/FACILITY	STATUS	TYPE	COORD STAGE	OPEN DATE/TIME	CLOSE DATE/TIME
1905265103	PHNB REIL	C	A	4	09/06/18 0625	09/06/18 1516

COMMENTS

*** 09/06/18 18:29:21 *** WC21CDRJ ***

STATUS SET TO CLOSED (C)

PHNB RWY 22 REIL OTS, following Aircraft accident involving CGLKX, C340. After accident as found reading performed. REIL RTS.

*** 09/06/18 15:16:50 *** WC21CDRJ ***

STATUS SET TO OPEN (O)

COORDINATION STAGE SET TO RETURNED TO SERVICE

*** 09/06/18 15:02:56 *** WC21AKRF ***

ATSS/RR Line entry parameters were all well within tolerance.

*** 09/06/18 14:51:04 *** WC21AKRF ***

ATSS/RR Put Line entry in ETPR, for REIL parameters.

*** 09/06/18 14:22:06 *** WC21CDRJ ***

SSCM reports the

Responding: ATSS Ray Reeves

Observer: ATSS Scott Skrzypczak.

*** 09/06/18 06:34:00 *** WC21AEPO ***

!PHN 09/001 PHN RWY 22 RWY END ID LGT OUT OF SERVICE 1809060633-1809131800

*** 09/06/18 06:32:38 *** WC21AEPO ***

Log related to (LAD) LOG #1905260003

*** 09/06/18 06:32:16 *** WC21AEPO ***

STATUS SET TO OPEN (O)

EVENT TYPE SET TO AIRCRAFT ACCIDENT / INCIDENT

PHNB RWY 22 REIL OTS, following Aircraft accident involving CGLKX, C340. ** Do not close, MUST BE CLOSED BY MOCC TOAAR.**

EVENT MANAGER REPORT

09/07/18 11:11:36 AM

FACILITY / TELCO INFO

<u>ST.</u>	<u>CITY</u>	<u>FAC TYPE</u>	<u>IDENT</u>	<u>MPS</u>	<u>OTHER FAC.</u>	<u>D'CODE</u>	<u>R'CODE</u>	<u>APT ID</u>	<u>AIRPORT</u>	<u>RUNWAY</u>
MI	PORT HURON	REIL	PHNB	ZAU		WCQ16	A96	PHN	ST CLAIR COUNTY INTL *PHN	22
<u>TELCO LINE #</u>		<u>VHF FREQ.</u>		<u>UHF FREQ.</u>		<u>CHNL #</u>	<u>PROVIDER</u>	<u>TELCO TKT #</u>		

EVENT INFO

<u>LOG CODE CAT.</u>	<u>LOG SUPP CODE</u>	<u>LOG MAC CODE</u>	<u>INT COND.</u>							
89 - DEVIATION (LIR)	9-Aircraft Accident	C - Restored	FL							
<u>START DATE/TIME</u>	<u>CLOSE DATE/TIME</u>	<u>EVT DURATION</u>	<u>EST. REST</u>	<u>EVT IMPACT</u>	<u>LOG STATUS</u>	<u>EVENT TYPE</u>	<u>COORD</u>	<u>STAGE</u>	<u>LOG ID</u>	<u>CREATOR</u>
09/06/18 0625	09/06/18 1516	8 hrs 51 mins		None	C	A	4		1905265103	MOC

ASSIGNMENT

<u>SPECIALIST</u>	<u>INITIALS</u>	<u>CELL PH #</u>	<u>GROUP ASSIGNED</u>	<u>TYPE</u>	<u>GROUP</u>	<u>PRIMARY PH#</u>	<u>EXT/SPD DIAL</u>
COULTER, DAVE,	DC1		PTK 0730-1600L M-F	WC	+1		
<u>NOTAM #</u>	<u>ISS. BY</u>	<u>CANC. BY</u>	<u>EVENT SCOPE</u>	<u>SOCs</u>	<u>CREATED BY</u>	<u>LAST UPDATED BY</u>	
PHN 09/001	D		NOCC		WC21A-EPO 09/06/18 06:32	WC21C-DRJ	09/06/18

COMMENTS

*** 09/06/18 18:29:21 *** WC21CDRJ ***
 STATUS SET TO CLOSED (C)
 PHNB RWY 22 REIL OTS, following Aircraft accident involving CGLKX, C340. After accident as found reading performed. REIL RTS.
 *** 09/06/18 15:16:50 *** WC21CDRJ ***
 STATUS SET TO OPEN (O)
 COORDINATION STAGE SET TO RETURNED TO SERVICE
 *** 09/06/18 15:02:56 *** WC21AKRF ***

SUMMARY

PHNB RWY 22 REIL OTS, following Aircraft accident involving CGLKX, C340. After accident as found reading performed. REIL RTS.

