



Federal Aviation Administration

Memorandum

Date: March 05, 2025

To: Ryan Almasy, Director, Eastern Service Center

MICHELLE
PENNINK

Digitally signed by
MICHELLE PENNINK
Date: 2025.03.18
10:48:40 -04'00'

From: Michelle Pennink, Manager

Northeast Philadelphia Airport Traffic Control Tower

Subject: **INFORMATION:** Certification Statement
Aircraft Accident, MTS056
Philadelphia, PA, January 31, 2025

I certify that aircraft accident package, 25-001-PNE, has been reviewed and is complete.

Copy

Aircraft Accident Package

25-001-PNE

MTS056, LJ55

January 31, 2025, 2307 UTC

Destroy: January 31, 2030 UTC

SECTION 1.
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SECTION 2.

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

FAA Form 8020-6, Report of Aircraft Accident

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				REPORT DATE March 17, 2025		REPORT NO. 25-001-PNE	
REPORT OF AIRCRAFT ACCIDENT				NAME OF REPORTING FACILITY Northeast Philadelphia ATCT (PNE)			
1. AIRCRAFT IDENTIFICATION AND TYPE MTS056, LJ55		2. DATE/TIME OF ACCIDENT (UTC) January 31, 2025; 2307 UTC		3. LOCATION OF ACCIDENT: CITY, STATE (MAND) Philadelphia, PA			
4. NATURE OF ACCIDENT Aircraft crashed shortly after departure due to unknown circumstances.				LATITUDE/LONGITUDE (OPTL) N40 02 44.2716 W07 50 322.9602			
				5. TYPE OF FLIGHT IFR Flight Plan			
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY	UNKNOWN
	Unknown	Pilot	Unknown, Unk			X	
	Unknown	Co-Pilot	Unknown, Unk			X	
7. PASSENGER DATA		NUMBER ABOARD AIRCRAFT	4	NUMBER UNINJURED	0	NUMBER INJURED	0
				NUMBER FATALITIES	4		
8. AIRCRAFT DAMAGE Destroyed				9. PROPERTY DAMAGE Several buildings and vehicles on the ground were damaged or destroyed.			
10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS Normal							
11. WEATHER DATA (USE UTC DATE/TIME)	REPORT JUST PRIOR TO ACCIDENT PHILADELPHIA/NE METAR 2254 UTC: wind two two zero at nine, visibility six statute miles, mist, ceiling four hundred overcast, temperature nine, dew point nine, altimeter two nine seven one						
	FIRST REPORT SUBSEQUENT TO ACCIDENT PHILADELPHIA/NE SPECI 2314 UTC: wind two five zero at nine, visibility seven statute miles, ceiling six hundred overcast, temperature nine, dew point nine, altimeter two nine seven two						
12. ATO PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION			CHECK IF EYEWITNESS	
	Carolyn Atchley *(NE)	PHL ATCT	ND DR				
	Austin Grothe (AG)	PNE ATCT	LC LC				
	Antonino Caruso (AC)	PNE ATCT	LC LC				
	Michael Banker (HP)	PHL ATCT	OMIC SI				
	Jeffrey Turner (JT)	PHL ATCT	ARD AP				
	Katelynn Collison (KT)	PHL ATCT	OST SC				
	Orlando Suazo (OS)	PNE ATCT	GC GC				
	*OPERATING INITIALS						
13. SIGNATURE OF FACILITY MANAGER Michelle Pennink				MICHELLE PENNINK Digitally signed by MICHELLE PENNINK Date: 2025.03.18 10:48:56 -04'00'			

25-001-PNE

MTS056

Electronic Version



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

REPORT DATE

March 17, 2025

REPORT NO.

25-001-PNE

NAME OF REPORTING FACILITY

Northeast Philadelphia ATCT (PNE)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
January 31, 2025

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 2156 MTS056 contacted PNE Ground Control (GC) for an Instrument Flight Rules (IFR) clearance. GC issued an IFR clearance to MTS056. MTS056 acknowledged.
- 2157 GC reissued the runway heading radar vectors to Modena (MXE) instruction. MTS056 acknowledged.
- 2251 MTS056 contacted GC for taxi from Atlantic Aviation. GC issued taxi instructions to MTS056 for Runway 24. MTS056 acknowledged and reported having Automatic Terminal Information Service (ATIS) information Echo.
- 2254 GC issued crossing instructions for Runway 24 and hold short instructions for Runway 33 to MTS056. MTS056 acknowledged.
- 2255 GC issued crossing instructions for Runway 33. MTS056 acknowledged.
- 2259 GC instructed MTS056 to contact tower on frequency 126.9. MTS056 acknowledged. MTS056 contacted PNE Local Control (LC), advising ready for takeoff. LC issued hold short instructions for Runway 24. MTS056 acknowledged.
- 2304 LC issued a takeoff clearance for Runway 24 with a right turn to heading 290 to MTS056. MTS056 acknowledged. LC reissued the turn to heading 290. MTS056 acknowledged.
- 2306 LC instructed MTS056 to contact Philadelphia Terminal Radar Approach Control (PHL). MTS056 acknowledged.
- 2307 PHL questioned LC if they had visual contact with MTS056 and the aircraft's code. LC advised PHL that they had the code. LC instructed MTS056 to contact PHL. MTS056 did not acknowledge. LC questioned PHL if MTS056 had contacted them yet. PHL advised LC that they did not. LC tried to contact MTS056. MTS056 did not respond.
- 2308 LC tried to contact MTS056 two more times. MTS056 did not respond. GC tried to contact MTS056. MTS056 did not respond.
- 2309 LC tried to contact MTS056. MTS056 did not respond.
- 2314 PHL called GC to verify that emergency personnel had been notified of the accident.
- 2315 GC advised PHL that PNE had rung the crash phone for MTS056 and passed information to PHL, which had been received from first responders on an unrecorded line, that the aircraft crashed 3 miles south of the airport. GC advised PHL that there had been an explosion on Cottman Avenue and Roosevelt Boulevard and that the PNE airport was closing.



