

July 29, 2012

On July 28th at approx 1608L the tower activated the Primary Crash Phone of a grass fire along the approach end runway 21 right side. After I and AIC Hendrickson arrived on the airfield I confirmed with tower that runway 21 operations would remain suspended until the fire could be extinguished due to proximity of the runway. When the fire was extinguished an inspection of the runway was performed and we noticed a large amount of metal debris on the 1st 4000ft runway 21 down to taxiway Foxtrot. Reason at this time was unknown.

At approx 1615L, the Fire Department was notified to contact the standby sweeper and information was passed to the tower that normal runway operations could not resume until the FOD (large amounts) was removed. The FAA Tower Controller on duty informed me (approx 1618) that a BOEING/787 had completed a high speed taxi test just prior to the fire incident. At this time the reason for the FOD is still unknown. I notified Mr. John Hoffman, the Airfield Manager, and informed him of the incident. The FAA Tower informed me that they were in contact with the Charleston County Aviation Authority and BOEING to help locate the cause of the FOD.

The sweeper arrived at 1705L and begins sweeping operations. The tower informed me that a couple of aircraft were in the holding pattern awaiting arrival while two were holding short for departure.

At approximately 1710L, SEVERE WEATHER approaches, WX WARNINGS lightning w/5 , winds 30 knots and greater and microburst were reported on the airfield. Sweeping operations continued and the runway was finally returned to service at 1741L.

After returning from the airfield I called the Tower (1750L) and the controller on duty indicated that BOEING had called and informed them that a possible engine problem had occurred on the aircraft that performed the high speed taxi test. Indications of this problem were noticed after aircraft parking. Mr. Hoffman was notified and he informed us that no parts or information would be released until approved by JBC Senior leadership.

X

John Bowen
Airfield Management Shift Lead

Statement of FOD Incident

28 July 2012

On July 28, 2012 at around 1608L the Control Tower activated the Primary Crash Phone and transmitted that there was a grass fire along the approach end of RWY 21 on the right side. Mr. Bowen and I responded to the airfield and noticed the fire and confirmed with tower that runway 21 operations were suspended until the fire could be extinguished. The fire department extinguished the fire and while performing the runway inspection to reopen, we noticed metal debris on the first 4,000ft of RWY 21 down to TXY Foxtrot. Both Mr. Bowen and I did not know the reason for the FOD at this time. At about 1615L, we had a co-worker notify the Fire Department to contact the on call sweeper to come out and sweep the debris. We updated the tower on our situation and informed them that normal runway operations could not resume until the FOD (large amounts) were removed. The FAA Tower controller on duty informed us (1618L) that a Boeing 787 had completed a high speed taxi test prior to the fire incident. At this time the cause of FOD was still unknown. Mr. Bowen called Mr. Hoffman our Airfield Manager and was instructed to try to locate possible reason for FOD and to communicate with FAA Tower. The Tower communicated that they were in contact with the CCAA and Boeing trying to get more information on the cause of the FOD. The sweeper arrived at 1705L and began sweeping the FOD. The tower informed us that a couple of aircraft were in the holding pattern awaiting arrival while two were also holding short for departure. At 1710L severe weather approached the airfield. There was lightning within 5nm, winds 30kts and greater, and also microburst were reported on the airfield. Mr. Bowen and I stayed out on the airfield and continued to oversee the cleanup process. At 1741L the runway was finally clean and returned to service. Once Mr. Bowen and I returned from the airfield, Mr. Bowen contacted the tower (1750L) and the controller indicated that Boeing had called and informed them that a possible engine problem had occurred on the aircraft that performed the high speed taxi test. Indications of this problem were noticed after aircraft parking. We called Mr. Hoffman to update him on the situation and were instructed that no parts or information would be released until JBC Senior Leadership approves of it.