<u>LOCATION</u>	<u>PHONE #</u>	<u>INITIAL COORDINATION</u>		<u>FINAL COORDINATION</u>		<u>RETURN COORDINATION</u>	
		<u>DATE/TIME</u>	<u>INITIALS</u>	<u>DATE/TIME</u>	<u>INITIALS</u>	<u>DATE/TIME</u>	<u>INITIALS</u>
JYO NATIONAL NOTAM		09/06/18 0634	Aircraft	09/06/18 0634	PHN 09/001	09/06/18 1516	e

EVENT MANAGER REPORT

09/07/18 11:13:34 AM

FACILITY / TELCO INFO

<u>ST.</u>	<u>CITY</u>	<u>FAC TYPE</u>	<u>IDENT</u>	<u>MPS</u>	<u>OTHER FAC.</u>	<u>D'CODE</u>	<u>R'CODE</u>	<u>APT ID</u>	<u>AIRPORT</u>	<u>RUNWAY</u>
KS	OLATHE	OCC	MOC	ZDC		WB330				
<u>TELCO LINE #</u>		<u>VHF FREQ.</u>		<u>UHF FREQ.</u>		<u>CHNL #</u>	<u>PROVIDER</u>	<u>TELCO TKT #</u>		

EVENT INFO

<u>LOG CODE CAT.</u>	<u>LOG SUPP CODE</u>	<u>LOG MAC CODE</u>	<u>INT COND.</u>							
03 - AIRCRAFT ACC./INCDT (LAD)										
<u>START DATE/TIME</u>	<u>CLOSE DATE/TIME</u>	<u>EVT DURATION</u>	<u>EST. REST</u>	<u>EVT IMPACT</u>	<u>LOG STATUS</u>	<u>EVENT TYPE</u>	<u>COORD</u>	<u>STAGE</u>	<u>LOG ID</u>	<u>CREATOR</u>
09/06/18 0350				None	O	A			1905260003	MOC

ASSIGNMENT

<u>SPECIALIST</u>	<u>INITIALS</u>	<u>CELL PH #</u>	<u>GROUP ASSIGNED</u>	<u>TYPE</u>	<u>GROUP PRIMARY PH#</u>	<u>EXT/SPD DIAL</u>
				WC		
<u>NOTAM #</u>	<u>ISS. BY</u>	<u>CANC. BY</u>	<u>EVENT SCOPE</u>	<u>SOCs</u>	<u>CREATED BY</u>	<u>LAST UPDATED BY</u>
			NOCC		WC21A-EPO 09/06/18 05:47	WC21A-EPO 09/07/18

COMMENTS

*** 09/07/18 09:45:46 *** WC21AEPO ***
 Notified WAAS desk/RCM and advised Signal in Space analysis was created for Runway 4 and should have been for Runway 22. RCM will resubmit request for Runway 22.

*** 09/06/18 19:59:24 *** WC21CDRJ ***
 Artp Mgr: reports verification of PAPI and PCL still in progress.

*** 09/06/18 19:19:37 *** WC21ASG ***
 NTOAAR/EP called for clarification regarding PCL equipment. Conf PTK SSCM/BW who confirms FAA PCL used for FAA owned REIL and City owned PCL for PAPI and runway

SUMMARY

Per CSA ROC - ALNOT, ZOB, CGLKX, C340, St. Thomas, Ontario to Port Huron, Mi (PHN), cleared for approach to PHN RWY 22 per ZOB OMIC/UM.

ZOB MCC E.M. EVENT REPORT

09/07/18 11:13:59 AM

ZOB MCC

LOG ID	IDENT/FACILITY	STATUS	TYPE	COORD	STAGE	OPEN DATE/TIME	CLOSE DATE/TIME
1905260003	MOC OCC	O	A			09/06/18 0350	

COMMENTS

*** 09/07/18 09:45:46 *** WC21AEPO ***

Notified WAAS desk/RCM and advised Signal in Space analysis was created for Runway 4 and should have been for Runway 22. RCM will resubmit request for Runway 22.

*** 09/06/18 19:59:24 *** WC21CDRJ ***

Artp Mgr: reports verification of PAPI and PCL still in progress.