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

REPORT DATE

March 17, 2025

REPORT NO.

25-001-PNE

NAME OF REPORTING FACILITY

Northeast Philadelphia ATCT (PNE)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

PHL acknowledged.

2318 LC notified PHL that the Philadelphia Police Department confirmed there was a crash, the police are investigating the crash, and the police will notify with more information when available. PHL acknowledged.

2320 PHL questioned GC if emergency equipment was dispatched. GC advised that they don't know if they are on site yet, but they are on their way. PHL acknowledged.

2332 GC notified PHL that the Philadelphia Police Department found the aircraft, that the aircraft is confirmed down and gave an approximate location of Cottman Avenue and Rupert Avenue. PHL acknowledged.

2336 PHL called LC to confirm the emergency equipment is with the aircraft. LC notified PHL that they don't know if they are there yet but they are on their way and they would call PHL with more information when they have it. PHL acknowledged.

2340 GC advised PHL that PNE is opened the airport and changed the active runway to runway 33 to avoid overflying the accident location. PHL acknowledged.

2351 PHL called PNE for information on an unrecorded line. PNE provided PHL with the departure runway for MTS056, the initial assigned heading followed by the apparent left turn by MTS056 after PHL questioned PNE if MTS056 had switched to PHL. PNE advised PHL that they rang the crash phone, that PNE saw an orange flare in the distance, that the tag for MTS056 had dropped off, and that they heard an Electronic Locator Transmitter (ELT) on guard frequency. PHL acknowledged.

2354 LC called PHL and advised that the PNE tower was closing. PHL acknowledged.

February 1, 2025

0007 PHL called PNE on an unrecorded line and asked if they would issue a Notice to Air Missions (NOTAM) that the PNE tower was closed. PNE acknowledged.

0023 PHL called the PNE Air Traffic Manager (ATM) on an unrecorded line and informed them of an internal ground stop issued for PNE. ATM advised PHL that PNE is ATC Zero, to release the ground stop, and asked PHL to relay the information to the Air Traffic Control System Command Center (ATCSCC). PHL acknowledged.

0044 PHL called PNE on an unrecorded line to verify status of PNE, and the call was handed to the ATM.



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

REPORT DATE

March 17, 2025

REPORT NO.

25-001-PNE

NAME OF REPORTING FACILITY

Northeast Philadelphia ATCT (PNE)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

0045 ATM advised PHL that the airport is open, but the tower is closed. PHL acknowledged.

0046 PHL called PNE on an unrecorded line and asked them to update the National Airspace System Information Display System (NIDS) to reflect the runway status. PNE acknowledged. PNE advised that the NOTAM was issued for the closure of PNE Tower. PHL acknowledged.

0047 On an unrecorded line, PNE gave PHL the number for PNE Airport Authority. PHL acknowledged.

0135 LC called PHL from the GC position and advised that PNE was reopened, with ILS Runway 24 and ATIS Hotel was current with IFR conditions and asked if PHL was using frequency 123.8. PHL acknowledged and confirmed the frequency in use.

Block 12. ATO Personnel Involved, Continued.

Brian Bernhardt (BE), PHL ATCT, CICR SI
Anthony Perelman (AP), PHL ATCT, OMIC SI
Michelle Pennink (MP), PNE ATCT, ATM N-A
Brian Bernhardt (BE), PHL ATCT, ND DR
Nathan Statum (NS), PNE ATCT, LC LC

No More Follows



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

REPORT DATE

March 07, 2025

REPORT NO.

25-001-PNE

NAME OF REPORTING FACILITY

Philadelphia ATCT (PHL)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
January 31, 2025

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 2307 Philadelphia (PHL), North Departure (ND) calls Northeast Philadelphia ATCT (PNE) to ask where MTS056 is going. PNE advises that MTS056 is heading 290 and should have already switched to ND. ND asks if PNE has visual on the aircraft because they are not showing a tag, only a coast track. PNE advises they will reach out to MTS056. ND acknowledges. ND attempts to establish contact with MTS056. MTS056 does not respond. PNE asks ND if MTS056 has come over yet. ND responds in the negative. PNE acknowledges.
- 2308 ND twice attempts to establish contact with MTS056. MTS056 does not respond. ND advises PNE that she has no communications and no target on MTS056. PNE acknowledges and advises they do not have anything on MTS056. ND advises she froze the tag, and that they have a missing aircraft. ND attempts to contact MTS056. MTS056 does not respond.
- 2309 ND stops PHL departures. ND attempts to contact MTS056 on guard frequency. MTS056 does not respond.
- 2310 ND calls MTS056 in the blind with no response. ND asks PHL Local Control (LC) if they can see anything in the area where the tag is coasting. LC responds in the negative due to a cloud layer.
- 2311 PHL Operations Manager-in-Charge (OMIC) calls the Domestic Events Network (DEN) and provides information on MTS056. The DEN acknowledges the information.
- 2312 PHL Yardley position (ARD) is opened to split satellite departures from ND. ND briefs ARD that she is unsure of the situation at PNE but MTS056 tagged up as a primary, dropped off, and no one has talked to the aircraft. ND advised she stopped sending arrivals into PNE. ARD acknowledged the information. ND resumes PHL departures. OMIC calls the PHL Air Traffic Manager (ATM) and provides information on MTS056. The ATM acknowledges the information.
- 2313 ND calls MTS056 in the blind with no response.
- 2314 PHL Operations Supervisor-in-Charge (OST) calls PNE to verify that emergency personnel were notified.
- 2315 PNE replies to the OST that they rang the crash phone and spoke to police. The police advised PNE that they were responding to Cottman Avenue and Roosevelt Boulevard. The OMIC calls the New York Air Route Traffic Control Center (ZNY), requesting issuance of an Alert Notice (ALNOT). ZNY acknowledges the request. PNE calls ARD and advises that they received a report of an explosion 3 miles south of PNE and that the airport is closed.