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Scott Hendrickson
Airfield Management Operations Controller

On Saturday July 28, 2012 at approximately 04:10 pm we received a call over the Primary Crash Phone stating that there was a grass fire near the approach end of runway 21. My Co-workers A1C Hendrickson and Mr. Bowen responded to the airfield. Quick reaction checklist #1 initiated which gives specific instruction on what is done with in-flight and ground emergencies. When my coworkers arrived on the scene, instructions were given to get in contact with the on call sweeper because of a large amount of metal debris found on the runway. Fire department was given a call to contact sweeper to gather the debris off the runway so flying operations could resume. Several phone calls were exchanged between with the fire department trying to get an estimated time of arrival for the sweeper. Around this time severe weather watches, and warnings not long after were passed. Still awaiting the Sweepers arrival, I received a call from the towers supervisor informing me that there were aircraft awaiting approval to land and aircraft awaiting approval to depart. The sweeper arrived and I dispatched them to the airfield for runway clean up. A call was received from Mr. Zach Taylor who works at Boeing wanting any parts that were removed from the runway. Shortly after, I received another call from Mr. West who works at the CCAA asking if anyone had passed information to us regarding a BOEING high speed taxi test. I informed him that we had not. My coworkers returned from the airfield after runway clean up was completed.


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AIC Allen Beachem
Airfield Management Operations Controller

TIMELINE
FIRE/FOD EVENT
28 JULY 2012

1610—OVERHEARD RADIO TRAFFIC BETWEEN LEO AND CCAACOMM REGARDING POSSIBLE FIRE ON THE AIRFIELD.

1611—WENT TO CCAACOMM TO OBSERVE AIRFIELD VIA CAMERA, OBSERVED WHAT APPEARED TO BE A GRASS FIRE AND THE ARRIVAL OF USAF CFR TO THE SAME.

1615—MR. SCHWARTZ ARRIVED AT OPERATIONS ON ANOTHER MATTER AND INDICATED THAT HE HAD HEARD ON 121.9 THAT THE RUNWAY WAS CLOSED DUE TO FOD.

1708—MR. SCHWARTZ CONTACTED ME REQUESTING THAT I CONTACT MR. BRAMMER AND MR. NEW TO APPRISE THEM OF THE SITUATION—MR. BRAMMER =VOICEMAIL(1715), MR. NEW WAS CONTACTED AND BRIEFED (1718).

1726—MR. SCHWARTZ CALLED WITH INFORMATION HE RECEIVED THAT THE POSSIBLE CAUSE OF FIRE AND THE FOD WAS DUE TO ENGINE FAILURE ON A BOEING 787 THAT WAS TESTING. HE ASKED FOR ME TO CHECK WITH COMM AND BASE OPERATIONS AS TO WHETHER OR NOT THEY WERE NOTIFIED THAT BOEING WAS TESTING AN AIRCRAFT. HE ALSO REPORTED THAT SWA HAD REPORTED FOD RELATED DAMAGE (1720L)

1732—QUESTIONED AMN BEECHAM AT BASE OPERATIONS REGARDING WHETHER OR NOT THEY WERE NOTIFIED REGARDING BOEING TESTING AN AIRCRAFT—NOTHING ABOUT SUBJECT IN THEIR LOG. WAS INFORMED THAT THE SWEEPER OPERATOR WAS ON BASE AND ATTEMPTING TO “GET WITH” BASE OPERATIONS

1734—QUESTIONED CCAA COMM OPERATORS REGARDING WHETHER OR NOT THEY WERE AWARE OF BOEING TESTING AN AIRCRAFT—THEY WERE AWARE THAT A BOEING AIRCRAFT (DREAMLIFTER) CROSSED SCATTERBEAM ON TWY M AT 1554L BUT DID NOT KNOW THE AIRCRAFTS INTENTION (ROUTINE COMMUNICATION WHEN AN AIRCRAFT OR ANYTHING ELSE CROSSES THE SCATTERBEAM)

1739—VIA CONVERSATION WITH BASE OPERATIONS, MADE AWARE THAT THE RUNWAY HAD BEEN OPENED TO ALLOW TWO AIRCRAFT TO LAND AND RE-CLOSED FOR CONTINUED CLEANING. VERIFIED THE TEMPORARY OPENING WITH TOWER.