*** 09/06/18 19:19:37 *** WC21ASG ***

NTOAAR/EP called for clarification regarding PCL equipment. Conf PTK SSCM/BW who confirms FAA PCL used for FAA owned REIL and City owned PCL for PAPI and runway lighting.

*** 09/06/18 17:05:58 *** WC21CDRJ ***

WAAS SIS Analysis:

Approximate Location N42.905?, W82.553? On approach to

Runway 4, St. Clair County International

Airport, Smiths Creek, MI

Date and Time 2018-09-06T03:48Z

Date Prepared 2018-09-06

GPS Satellite Outages None

WAAS Integrity Monitors Normal

WAAS Availability No Outages

Best Available WAAS

Service Level LPV200

Ionospheric Activity Nominal

Other Anomalies None

*** 09/06/18 15:30:58 *** WC21CDRJ ***

Update: Aircraft accident Port Huron (PHN), Mi09/06/18 1516z CGLKX, C340 . ATSS has completed after accident as found reading on the PHNB REIL RWY 22. All reading are within tolerance. The REIL Pilot Control Lighting (PCL) operation also verified. PHNB REIL RTS 1516z. Verification of the Non-Fed PAPI and Runway Lighting PCL still pending. MOC/DRJ

ZOB MCC E.M. EVENT REPORT

09/07/18 11:13:59 AM

ZOB MCC



LOG ID	IDENT/FACILITY	STATUS	TYPE	COORD STAGE	OPEN DATE/TIME	CLOSE DATE/TIME
1905260003	MOC OCC	O	A		09/06/18 0350	

COMMENTS

*** 09/06/18 15:19:31 *** WC21CDRJ ***

Specialist(RR) completed As found reading on PHNB REIL. All Reading are within tolerance. PHNB REIL RTS 9/6/18 1516Z.

*** 09/06/18 14:36:11 *** WC21CDRJ ***

ATSS currently performing as found reading on PHNB REIL (22).

*** 09/06/18 14:34:52 *** WC21CDRJ ***

ATSS/RR and LS onsite. REIL PCL operation verified.

*** 09/06/18 14:04:09 *** WC21CDRJ ***

RMM review of the RWY 04 LOC indicated no power loss at the time of the accident.

*** 09/06/18 13:54:59 *** WC21CDRJ ***

Contacted Arpt Mgr/KR @ 810-357-4918. Request PAPI and RWY lighting PCL verification.

*** 09/06/18 11:43:03 *** WC21CDRJ ***

Updated FSDO IIC-Doug Peterson on the status of the REIL and PAPI.

*** 09/06/18 09:38:11 *** WC21AEPO ***

Also during the SRT, Washington Office request checking the Airport (PCL) Pilot controlled lighting. I advised when positive contact is made with the Airport Manager, I will include it in the checks.

*** 09/06/18 09:33:17 *** WC21AEPO ***

Notified WAAS Operations/Luke and requested a Signal n Space analysis for the PHN RWY 22 RNAV approach.

*** 09/06/18 09:30:39 *** WC21AEPO ***

SRT was conducted from 0830z to 0423z. Aircraft was on an RNAV approach. I advised I will request a Signal in Space analysis.

ZOB MCC E.M. EVENT REPORT

09/07/18 11:14:00 AM

ZOB MCC

LOG ID	IDENT/FACILITY	STATUS	TYPE	COORD	STAGE	OPEN DATE/TIME	CLOSE DATE/TIME
1905260003	MOC OCC	O	A			09/06/18 0350	

COMMENTS

*** 09/06/18 08:33:37 *** WC21AEPO ***

Called Airport Manager/KR personal cell. Left message, advised Airport Manager to call MOCC A.S.A.P reference RWY 22 PAPI. I provided AC circular Number150/5340-26C, advised Airport Manager will need to follow Paragraph 3.7 P. 29 and reference Table A-7 P. 132.

*** 09/06/18 08:22:59 *** WC21AEPO ***

No response from Airport Manager/Kathy Reaume. Called CSA ROC, request to speak with Duty FSDO Representative for more information. FSDO/Bryan provided more numbers to try and find PHN Airport Manager.

*** 09/06/18 07:48:13 *** WC21AEPO ***

Notified PTK SSCM/BW and advised the PHN RWY 22 REIL "as found" readings will need to be taken by ATSS (Not the last one to certify the system)and an Observer. Notify MOCC Team Lead of the as found readings.