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

REPORT DATE

March 07, 2025

REPORT NO.

25-001-PNE

NAME OF REPORTING FACILITY

Philadelphia ATCT (PHL)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

- 2318 PNE calls ARD and advises that the police confirmed there was a crash, police are investigating and that the police will call PNE back as more information becomes available. ARD acknowledges.
- 2320 The DEN calls OMIC for an update on MTS056. OMIC advises the DEN that they received a report of an explosion. OMIC gives the DEN the latitude and longitude of the report and advises that ZNY is issuing an ALNOT. The DEN acknowledges the information. The PHL Controller-in-Charge (CICR) calls PNE from the OMIC position and asks if emergency equipment was dispatched. PNE advises that emergency services are responding to the site now. CICR acknowledges.
- 2324 OMIC notifies the Joint Air Traffic Operations Command (JATOC) Safety Event Network (JSEN) of the aircraft accident.
- 2325 OMIC provides the accident information to the JSEN.
- 2328 The JSEN acknowledges the information on MTS056 and transfers OMIC to the Eastern Regional Operations Center (ROC).
- 2329 The JSEN calls OST for an update. OST provides JSEN the updated status of the situation. JSEN acknowledges. ARD notifies Lehigh Valley International Airport tower (ABE) that PNE is closed indefinitely. ABE acknowledges.
- 2330 OMIC provides information to the ROC on MTS056. The ROC acknowledges the information.
- 2331 ARD notifies McGuire Field Airport (WRI) that PNE is closed. WRI acknowledges.
- 2332 ZNY calls the OMIC to see if they need anything besides the ALNOT. OMIC advises ZNY that a crash was confirmed by PNE. ZNY acknowledges the information.
- 2336 OST calls PNE to get confirmation that emergency equipment is with the aircraft. PNE cannot confirm if they are with the aircraft at this time, only that they were responding. OST acknowledges and advises PNE to call OMIC with any updates.
- 2341 PNE advises ARD that PNE is open and will be using Runway 33 to avoid overflying the accident location. ARD acknowledges.
- 2343 ARD notifies ABE that PNE is open. ABE acknowledges.
- 2344 ARD notifies WRI that PNE is open. WRI acknowledges.
- 2351 OMIC calls PNE to gather information. PNE provides OMIC of the



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

REPORT DATE

March 07, 2025

REPORT NO.

25-001-PNE

NAME OF REPORTING FACILITY

Philadelphia ATCT (PHL)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

departure runway for MTS056, the initial assigned heading, followed by an apparent left turn by MTS056 after ARD questioned if MTS056 was switched to PHL. PNE advises OMIC that they rang the crash phone, that PNE saw an orange flare in the distance, that the tag for MTS056 dropped off, and that they heard an Electronic Locator Transmitter (ELT) on guard frequency. OMIC acknowledges the information.

2354 PNE calls ARD and advises that the PNE union representative told them to close the tower and to show PNE closed. ARD acknowledges.

2355 New York TRACON (N90) calls OMIC seeking information on MTS056. OMIC provides the information and N90 acknowledges.

February 1, 2025

0007 OMIC calls PNE and asks if they would contact the Airport Authority to issue a Notice to Air Missions (NOTAM) that the PNE airport is closed. PNE acknowledges.

0023 OMIC calls the Air Traffic Control System Command Center (ATCSCC) regarding the ground stop that was issued for PNE. The ATCSCC advises OMIC that the PNE Air Traffic Manager had informed them that PNE is ATC Zero and to release the ground stop. OMIC acknowledges.

0031 The North American Aerospace Defense Command (NORAD) calls the OMIC for information on MTS056. The OMIC advises NORAD that MTS056 communicated with PNE and that PHL did not establish contact with the aircraft. NORAD acknowledges the information.

0042 Leidos Flight Service (FSS) calls OMIC for the call sign of the accident aircraft. OMIC provides the callsign and FSS acknowledges.

0044 OMIC calls PNE to verify the operating status of the tower due to receiving conflicting information. PNE transfers the OMIC to the PNE Air Traffic Manager. ATCSCC calls OMIC and advises that the PNE ground stop has been extended until 0400Z. OMIC acknowledges.

0045 PNE ATM advises OMIC that the airport is open, but the tower is closed. OMIC acknowledges.

0046 OMIC calls PNE tower and asks them to update the National Airspace System Information Display System (NIDS) to reflect the runway status, because they are shown as being closed. PNE advises OMIC that they had issued a NOTAM for the airport being closed and to verify that information with the Airport Authority.

0047 PNE gives OMIC the phone number for the Airport Authority. OMIC acknowledges.



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

REPORT DATE

March 07, 2025

REPORT NO.

25-001-PNE

NAME OF REPORTING FACILITY

Philadelphia ATCT (PHL)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

- 0049 OMIC calls the Airport Authority to confirm the operating status of the airport. Airport Authority advises OMIC that the airport is open and should be operating as uncontrolled. Airport Authority states he asked the PNE ATM if she was going to issue a NOTAM to that effect but did not receive a response. OMIC advises the Airport Authority that he now sees the NOTAM stating that PNE tower closed. Airport Authority restates to OMIC that the airport is open. OMIC acknowledges.
- 0051 OMIC calls the ATCSCC to provide an update on the operating status of PNE due to some confusion. OMIC advises the ATCSCC that PNE tower is closed, however PNE airport is open. ATCSCC acknowledges the information.
- 0135 PNE calls ND and advises that he is reopening services at PNE. PNE provides the approach and runway in use, current field condition and Automatic Terminal Information Service (ATIS) code. ND acknowledges.

No More Follows

SECTION 3.
Review of Services Memoranda



Federal Aviation Administration

Memorandum

Date: February 06, 2025

To: Northeast Philadelphia Airport Traffic Control Tower
Aircraft Accident File 25-001-PNE

Michelle Pennink , Manager

**MICHELLE
PENNINK**

Digitally signed by
MICHELLE PENNINK
Date: 2025.02.06
10:28:30 -05'00'

From: Northeast Philadelphia Airport Traffic Control Tower, PNE ATCT

Subject: **INFORMATION:** Review of Services Memo
Aircraft Accident, MTS056
Philadelphia, PA, January 31, 2025

PNE ATCT conducted a review of services concerning MTS056 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 of the original are on file at this facility.