1815—MR. SCHWARTZ REQUESTED I CONTACT SWA AND GET AS MUCH INFORMATION AS POSSIBLE ABOUT THEIR EMERGENCY DIVERSION TO NASHVILLE AND DAMAGE TO AIRCRAFT, THE STATUS OF RUNWAY AND UPDATE MR. NEW

1817--WHILE CHECKING RUNWAY STATUS WITH BASE OPERATIONS FOUND THAT IT HAD BEEN RE-OPENED AT 1741L

1818—CONTACTED SWA REGARDING AIRCRAFT DIVERTED IFE TO NASHVILLE, KAREN SWA OPERATIONS SUPERVISOR REPORTED AIRCRAFT LANDED SAFELY AND NOW BEING LOOKED AT BY MAINTENANCE, NO

DAMAGE ESTIMATION AVAILABLE YET. SHE DID REPORT HOWEVER THAT IT WAS FLIGHT 782 W/137 PAX AND A CREW OF 5.

1820—CONTACTED MR. NEW AND PROVIDED UPDATED INFORMATION REGARDING RUNWAY STATUS AND SWA INFO.

1832—CONTACTED BY MS. BEAMAN CCAA PUBLIC AFFAIRS REQUESTING INFORMATION, PROVIDED SAME SITUATION BRIEFING AS WAS GIVEN TO MR. NEW

1845—CONTACTED BY MR. BRAMMER CCAA OPERATIONS DIRECTOR, HE WAS PROVIDED THE SAME SITUATION BRIEFING AS MR. NEW

NOTE: SEVERAL PHONE CALLS WERE EXCHANGED BETWEEN CCAA OPERATIONS AND THE FAA CONTROL TOWER, BASE OPERATIONS AND CUSTOMS DURING THIS EVENT FOR STATUS, REQUEST FOR SWEEPER SUPPORT (NOT PROVIDED) CUSTOMS LIASON FOR AN INBOUND AIRCRAFT WANTING TO DIVERT TO JZI (CUSTOMS COULD NOT SUPPORT) AND TOWER LOOKING FOR GOOD BOEING CONTACT PHONE NUMBERS.

--END--




RAYMOND WEST
Airport Operations Supervisor

Saturday 28 July 2012

1612- Overheard radio traffic from tower to an aircraft that runway 21/03 was closed due to FOD

1615- Advised Operations Supervisor Raymond West of conversation I heard on the Radio and proceeded to KJZI to deliver AFFF.

1707- Talked with Mr. West on cell phone and asked him to call and advise Mr. Brammer (Director of Operations) and Mr. Bill New our Deputy Director of the situation. Mr. West also advised me of the grass fire that was extinguished by CFR.

1720- Received phone call from Mr. Sean Tracey that the possible cause of grass fire and FOD was due to engine failure on Boeing Dreamliner that was performing some testing. I was also advised that a Southwest 737 took off right after the 787 was clear of the runway. I called Mr. West and asked him to check with communications and USAF Base Operations to find out if they were notified of the aircraft testing being conducted on the air field. I also updated him on all info I had received

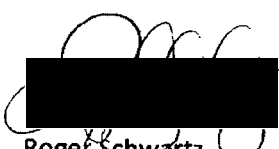
1740- Talked with Mr. West to get update and was advised that neither Base Ops nor CCAA Communications were notified about any airfield testing. Also heard that the sweeper was on scene and they did pull back at some point to allow a couple of aircraft to land.

1750- Talked again with Mr. Tracey and was advised that the Southwest 737 diverted from Chicago Midway to Nashville after leaving Charleston to be checked for any possible damage from FOD.

1815- Called Mr. West and requested any information that could be obtained from Southwest on their flight that diverted to Nashville

1850- Returned to Charleston from JZI and talked with Mr. West and was advised that the diverted aircraft went to Nashville and landed safely and was being checked over by their maintenance folks. Mr. West advised that the runway did open up around 1741 local and he has updated Mr. Brammer and Mr. New. Mr. West also talked with Mrs. Becky Beaman CCAA Public Affairs about the runway situation. Mr. West conducted his evening airfield check and no problems were found. He also let me know that on numerous occasions he offered the assistance of CCAA Operations to base ops to assist with anything needed. I also contacted Mr. New on the last update of the situation.