*** 09/06/18 06:52:09 *** WC21AEPO ***

Left message with After hours phone service requesting Airport Manager call MOCC TOAAR/EPO.

*** 09/06/18 06:46:36 *** WC21AEPO ***

Update: Aircraft accident Port Huron, Mi (PHN) 06/0350z CGLKX, C340 crashed on approach to Runway 22 at PHN. PIC on initial approach could not get approach lights to turn on and went around. On final aircraft reported right engine failed. CSA TOAAR/EPO removed RWY 22 Non-Fed PAPI and FAA REIL from service to be verified. 1 POB/Fatal.

*** 09/06/18 06:42:15 *** WC21AEPO ***

Initial: Aircraft accident Port Huron, Mi (PHN) 06/0350z CGLKX, C340 crashed on approach to Runway 22 at PHN. PIC on initial approach could not get approach lights to turn on and went around. On final aircraft reported right engine failed. CSA TOAAR/EPO removed RWY 22 Non-Fed PAPI and FAA REIL from service to be verified. MOC/EPO

*** 09/06/18 06:35:49 *** WC21AEPO ***

!PHN 09/001 PHN RWY 22 RWY END ID LGT OUT OF SERVICE 1809060633-1809131800

*** 09/06/18 06:35:44 *** WC21AEPO ***

!PHN 09/002 PHN RWY 22 PAPI OUT OF SERVICE 1809060634-1809131800EST

ZOB MCC E.M. EVENT REPORT

09/07/18 11:14:00 AM

ZOB MCC

LOG ID	IDENT/FACILITY	STATUS	TYPE	COORD STAGE	OPEN DATE/TIME	CLOSE DATE/TIME
1905260003	MOC OCC	O	A		09/06/18 0350	

COMMENTS

*** 09/06/18 06:32:38 *** WC21AEPO ***

Log related to (LIR) LOG #1905265103

*** 09/06/18 06:25:45 *** WC21AEPO ***

CSA TOAAR/EPO remove PHN RWY 22 PAPI (Non-Fed) and PHNB RWY 22 REIL from service.

*** 09/06/18 06:25:02 *** WC21AEPO ***

09/06/2018

JO 8020.16B

FIGURE 9-3-1

Aircraft Accident/Incident TOAAR Checklist

Checklist ? Part I

TOAAR of Record (full name): Eric P. Ohman

TOAAR of Record Location: MOCC

Incident/Accident Reported By: (include organization) CSA ROC

Aircraft Registration Number: CGLKX

Where Accident Occurred: (Airport ID and/or City, State) (PHN) Port Huron, MI.

Date/Time of Accident/Incident: (UTC only) 0350z

Summary of Accident/Incident Report: Per CSA ROC - ALNOT, ZOB, CGLKX, C340, St. Thomas, Ontario to Port Huron, Mi (PHN), cleared for approach to PHN (an uncontrolled airport) RWY 22 per ZOB OMIC. The aircraft right engine failed and could not get the approach lights to work. CGLKX reported going around and reported over the airport at 0347z. Last communication with ZOB was at 0350z. Aircraft was on final at 2700'. Aircraft crashed 1/4 mile from PHN. 1

POB/Fatal Note: PHN Rwy 22 has a PAPI & REIL only.

Aircraft Damage: Destroyed

Surrounding Area (ground damage): Unknown

ZOB MCC E.M. EVENT REPORT

09/07/18 11:14:00 AM

ZOB MCC

LOG ID	IDENT/FACILITY	STATUS	TYPE	COORD STAGE	OPEN DATE/TIME	CLOSE DATE/TIME
1905260003	MOC OCC	0	A		09/06/18 0350	

COMMENTS

Persons on Board (POB): 1
Fatalities/Injuries: Fatal
Flying/Injuries:
Flying Conditions: ☐ IMC ☒ VMC
Flight Plan Filed: ☐ Yes ☐ No Type: ☐ IFR ☐ VFR ☐ No ☒ UNKN
Weather Conditions: KPHN 060335Z AUTO 00000KT 10SM RA SCT050 SCT070 BKN120 21/20 A3016 RMK AO2
ATC Info (last radio contact etc.): 0342z

Further TOAAR action required? ☒ Yes ☐ No
If yes, continue with checklist.
If no, state the reason why no further TOAAR action is required and paste this completed Checklist Part I into the Aircraft Accident Event Administrative Log and close the log IAW locally established procedures.