Airport Diagram
Certified Original Copy(ies) of Voice Recording(s)
Certified Working Copy(ies) of Voice Recording(s)
Common Post Event Checklist
Covered Event Review (CER)
DALR Incident Export Files
FAA Form 7230-10
FAA Form 7230-4
FAA Form 8020-3
FAA Form 8020-6
FAA Form 8020-6-1
FAA Form 8020-9
Facility Layout Chart(s)
Falcon Bookmark
Flight Progress Strip(s)
Mandatory Occurrence Report (MOR)
Personnel Log(s)
Pre-Duty Weather Briefing Product(s)
Pre-Duty Weather Completion Log(s)
Weather Data



Federal Aviation Administration

Memorandum

Date: March 05, 2025

To: Northeast Philadelphia Airport Traffic Control Tower
Aircraft Accident File 25-001-PNE

Neil Byers, Manager

NEIL D
BYERS

Digitally signed by NEIL D
BYERS
Date: 2025.03.05
12:05:00 -05'00'

From: Philadelphia Airport Traffic Control Tower, PHL ATCT

Subject: **INFORMATION:** Review of Services Memo
Aircraft Accident, MTS056
Philadelphia, PA, January 31, 2025

PHL ATCT conducted a review of services concerning MTS056 and was determined to have pertinent services. As a supporting 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 of the original are on file at this facility.

Certified Original Copy(ies) of Voice Recording(s)
Certified Working Copy(ies) of Voice Recording(s)
FAA Form 7230-10
FAA Form 7230-4
FAA Form 8020-3
FAA Form 8020-6-1
Facility Layout Chart(s)
Falcon Bookmark
Flight Progress Strip(s)
Mandatory Occurrence Report (MOR)
NVR Incident Export Files
Personnel Log(s)
Pre-Duty Weather Briefing Product(s)
Pre-Duty Weather Completion Log(s)
STARS Adaptation File
STARS Plot Playback File (PPB)
STARS Radar Data (CDR)
System Service Review (SSR)
UTC Time Conversion Chart
Weather Data

SECTION 4.

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

DAILY RECORD OF FACILITY OPERATION				PAGE NO Page 1 of 2
				DATE Jan 31, 2025
LOCATION	IDENTIFICATION	TYPE FACILITY	OPERATING POSITION	CHECKED BY
Philadelphia, PA	PNE	ATCT	Operations	AIR TRAFFIC MANAGER Michelle Pennink
UTC TIME	REMARKS			
1100	CFPL: NOTAM: PNE 10/022 (KPNE A0537/23) PNE AD AP JET CENTER FIXED BASE OPR CLSD TO TRANSIENT 2310181504-2410312350 CFPL: PNE ETVS GATE 17 BUTTON NOT WORKING. GATE WILL NOT OPEN FROM THE TOWER BUTTON. AF OF OCC NOTIFIED. CFPL: NOTAM: PNE 06/036 (KPNE A0492/24) PNE RWY 24 LAND AND HOLD SHORT OPS LGT U/S 2406301016-2411302359 CFPL: NOTAM: PNE 06/037 (KPNE A0495/24) PNE RWY 33 LAND AND HOLD SHORT OPS LGT U/S 2406301025-2411302359 CFPL: NOTAM: PNE 10/015 (KPNE A0617/24) PNE SVC PCL RWY 24 ALS U/S 2410281202-2411012000EST CFPL: NOTAM: PNE 10/004 PNE OBST TOWER LGT (ASR 1032556) 401007.60N0750300.10W (5.5NM NNW PNE) 500.0FT (274.9FT AGL) U/S 2410081003-2502051003 CFPL: NOTAM: PNE 09/028 PNE NAV ILS RWY 24 NOT MNT 2409300245-2501312000EST CFPL: GC POSITION WIND INDICATOR DOES NOT TURN ON. OCC/SM NOITFIED. CFPL: 1773 SHOUT LINE OFM ON 1/30 FROM 0400Z-1000Z AS PER OCC (JH). R. VISCANTI ON. GPS RWY 6 APCH IN USE. NOTAMS VERIFIED. DALR SYSTEM CHECK COMPLETE. WCLC -- RV			
1200	B. WALDON ON -- RV			
1301	R. VISCANTI ON -- RV			
1439	J. SNAK ON. -- RV			
1500	CRASH PHONE TEST CMPLT. -- SK			
1507	K. FENNELL ON. -- RV			
1555	J. SNAK ON. -- KF			
1719	O. SUAZO ON. -- SK			
E 1719	RACK 4 IN ALARM WITH RED SYSTEM FAULT ERROR. OCC NOTIFIED. -- MP			
1811	J. SNAK ON. -- SK			
1900	WCLC. -- SK			
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

25-001-PNE
MTS056

DAILY RECORD OF FACILITY OPERATION				PAGE NO Page 2 of 2
				DATE Jan 31, 2025
LOCATION	IDENTIFICATION	TYPE FACILITY	OPERATING POSITION	CHECKED [REDACTED]
Philadelphia, PA	PNE	ATCT	Operations	AIR TRAFFIC MANAGER Michelle Pennink
UTC TIME	REMARKS			
1904	O. SUAZO ON. -- SK			
2003	J. SNAK ON. -- OS			
2052	O. SUAZO ON. -- SK			
2144	J. SNAK ON. -- OS			
2242	O. SUAZO ON. -- SK			
M 2329	PNE-M-2025/01/31-0002 -- MTS056 -- OS			
2354	TWR CLSD. -- OS			
0140	PHL SUP NOTIFIED -- NS			
0146	JSEN NOTIFIED-KC -- NS			
0147	DEN NOTIFIED ATC ALERT STATUS -- NS			
0152	ILS RWY 24 APCH IN USE. NOTAMS VERIFIED. WCLC. -- NS			
0300	CRASH PHONE TEST CMPLT. WCLC. -- NS			
0304	ATC-0 PHL NOTIFIED -- NS			
0318	N. STATUM ON. -- NS			
0354	ATC ALERT STATUS CANCELLED WITH THE DEN -- NS			
0400	COB -- NS			
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.				SIGNATURES(S) OF WATCH SUPERVISOR(S) [REDACTED]