_____ End of Statement _____


Roger Schwartz

Manager of Airport Operations

HAZARDOUS AIR TRAFFIC REPORT (HATR)						REPORT CONTROL SYMBOL	
(THIS FORM IS SUBJECT TO THE PRIVACY ACT OF 1974-SEE ITEM 22 ON REVERSE)							
INSTRUCTIONS							
<i>This form is to be completed by the individual initiating the report. This report is required for all reportable conditions identified in AFI 91-202, Attachment 3. Complete all appropriate portions of the form. If pertinent data are not available, make an appropriate comment in the narrative. The safety office investigating the occurrence will complete those portions that cannot be filled in by the reporting individual. Turn in the report to the nearest USAF Safety Office or Base Operations. If circumstances make this impractical and communications permit, information may be transmitted to the safety office of the base where the hazardous condition occurred or to home station. Due to the perishability of air traffic control records, this report should be processed as soon as possible. Priority precedence is appropriate.</i>							
1. CONDITION REPORTED ☐ NMAC ☐ AIR TRAFFIC SERVICES		☐ PILOT PROCEDURES ☐ NAVIGATIONAL AIDS ☐ PUBLICATIONS/DIRECTIVES		☐ COMMUNICATIONS ☐ FLIP/NOTAMS ☐ VEHICLE		☒ OTHER (Specify) RUNWAY FOD (METAL PARTS)	
2. DATE AND TIME OF OCCURRENCE		YEAR 2012		MONTH 07		DAY 28	
3. LOCATION		RADIAL AND DME N/A		FROM (Facility ident and airport) KCHS Charleston AFB SC		ICAO IDENT KCHS	
4. ALTITUDE/FL N/A		5. TYPE OF AIRSPACE (Class A - G, MTR, etc.)		7. WX CONDITIONS AT FL ☐ VMC ☐ IMC		8. FACILITY RECEIVING AIRBORNE REPORT AND TIME (L) RECEIVED N/A	
FACTUAL DATA (Aircraft 2 is other aircraft involved)							
AIRCRAFT 1				AIRCRAFT 2			
9. TYPE/MODEL/SERIES BOEING 787				9. TYPE/MODEL/SERIES BOEING 737 ☐ UNKNOWN			
10. IDENTIFICATION/CALL SIGN				10. IDENTIFICATION/CALL SIGN SOUTH WEST AIRLINES ☐ UNKNOWN			
11. MAJCOM, UNIT AND HOME STATION				11. MAJCOM, UNIT AND HOME STATION			
12. AIRDROME OF DEPARTURE CHS, HIGH SPEED TAXI TEST				12. AIRDROME OF DEPARTURE CHS			
13. DESTINATION AIRDROME				13. DESTINATION AIRDROME CHICAGO Divert to Nashville			
14. FLIGHT PLAN ☐ IFR ☐ VFR ☐ SVFR ☒ NONE				14. FLIGHT PLAN ☒ IFR ☐ VFR ☐ SVFR ☐ NONE ☐ UNKNOWN			
15. COURSE/HEADING/ROUTE				15. COURSE/HEADING/ROUTE			
16. CONTROLLING AGENCY							
NAME Charleston Tower ☐ NONE				NAME SAME ☐ NONE ☐ UNKNOWN			
☐ USAF ☐ USN ☐ USA ☒ FAA ☐ HOST NATION				☐ USAF ☐ USN ☐ USA ☐ FAA ☐ HOST NATION			
☒ TOWER (VFR) ☐ DEP CON ☐ APP CON ☐ ARTCC				☐ GCA ☐ GCI ☐ RBS ☐ RSU			
17. AIR TRAFFIC SERVICES							
RADAR SERVICE ☐ NONE ☐ MONITOR ☐ VECTORS		RADAR SERVICE ☐ NONE ☐ MONITOR ☐ VECTORS		RADAR SERVICE ☐ NONE ☐ MONITOR ☐ VECTORS		RADAR SERVICE ☐ NONE ☐ MONITOR ☐ VECTORS	
18. FLIGHT ACTIVITY (Check all applicable) (Aircraft 2 is other aircraft involved)							
AIRCRAFT		AIRCRAFT		AIRCRAFT		AIRCRAFT	
1 2		1 2		1 2		1 2	
☒ TAXI		☐ CRUISE		☐ DESCENT TO (Alt)		☐ DESCENT TO (Alt)	
☒ TAKEOFF		☐ HOLDING		☐ CLIMB TO (Alt)		☐ CLIMB TO (Alt)	
☐ LANDING		☐ MTR		☐ SID (Name)		☐ SID (Name)	
☐ DEPARTURE		☐ FORMATION		☐ INSTRUMENT APPROACH (Name)		☐ INSTRUMENT APPROACH (Name)	
☐ ARRIVAL		☐ TACTICAL (Refueling, ACM, etc.) (Specify)					
☐ ENROUTE							
☐ FINAL APPROACH							
☐ LOW APPROACH							
☐ MISSED APPROACH							
☐ TFC PATTERN (VFR)							
☐ ACROBATICS							
				☐ ACTIVITY UNKNOWN			