12/31/2014

JO 8020.16B

FIGURE 9-3-1 Aircraft Accident/Incident TOAAR Checklist (continued)

Checklist ? Part II

Archive List

If the accident occurred during approach, landing or departure from an airport; list below the available facilities at that airport which provide data that is routinely used for accident investigation and documentation IAW 8020.16 Para 156b(1)(a) (i.e., LLWAS, TDWR, RVR, ASDE): Archive the available data or state why the available data was not archived.

NOTE: Equipment is not to be removed from service unless required by equipment design to access the data for archival.

☒ Archive List Completed /Verified Archive List does not apply.

☐ Available Data Archived (if required)

Candidate List

ZOB MCC E.M. EVENT REPORT

09/07/18 11:14:00 AM

ZOB MCC

LOG ID	IDENT/FACILITY	STATUS	TYPE	COORD STAGE	OPEN DATE/TIME	CLOSE DATE/TIME
1905260003	MOC OCC	O	A		09/06/18 0350	

COMMENTS

List facilities that are potentially suspected in their operation IAW 8020.16 Para 156b(1)(b). RWY 22 PAPI & RWY 22 REIL.

Removed from Candidate List

Specific details WHY removed from candidate list (PIREP, voice count etc.).

None removed.

Suspect List

List all facilities that are suspect that could not be removed from Candidate List and require ATSS action IAW 8020.16 Para 156b(2). If there are no facilities on the suspect list, close Aircraft Accident Administrative Log with the comment ?No Tech Ops Involvement.?

Equipment to be certified: PHN RWY 22 PAPI (Non-Fed) and PHNB RWY 22 REIL.

Certification Results:

Are all related tickets closed? ____

*** 09/06/18 06:18:58 *** WC21AEPO ***

PHN Metar Data:

KPHN 060335Z AUTO 00000KT 10SM RA SCT050 SCT070 BKN120 21/20 A3016 RMK AO2

KPHN 060355Z AUTO 00000KT 7SM -RA SCT060 BKN085 BKN100 21/20 A3016 RMK AO2

*** 09/06/18 05:47:58 *** WC21AEPO ***

STATUS SET TO OPEN (O)

EVENT TYPE SET TO AIRCRAFT ACCIDENT / INCIDENT

Per CSA ROC - ALNOT, ZOB, CGLKX, C340, St. Thomas, Ontario to Port Huron, Mi (PHN), cleared for approach to PHN (an uncontrolled airport) RWY 22 per ZOB OMIC. The aircraft right engine failed and could not get the approach lights to work. CGLKX reported going around and reported over the airport at 0347z. Last communication with ZOB was at 0350z. Aircraft was on final at 2700'. Aircraft crashed 1/4 mile from PHN. 1 POB/Fatal Note: PHN Rwy 22 has a PAPI & REIL only.

FIGURE 9-3-2
Facility Restoral Checklist for Field Facilities

Figure 9-3-2 is required for each facility removed from service as identified by the Duty TOAAR.

NOTE: The following line will be completed later as required in step 3c.

Log Data Uploaded: Date: 9/6/2018 Time: 18:04:40 Initials: RR

1. Complete the following initial items:

a. List the facility that has been identified to be returned to service. The restoration can be accomplished via certification and/or operational status check.

Facility: REIL Ident: PHNB

b. Identify the ATSS who last certified the facility, and the observer:

(1) Record below the name of the specialist who last certified the facility or equipment. Control point visits or phone calls may be required to learn who last certified. Normally, the person named below should not be responsible for certifying and restoring the facility today, but may be the observer. If you arrive alone and find you were the last certifying technician, do not proceed, but request that the OCC notify the Duty TOAAR. Based on circumstances and approval from the Duty TOAAR, you may be authorized to proceed.

PHNB REIL is not a certified system
 Facility ATSS who last certified facility

(2) An observer will normally be required; however, under certain conditions the observer requirement may be waived by the TOAAR. Has the observer requirement been waived by the TOAAR? Yes ☐ No ☒

(3) If the answer to (2) is **No**, identify who is to be the observer below:

[Redacted] Arss [Redacted]
 Observer Name Observer Title/Phone

c. Upon arriving at the facility, log the following information:

(check off)

(1) Arrival date and time at facility

☒

(2) Reason for facility visit

☒

(3) Current weather conditions (not at time of accident/incident) at facility. This is your "unofficial" observation of the general weather conditions upon your arrival at the facility. See the following example text.