FAA Form 7230-4

*Aircraft Accident PNE-M-2025/01/31-00
MTS056 2/6/25 MP*

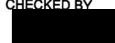
DAILY RECORD OF FACILITY OPERATION				PAGE NO Page 1 of 3
				DATE Jan 31, 2025
LOCATION		IDENTIFICATION	TYPE FACILITY	OPERATING POSITION
Philadelphia, PA		PHL	ATCT	Watch Desk
				CHECKED BY [REDACTED]
				AIR TRAFFIC MANAGER Neil D. Byers
UTC TIME	REMARKS			
0500	K. LEAMY ON AS OSIC. ILS27R APCH IN USE. RWY 26 CLSD. EWR ILS22L APCH IN USE. RWY 22R/29 CLSD. TEB RNAV19 APCH IN USE. PNE ATCT CLSD. TTN ATCT CLSD. ILG ATCT CLSD. MMU ATCT CLSD. CDW ATCT CLSD. RIVERWATCH OFF DUTY. ASR-9 CHNL B. ASR-11 CHNL A/A/A. MODE-S CHNL A. CFPL: RWY 26 ILS AND MALSR CFPL: RY 8/26 CLSD AND ASSOCIATED TAXIWAYS A1,A2,A3. CFPL: ASR-11 BACKUP POWER SUPPLY IN ALARM. AOCC NOTIFIED CFPL: EWR RWY 04R/22L SEQUENCED FLG LGT OTS. CFPL: AREA C, NA STARS, FLASHED TO "C" TAG INSTEAD OF "Z" TAG WHEN HANDING OFF TO EWRT CFPL: AREA B WRI 0094 LINE BLOCKED CFPL: RWY 35, 27R AND 27L PAPI CFPL: RWY 35 AND RY 27R PAPI OTS. UPDATED DUE TO RY 27L RTS. CFPL: 127.35 STBDY RX OTS CFPL: 118.35 MAIN TX/RX OTS -- KL			
E 0500	N90 SOC ADVISES 128.55 MAIN TX OTS -- KL			
0700	NOTAM check complete. -- KL			
0730	WCLC. -- KL			
E 0800	N90 SOC ADVISES 128.55 MAIN TX RTS -- KL			
1000	EWR ALL RWYS OPEN -- KL			
1100	PNE and TTN open on time. Riverwatch on duty. ILS27R, V35 APCH in use. -- IT			
1115	J. PAN ON AS OMIC. ABOVE NOTED -- JP			
1130	ILG TOWER OPEN -- JP			
E 1149	ASR-11 BACKUP POWER SUPPLY IN ALARM. AOCC NOTIFIED - RTS -- JP			
1202	WCLC, NOTAM CHECK COMPLETE -- JP			
1203	NOTAM CHECK COMPLETE -- JP			
E 1206	127.35 STBY RX OTS -- JP			
E 1207	118.35 MAIN TX/RX RTS -- JP			
E 1212	118.35 SBY TX OTS -- JP			
1220	K. CROWHURST ON AS OMIC, ABOVE NOTED -- WC			
E 1232	AREA C 128.55 MAIN RX STATIC, STBY RX CANNOT HEAR AT ALL -- JP			
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) [REDACTED]		

FAA Form 7230-4

25-001-PNE
MTS056

DAILY RECORD OF FACILITY OPERATION				PAGE NO Page 2 of 3
				DATE Jan 31, 2025
LOCATION	IDENTIFICATION	TYPE FACILITY	OPERATING POSITION	CHECKED BY [REDACTED] AIR TRAFFIC MANAGER Neil D. Byers
Philadelphia, PA	PHL	ATCT	Watch Desk	
UTC TIME	REMARKS			
1554	J. PAN ON AS OMIC. ABOVE NOTED -- JP			
E 1612	AREA C 120.15 MAIN AND STBY RX STATIC -- JP			
1730	K. CROWHURST ON AS OMIC, ABOVE NOTED -- WC			
E 1908	Area C 127.6E Mains and Standby are having issues with TX and RX. N90 SOC and Tech Ops notified. -- WC			
1929	A. PERELMAN ON AS OMIC. ABOVE NOTED. -- AP			
E 2004	125.5 MAIN AND STANDBY ARE HAVING STATIC AND INTERFERENCE ON FREQUENCY. -- AP			
E 2006	120.15E MAIN AND STANDBY ARE HAVING STATIC AND INTERFERENCE ON FREQUENCY. -- AP			
E 2007	135.575 MAIN AND STANDBY ARE HAVING STATIC AND INTERFERENCE ON FREQUENCY. -- AP			
E 2009	132.7 MAIN AND STANDBY ARE HAVING STATIC AND INTERFERENCE ON FREQUENCY. -- AP			
2025	M. BANKER ON AS OMIC. ABOVE NOTED. -- AP			
2150	A. PERELMAN ON AS OMIC. ABOVE NOTED. -- AP			
2302	M. BANKER ON AS OMIC. ABOVE NOTED. -- AP			
2354	PNE TWR CLSD. AIRPORT REMAINS OPEN. -- AP			
0000	A. PERELMAN ON AS OMIC. ABOVE NOTED. -- HP			
M 0011	PHL-M-2025/01/31-0011 -- N30GD -- HP			
0102	TTN TWR CLOSED DUE TO ATC ZERO. AIRPORT REMAINS OPEN. -- AP			
M 0115	PHL-M-2025/01/31-0013 -- JIA5416 -- HP			
M 0116	PHL-M-2025/01/31-0012 -- MTS056 -- AP			
0142	RY 27L CLSD. -- AP			
0152	PNE TWR OPEN. ILS 24 APPROACH IN USE. -- AP			
0156	CIA - PDT5741 (E145) was sent around on a 3-mile final to RWY 27R at PHL due to a vehicle slowly crossing the runway to assist an emergency aircraft. No loss of separation. -- AP			
0206	PHL LAND AND DEPT RY27R. -- AP			
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) [REDACTED]		