19. SPECIAL FACTORS INVOLVED (Check all applicable) (Elaborate narrative)

☐ AIRCRAFT CONSPICUITY☒ EMERGENCY☒ WEATHER CONDITIONS☐ OTHER(S) (Specify)☒ CLOUD PROXIMITY☒ FLIGHT CONDITIONS☐ EQUIPMENT STATUS☐ AIR TRAFFIC CONTROL PROCEDURES☐ AIR TRAFFIC CONTROL VOLUME OR COMPLEXITY☐ AIR TRAFFIC CONTROL FACILITY MANAGEMENT

20. NARRATIVE

On July 28th at approx 1608L the CHS FAA Tower activated the Primary Crash Phone of a grass fire along the approach end runway 21 right side. Airfield Management along with the Fire Department responded to the airfield and runway 21 operations were suspended due to the fire proximity to the runway. Fire department extinguished the fire and upon runway inspection, metal debris was noticed on the 1st 4000ft runway 21 down to taxiway Foxtrot. Reason unknown.

At approx 1615L, the Fire Department was notified to contact the standby sweeper and information was passed to the tower that normal runway operations could not resume until the FOD (large amounts) was removed. The FAA Tower Controller on duty informed the Ops 2 vehicle (approx 1618) that a BOEING/787 had completed a high speed taxi test prior to the fire incident. No information was passed that this was the cause of the incident. Mr. John Hoffman, the Airfield Manager, was notified and instructions were passed to try and locate possible reason for FOD and to communicate with FAA Tower. The FAA Tower instructed the Ops 2 vehicle that they were in contact with the Charleston County Aviation Authority and BOEING to help in locating the cause of FOD.

The sweeper arrived at 1705L and begins sweeping operations. FAA Tower informs the Ops 2 vehicle that 2 acft are in the holding pattern awaiting arrival while two were holding short for departure. Charleston County Aviation Authority informed Mr. Hoffman that a South West/B737 departed right behind the BOEING/787 acft ground test.

At 1710L, SEVERE WEATHER approaches, WX WARNINGS lightning w/5 , winds 30 knots and greater and microburst were reported on the airfield. Sweeping operations continues even in severe weather to help ensure safe landing of aircraft in the holding pattern. Runway was finally clean and returned to service at 1741L. Due to weather conditions at the time Acft in the holding pattern were instructed to land on runway 03.

After Ops 2 vehicle returns to Base Ops, the FAA Tower was called (1750L) and the controller on duty indicated that BOEING had called and informed them that a possible engine problem had occurred on the aircraft that performed the high speed taxi test and indications of this problem was noticed after parking. Mr. Hoffman was notified and informed Base Ops personnel that no parts or information would be released until approved by JBC Senior leadership.

The NTSB was notified of the incident and an investigation team will arrive 29 July to retrieve the FOD for investigation.

21. REPORTING INDIVIDUAL

☐ PILOT☐ AIR TRAFFIC CONTROLLER☒ OTHER (Specify)

NAME (Optional): John Bowen

(Specify AF, Navy, FAA, etc.) AF [REDACTED]

AUTHORITY: 10 U.S.C. 8012.