☒

Subject Area: PHNB/REIL
Location: PORT HURON, MI

SAL LOG ENTRY REPORT
Sep/2018 - Oct/2018

Report Date: 09/07/18 15:07Z
Page 1

Date	Time	CC	Remarks	Init
09/06/18	0625	89	STATUS SET TO OPEN (O)	
			EVENT TYPE SET TO AIRCRAFT ACCIDENT / INCIDENT	
			PHNB RWY 22 REIL OTS, following Aircraft accident involving	
			CGLKX, C340. ** Do not close, MUST BE CLOSED BY MOCC TOAAR.**	EPO
09/06/18	0632	89	LIR - Modified in EM	EPO
09/06/18	0632	89	Log related to (LAD) LOG #1905260003	EPO
09/06/18	0634	89	IPHN 09/001 PHN RWY 22 RWY END ID LGT OUT OF SERVICE	
			1809060633-1809131800	EPO
09/06/18	1108	89	LIR - Modified in EM	DRJ
09/06/18	1108	89	LIR - Modified in EM	ELT
09/06/18	1409	10	Arrived at Site with ATSS SS	RR1
09/06/18	1415	00	Verified AG operation for PHNB REIL. operation normal. Weather	
			conditions overcast with no precipitation.	RR1
09/06/18	1422	89	SSCM reports the	
			Responding: ATSS Ray Reeves	
			Observer: ATSS Scott Skrzypczak.	DRJ
09/06/18	1431	00	Line entry per MOCC completed. Notified MOCC	RR1
09/06/18	1449	00	MOCC (KF) notified of line entry	RR1
09/06/18	1451	89	ATSS/RR Put Line entry in ETPR, for REIL parameters.	KRF
09/06/18	1456	10	Departed from Site	RR1
09/06/18	1502	89	ATSS/RR Line entry parameters were all well within tolerance.	KRF
09/06/18	1516	89	STATUS SET TO OPEN (O)	
			COORDINATION STAGE SET TO RETURNED TO SERVICE	DRJ
09/06/18	1409	00	Purpose of site visit; accident investigation	RR1
09/06/18	1829	89	LIR - Modified in EM	DRJ
09/06/18	1516	89	STATUS SET TO CLOSED (C)	
			PHNB RWY 22 REIL OTS, following Aircraft accident involving	
			CGLKX, C340. After accident as found reading performed. REIL RTS.	DRJ
09/06/18	1337	00	Informed by MOCC via morning telecon, PHNB REIL had a FSEP code	
			including air to ground receiver. This receiver had no FSEP	
			profile and thus no ETPR's and preventative maintenance was	
			entered. PTK SSC is actively working towards establishing FSEP	
			profile and maintenance requirements	RR1

S [Redacted] Date 9/7/18 Signature of Technician [Redacted] Date 9/7/18

Print Date and Time
09/06/2018 18:20:01

Workbook Status: Active

TPR Workbook
PHNB/REIL ~ SYSTEM ~ TPR DATA

Description

Location

Serial Number

Template Notes

PORT HURON

6850.5 POC: AJW-143 Lighted
NavAids, [REDACTED]

SSCM

Template REIL "Runway-End Identifier Lights"

Sheet Sheet 1

Facility Type REIL Location Ident PHNB Code 3313B Class D Location PORT HURON

Date	Signed By	Control Cabinet			Flasher One			Flasher Two			Elapsed Time Meter	Flash Rate (per minute)	Remarks
		L1 to Neutral (V)	L2 to Neutral (V)	L1 - L2 (V)	L1 to Neutral (V)	L2 to Neutral (V)	L1 - L2 (V)	L1 to Neutral (V)	L2 to Neutral (V)	L1 - L2 (V)			
Nominal		120.0	120.0	240.0	120.0	120.0	240.0	120.0	120.0	240.0		120	
Minimum		114.0	114.0	228.0	114.0	114.0	228.0	114.0	114.0	228.0		118	
Maximum		126.0	126.0	252.0	126.0	126.0	252.0	126.0	126.0	252.0		122	
05/17/2018 14:41	DC1	122.4	122.2	244.7								120	Q
08/14/2018 14:28	DC1	118.0	117.9	236.0								120	Q
09/06/2018 14:31	RR1	120.0	120.2	240.6	119.8	119.8	240.1	119.3	119.2	238.0		120	Accident verification

I certify that the above is a true record of the PHNB REIL parameter values as found at the time indicated

ATSS:

Observer:

Signature

Signature

NAME

Raymond K. Reeves

NAME

Scott R. Skizypczak

Title

PTK SSC Coordinator.

Title

ATSS PTK SSC