AC
Aircraft Accident PHL-M-2025/01/31/2 - 001
MTS056 2/13/2025

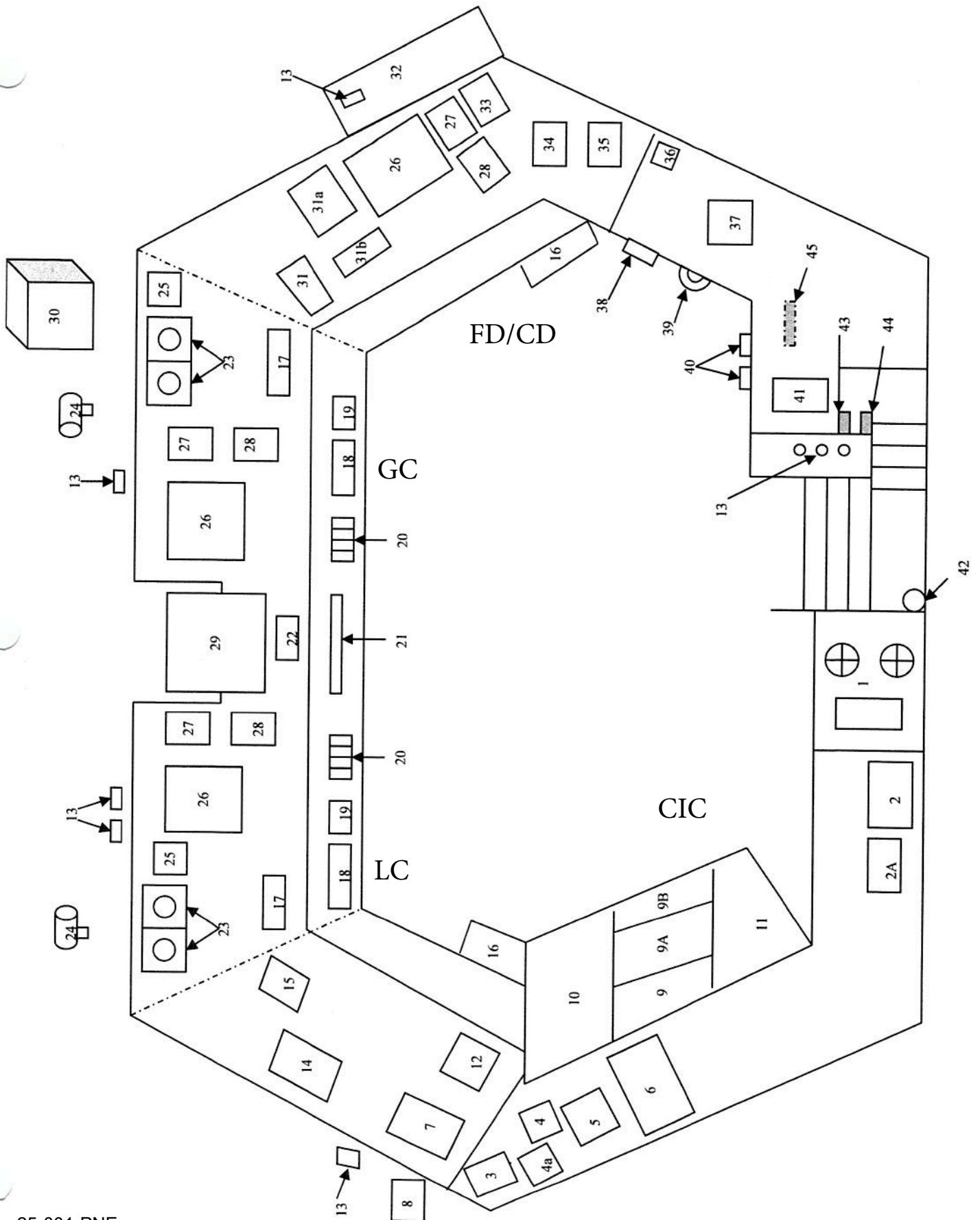
DAILY RECORD OF FACILITY OPERATION				PAGE NO Page 3 of 3
				DATE Jan 31, 2025
LOCATION	IDENTIFICATION	TYPE FACILITY	OPERATING POSITION	CHECKED BY 
Philadelphia, PA	PHL	ATCT	Watch Desk	AIR TRAFFIC MANAGER Neil D. Byers
UTC TIME	REMARKS			
E 0236	AREA C 128.55 MAIN RX STATIC, STBY RX CANNOT HEAR AT ALL. RTS. -- AP			
E 0237	AREA C 120.15 MAIN AND STBY RX STATIC. RTS. -- AP			
E 0237	125.5 MAIN AND STANDBY ARE HAVING STATIC AND INTERFERENCE ON FREQUENCY. RTS. -- AP			
E 0237	120.15E MAIN AND STANDBY ARE HAVING STATIC AND INTERFERENCE ON FREQUENCY. RTS. -- AP			
E 0238	135.575 MAIN AND STANDBY ARE HAVING STATIC AND INTERFERENCE ON FREQUENCY. RTS -- AP			
E 0238	132.7 MAIN AND STANDBY ARE HAVING STATIC AND INTERFERENCE ON FREQUENCY. RTS. -- AP			
M 0245	PHL-M-2025/01/31-0014 -- AAL204 -- AP			
0400	I.THOMPSON ON OSIC. -- IT			
0459	COB -- IT			
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