PRINCIPAL PURPOSE: Information is used in the investigation of the reported condition and is solely for the purpose of mishap prevention and will not be the basis for disciplinary action.

ROUTINE USES: Used to assist in the investigation of the circumstances that developed into an alleged hazardous air traffic condition and to compile statistics on USAF hazardous experiences for analysis and determination of hazard reduction measures. Information contained on this form will be used in the NASA Aviation Safety Reporting System which utilizes deidentified data in aviation safety research. Information contained hereon may be disclosed to any USAF component and, upon request, to other DOD, Federal, State, and local agencies in the pursuit of their official duties.

DISCLOSURE IS MANDATORY: Failure to report hazardous conditions within the time limit prescribed in AFI 91-202, Attachment 3 could negate the provision of immunity from disciplinary action. Failure to provide the information may prevent investigation sufficient to eliminate a hazardous air traffic condition.

DAILY RECORD OF FACILITY OPERATION

LOCATION:		FACILITY:	DATE:	Page 1 of 2
JOINT BASE CHARLESTON		AMOPS	28 Jul 2012	
TIME UTC	REMARKS			
0400	NEW LOG OPENED. MR FELDERMAN/SF (AMSL) AND AIC VADEN/CV (AMOC) REMAIN ON DUTY. CARRY OVER ITEMS: GUARDING FOR SSC & NBC. ACTIVE RWY: 21. RSC: WET. BWC: LOW. BARRIER STATUS: NONE. NAVAIDS STATUS: ALL IN SERVICE. FIRE/CRASH STATUS: CHS/GREEN. XNO/GREEN. TIER: II. PERSONNEL ON AFLD: NONE. CONSTRUCTION ON AFLD: RWY 15/33 CLSD (ILS, PAPI AND LIGHTING SYSTEMS OTS).....SF			
0448	MX/JF REQUESTED IDLE ENGINE RUN. ENGINE RUN APPROVED AND IN PROGRESS. ACFT SPOT #20. ACFT TAIL #7188. DURATION: 5 MINUTES. QRC #14 INITIATED.....SF			
0455	IDLE ENGINE RUN TERMINATED. ACFT SPOT #20. ACFT TAIL #7188. QRC #14 COMPLETE.....SF			
0840	OPS 2 VEHICLE/SF ON THE AFLD FOR MORNING FOD CHECK...SF			
0906	RSC CHG TO DRY. CHS NOTAM M0627/12 CANCELLED BY M0627/12. QRC #17 COMPLETE.....SF			
0930	OPS 2 VEHICLE/SF OFF THE AFLD. MORNING FOD CHECK COMPLETE. ALL DISCREPANCIES ANNOTATED ON AFLD INSPECTION CHECKLIST...SF			
1020	DAILY PAPERWORK AND QRC #19 COMPLETE. FLIGHT PLANNING ROOM CHECKED. ACTIVE RWY REMAINS 21. ALL COMPUTER SCREENS OPERATIONAL AND ON CORRECT SETTING EXCEPT XNO CAMERAS.....SF			
1030	SHIFT BRIEF COMPLETE. QRC #19 INITIATED. MR FELDERMAN/SF (AMSL) & AIC VADEN/CV (AMOC) OFF DUTY. AIC HENDRICKSON/SH (AMSL) AND MR BOWEN/JB (AMOC) ON DUTY. ACTIVE RWY: 21. RSC: DRY BWC: LOW. BARRIER STATUS: NONE. NAVAIDS STATUS: ALL IN SERVICE /CRASH STATUS: CHS/GREEN, XNO/GREEN. TIER: II. PERSONNEL ON AFLD: NONE. CONSTRUCTION ON AFLD: RWY 15/33 CLSD (ILS, PAPI AND LIGHTING SYSTEMS OTS). PREVIOUS EVENTS LOG ENTRIES AND UPCOMING/CURRENT NOTAMS REVIEWED...SH			
1048	ISSUED COMSEC KIT #39 TO: LT BLANKENSHIP...AB/SH			