25-001-PNE
MTS056

SECTION 7.
Facility Layout Chart(s)

NORTHEAST PHILADELPHIA TOWER DIAGRAM



NORTHEAST PHILADELPHIA

TOWER CAB DIAGRAM

1. Stove and Refrigerator
2. Microwave
- 2a. Coffee Pot and Toaster
3. VHF/UHF Transceiver
4. Phone
- 4a. Fax Machine
5. Airport Lighting Panel
6. Computer
7. MALSR Panel
8. Crash Phone
9. Miscellaneous Supplies
- 9a. Headsets and Extra Equipment
- 9b. Maps and Charts
10. Data Strips, Paper and Other Supplies
11. Cups, Dishes and Printer
12. ILS Status Unit and Reset
13. Overhead Light Switch
14. TDW DCP
15. TDW Keyboard
16. Book Shelve
17. Clock (UTC)
18. Microphone Jack
19. Backup Jack
20. Strip Bays
21. IDS4 Keyboard
22. Phone
23. Wind Indicators
24. Light Guns
25. DASI
26. ETVS
27. Speakers
28. Volume Control
29. IDS4
30. RTDW (Stars)
31. FDIO
- 31a. FDIO Monitor
- 31b. FDIO Keyboard
32. SIA (Status Information Area)
33. ATIS
34. ASOS
35. ETVS Monitor
36. Security Phone
37. Security Monitor
38. DVR Alarm
39. Clock
40. Heat and Air Conditioner Control
41. Collection Box
42. Fire Hydrant
43. Crash Phone Box
44. Building Alarm
45. Alarm Silence Button (In Stairwell)

TRACON SLATWALL CONSOLE NAMING CONVENTION

5N	5P	5R	5V
148 RPO4 TCW-25	147 RPO3 TCW-24	146 RPO2 TCW-23	145 RPO1 TCW-22
6K	5K	6I	5I
144 SIM4 TCW-15	143 SIM3 TCW-14	142 SIM2 TCW-13	141 SIM1 TCW-12
6G	5G	6B	5B

PHB / RTCW 10

140 TMUS	3N TMU South EWR Area
139 TMUE	TMU East PHL Area
138 TMUN	TCW-21 2T TMU North PHL Area

136 OM	PHL OM Desk 1
-----------	---------------

137 OM2	TCW-20 1I PHL OM Desk 2
------------	----------------------------

TCW-17 MAINT	TCW-16 MAINT
7E	7X

PHB / RTCW 9 --->

E ROW	3I
EWR Satellite Departure 4F KYBD ONLY D	124 SATD
EWR Departure Handoff 3F	123 EDHO
EWR Departure	122 EDEP
EWR Flight Data	121 EFD
PHL Flight Data	120 PFD
2N KYBD ONLY C	119 NAHO
PHL North Arrival Handoff	118 NA
1N TCW-11	117 SAHO
PHL North Arrival	116 SA
2S KYBD ONLY B	
PHL South Arrival Handoff	
1S TCW-10	
PHL South Arrival	

2H2 EOH2	EWR Overhead 2
-------------	----------------

PHA / RTCW 5

PHB/RTCW 8 -->

2H2 POH2	PHL Overhead 2
-------------	----------------

129 ESUP	EWR Superviso
-------------	---------------

PHB / RTCW 4

128 ZEBO	125 MUGS	3U EWR MUGSY
127 FV2	126 DQO	1D PHL Dupont

130 PSUP	PHL Supervisor
-------------	----------------

115 OOD	114 FV1	113 PTW
PHL Woodstown TCW-9 1W	PHL Final Vector 1 TCW-8 1F	PHL Pottstown TCW-7 1P

W ROW	
101 SPEC	TCW-1 1M PHL Special Use
102 4FV	3Q EWR R4 Final Vector
103 EARD	3P EWR Yardley
104 E-NA	3A EWR North Arrival
105 22FV	3M EWR R22 Final Vector
106 METR	3X EWR Metro
107 SH	TCW-2 1J PHL South High
108 SD	TCW-3 1V PHL South Departure
109 NH	TCW-4 1H PHL North High
110 ND	TCW-5 1E PHL North Departure
111 ARD	TCW-6 1Y PHL Yardley
112 ARHO	KYBD ONLY A 2Y PHL Yardley Handoff

PHB / RTCW 6

PHB / RTCW 7

PHA / RTCW 1

PHA / RTCW 2

PHA / RTCW 3

REMOVE
EWR
TEB
CDW
MMU
REMOTE
TOWERS

3/18/2021
FINAL

25-001-PNE
MTS056

NORTH

SECTION 8.

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

Flight Progress Strip(s)

FPS Northeast Philadelphia ATCT January 31, 2025 UTC

MTS056	1557	KPNE KSGF	KPNE MXE PENSY J110 AIR	2251		E
H/LJ55/L	P2200	24	J80 SPI KSGF	✓		ATL
687	380		OMEDEVAC		2305	2306

TR290

MTS056	2130	A1902	IFR		1915	
⁹ H/LJ55/L	VCN 318/004	ILS				
79Y	PHL 162/020	24	KPNE	OMEDEVAC	✓	1916

Flight Progress Strip(s)

FPS Philadelphia ATCT January 31, 2025 UTC

MTS056	1557	KPNE KSGF	KPNE MXE PENSY J110 AIR J80 SPI KSGF OMEDDEVAC	PNE IS CLSD			
H/LJ55/L	P2200						
687	380						

MED SERVICE

SECTION 9.