1114	OPS 2 VEHICLE/SH/JB ON THE AFLD FOR MORNING INSPECTION...SH			
1126	REMAINING ON GUARD FOR SSC DUE TO THEIR COMPUTER SYSTEMS BEING DOWN....AB			
1118	ISSUED COMSEC KIT #24 TO: LT NELSON...AB			
1201	OPS 2 VEHICLE/SH/JB OFF THE AFLD. MORNING INSPECTION COMPLETE. ALL DISCREPANCIES ANNOTATED ON AFLD INSPECTION CHECKLIST...SH			
1354	RECEIVED COMSEC KIT #32. SEAL #J549737 FROM: MAJ CHADWICK...SH			
1356	PCN/SCN CHECK COMPLETE. ALL AGENCIES LOUD & CLEAR BESIDES CCAA.....SH			
1636	NEW WEATHER WATCH #07-029 ISSUED FOR: POT FOR SEVERE THUNDERSTORMS WITH HAIL >= 1/2 IN. POTENTIAL DAMAGING WINDS >= TO 50 KTS. EFFECTIVE: 28/1900Z-29/0300Z. ALL APPROPRIATE AGENCIES NOTIFIED. QRC #6 INITIATED...SH			
1718	RECEIVED COMSEC KIT #39. SEAL #C216468 FROM CPT WEINBERG...SH			
1800	SSC CALLED TO INFORM US WE COULD BE GUARDING FOR THEM ALL DAY DUE TO A BASE WIDE COMPUTER OUTAGE. THEY ARE FAXING FLIGHT PLANS TO US AS NEEDED...SH			
1814	NEW SAFETY NOTAM #M0629/12 ISSUED FOR: UAV OPERATIONS. EFFECTIVE: 31/0900Z-31/1500Z. ALL APPROPRIATE AGENCIES NOTIFIED. NOTAM CONTROL LOG AND STATUS BOARD UPDATED...SH			
1815	NEW WEATHER WATCH #07-030 ISSUED FOR: POTENTIAL LIGHTNING WITHIN 5NM. EFFECTIVE: 28/1900Z-28/2300Z. ALL APPROPRIATE AGENCIES NOTIFIED. QRC #6 INITIATED...SH			
2010	PRIMARY CRASH PHONE REPORTS OF GRASS FIRE ON THE APPROACH END OF RWY 21...AB			
2012	SECONDARY CRASH PHONE INITIATED ALL AGENCIES CONTACTED QRC#1 INITIATED. OPS2/SH/JB RESPONDING...AB			
2015	OPS 2 REQUESTS SWEEPER DUE TO METAL DEBRIS/FOD FOUND ALL OVER THE RWY. CONTACTED FD TO GET A HOLD OF SWEEPER STANDBY....AB			
2020	NEW WEATHER WARNING #07-027 ISSUED FOR: SFC WINDS 50KTS OR GREATER, HAIL 1/2" OR LARGER. EFFECTIVE: 28/2100Z-28/2300Z. ALL APPROPRIATE AGENCIES NOTIFIED. QRC #6 INITIATED...SH			
2021	GRASS FIRE RESOLVED PER FIREDEPARTMENT. QRC#1 COMPLETE/FF...AB			
2105	SWEEPER ARRIVED AND HEADS OUT TO THE AIRFIELD TO MEET OPS2...AB			
2120	NEW WEATHER WARNING #07-028 ISSUED FOR: LIGHTNING WITHIN 5NM. EFFECTIVE: 28/2059Z-28/UFN. ALL APPROPRIATE AGENCIES NOTIFIED. QRC #6 INITIATED...SH			
2141	OPS2/SH/JB OFF THE AIRFIELD. RWY 21 RE-OPENS. WILL NEED TO BE RESPONDED TO AGAIN AFTER LIGHTNING WITHIN 5 ALONG THE RWY AND THE OVERRUN...AB			
2215	COMSEC INVENTORIED BY AIC VADEN. ALL ACCOUNTED FOR...SH			
2220	SHIFT BRIEF COMPLETE. QRC #19 CONTINUED. MR FELDERMAN/SF (AMSL) & AIC VADEN/CV (AMOC) ON DUTY. ACTIVE RWY: 21. RSC: WET. BWC: LOW. BARRIER STATUS: NONE. NAVAIDS STATUS: ALL IN SERVICE. FIRE/CRASH STATUS: CHS/GREEN. XNO/GREEN. TIER: II. PERSONNEL ON AFLD: NONE. CONSTRUCTION ON AFLD: RWY 15/33 CLSD (ILS, PAPI AND LIGHTING SYSTEMS OTS). PREVIOUS EVENTS LOG ENTRIES AND UPCOMING/CURRENT NOTAMS REVIEWED...CV			
2225	OPS2/SF RESPONDING TO AFLD. TOWER REPORTS POSSIBLE FIRE, DEPARTURE END RWY21....SH			
2227	BWC CHANGES TO MODERATE PER MR. FELDERMAN/QRC# 30 INITIATED...SH			

TIME UTC	REMARKS	Page 2 of 2
2230	OPS2/SF OFF AFLD TO GET PYRO....SH	
2237	OPS2/SF RESPONDING TO AIRFIELD FOR BASH CONTROL....SH	
2240	OPS2/SF REPORTS BWC IS BACK TO LOW/QRC#30 COMPLETE....SH	
2242	WX WATCH 07-030 HAS EXTENDED UNTIL 0000Z/2000L....SH	
2244	WX WARNING 07-027 HAS EXTENDED UNTIL 0000Z/2000L....SH	
2251	ACTIVE RWY CHANGE TO RWY 03. QRC#17 COMPLETE....SH	
2252	MR BOWEN/JB (AMSL), AIC BEAHEM/AB (AMOC), AIC HENDRICKSON/SH (AMOC) OFF DUTY.....CV	
2253	NEW SAFETY NOTAM #M0630/12 ISSUED FOR: RWY 03/21 WET. EFFECTIVE: 28/2252Z-29/1200Z. ALL APPROPRIATE AGENCIES NOTIFIED. NOTAM CONTROL LOG AND STATUS BOARD UPDATED. QRC #17 COMPLETE...CV	
0002	CNL WEATHER WARNING #07-028. ALL APPROPRIATE AGENCIES NOTIFIED. QRC #6 COMPLETED.....CV	
0003	NEW WEATHER ADVISORY #07-019 ISSUED FOR: LIGHTNING OBSERVED WITHIN 10 NM. EFFECTIVE: 29/0003Z-UFN. ALL APPROPRIATE AGENCIES NOTIFIED. QRC #6 INITIATED...CV	
0010	MX/SK REQUESTED ACFT TOW. ACFT TAIL #8191 FROM WASH RACK TO CORROSION HANGAR. NOT USING TWY DELTA. ACFT IN TOW.....CV	
0030	OPS2 VEHICLE/SF OFF THE AFLD....CV	
0040	MX/SK COMPLETED ACFT TOW. ACFT TAIL #8191.....SF	
0044	MX/SK REQUESTED ACFT TOW. ACFT TAIL #5104 FROM SPOT #19 TO WASHRACK. NOT USING TWY DELTA.....SF	
0104	MX/SK COMPLETED ACFT TOW. ACFT TAIL #5194.....SF	
0223	NO LONGER GUARDING FOR SSC/SG.....SF	
0250	WATER LEAKING THRU CEILING IN HALLWAY. CONTACTED FIRE DEPARTMENT TO RECALL CE. WENT UPSTAIRS. CAN HEAR WATER RUNNING IN INTEL'S OFFICE. CONTACTED CP TO RECALL INTEL.....SF	
0325	CE/INTEL HERE. WATER NOW LEAKING IN FLIGHT PLANNING ROOM, CREW LOUNGE, AND DISPATCH. AFFECTED ELECTRICAL EQUIPMENT COVERED.....SF	
0359	LOG CLOSED....SF	

RANK NAME, TITLE

STEVEN W FELDERMAN. [REDACTED] AMSI.

SIGNATURE

RANK NAME, TITLE

SIGNATURE

Click to sign

RANK NAME, TITLE

JOHN HOFFMAN. [REDACTED]

SIGNATURE

Click to sign