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



FACILITY AIRCRAFT ACCIDENT/INCIDENT NOTIFICATION RECORD

Aircraft Identification
MTS056

Date
01/31/2025

Airport
PNE

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

	Phone No.	Time	Initials	
			Caller	Recipient
Airport Emergency Equipment				
Additional Emergency Equipment				
Search and Rescue				
Safety Event Network (JSEN)		2324	HP	
Region Operations Center (ROC) if instructed by JSEN		2328	HP	
Domestic Events Network (DEN)		2311	HP	
Air Traffic Manager		2312	HP	
Technical Operations				
Additional Law Enforcement				
National Weather Service (NWS)				
Alternate Number for National Weather Service (NWS)				
Military Authority				
Airport Authority				
Aircraft Operator				
Flight Standards District Office (FSDO)				
National Transportation Board (NTSB)				
Automated Surface Observation Systems Ops & Monitoring (AMOC)				
PHL ATM: Neil Byers				
Flight Service (DCA AFSS)				
New York Center Operations Manager		2315	HP	
Washington Center Operations Manager				
ATCSCC (NOM Desk)		0023	AP	
Federal Bureau Investigation (FBI)				
Assistant General Manager- Andy Aponte				
NATCA President - Corey Graffe				
NATCA Vice President - Charles Jacques				
NATCA Office				
FAA Security				
Transportation Security Administration (TSA)				

This form must be updated annually.

Form Updated by (Name, Title, Facility): Robert Pakosinski/PHL

Date: 11/22/24

SECTION 10.
Weather Products

Northeast Philadelphia ATCT

Weather Products 1/31/2025 UTC

METAR KPNE 312254Z 22009KT 6SM BR OVC004 09/09 A2971 RMK AO2 RAE45 SLP062 P0002 T00890089 \$

SPECI KPNE 312314Z 25009KT 7SM OVC006 09/09 A2972 RMK AO2 CIG 004V008 T00940094 \$

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

GLENN EUGENE
RIVERA

Digitally signed by GLENN
EUGENE RIVERA
Date: 2025.02.04 17:29:06
-05'00'

GLENN RIVERA
Accident Investigation Support Specialist
Eastern Service Center ATCT

Northeast Philadelphia ATCT

PRE-DUTY WEATHER BRIEFING

I have watched the Pre-Duty Weather Briefing on 1 / 31 / 25.

M / D / Y

DM _____

KF

NG _____

BR _____

RV

BW

AZ _____

ZK _____

NS

AG

SK

OS

AC

AP

BF

GB

HW

PHL ATCT

Cooks	KC	
Abbott, D	AD	
Astor	MC	Leave
Bunyard	RB	
Colburn	CC	
Donahue	HO	
Giberson	DG	RDO
Grafe	CG	Leave
Kirner	EZ	
Parr	MP	RDO
Phillips	PS	RDO
Shreedaran	AR	RDO
Stribble	RS	

Waski	TW	RDO
Barry	TB	
Derecola	DA	RDO
Drelich	JD	RDO
Gonzales	JJ	RDO
Kelley	TJ	RDO
Kumor	ZZ	RDO
Morgan	AM	
Perez	FP	RDO
Stein	GS	
Stoneback	EV	
Wilson	LV	RDO

Stewart, C	GZ	
Frolio	AF	
Krah	RK	Leave
Mann	MN	
O'Connor	KO	
Steerman	WG	
Szablowski	SI	
Wagner, J	WA	
Woodyard	TD	

Leicht	SA	
Agosto	PA	Leave
Dawson	CD	
Ford	FX	
Frascella	LG	RDO
Hendrickson	NH	DTL
Johnson, D	JN	RDO
Tisdall	TS	RDO

Singh	HX	RDO
Ayala-Gomez	NA	RDO
Chetta	GC	RDO
Cohen	CN	RDO
Dougherty	KY	
Gil	AQ	

Lovick	UD	RDO
Pan	JP	
Crowhurst	WC	
Swindle	AZ	
Perelman	AP	
Banker	HP	

Olivas	MO	RDO
Didonato	AK	
Dzindzio	ZO	RDO
Johnson, L	JA	RDO
Laubach	KM	
Leblanc	JR	
Pacinhik	PK	
Puizina	PZ	RDO
Schrivier	SS	
Turner	JT	

Leamy	KL	
Bloomer	RA	
Bonilla	BA	
Bracken	BK	
Dreyer	DR	
Jacques	JX	
Lynch	SL	
Meyers	DW	
Rand	RD	
Ransom	UR	
Ream	PR	

Thompson	IT	
Atchley	NE	
Cantrell	BC	
Delgado	FD	
Ewaka	EW	
Hilbert	CH	Leave
Laird	KA	
Petratis	AX	
Scheeler	ZS	
Snyder	BS	
Willis	BW	

Collison	KT	
Allegar	PD	RDO
Benson	LB	RDO
Bernhardt	BE	
Boyde	SO	RDO
Bupp	BB	RDO
Davis	IE	RDO
Dito	SD	RDO
Leffard	LD	RDO
McDeavitt	CM	RDO
Noone	OO	RDO

Harris	HA	
Redner	BR	
Rizvi, O	OJ	

Byers	NB	
Bentz	CB	

GZ, KC
EC, SE, HK, BN
RM, TY
MO, KL
SA, TW
KT, IT

Leftwich	TY	
Azbell	XW	RDO
Farrar	HR	
Finneran	LO	RDO
Jaimes	YU	
Kutsch	DD	
Lebron-Thachar	CX	RDO
Rizvi, S	SR	
Sammartino	OT	
Vaughan	RV	DTL
Vento	DK	RDO
Yaniv	EY	
Zavala	ZG	

Holsey	HK	
Abbott, A	JZ	DTL
Ambrose	AE	
Boyette	DC	
Costa	SC	
Deskins	IV	
Giron	JG	
Goodman	GG	DTL
Grampp	GR	
Holcepl	OZ	
Reamy	PP	
Szendrey	SZ	
Walker	JW	RDO

Ramos	SE	
Clark	CK	
Filosa	JF	RDO
Kristof	TK	
Neilan	NV	RDO
Novakowski	NN	RDO
Presser	JO	
Ratto	RT	
Scherer	AS	
Stewart, J	OG	
Wagner, D	RW	Leave
Watkins	NW	Leave

Armstrong	AG	
Urban	DD	
Askew	DF	
Colagreco	JC	
DeFrank	CJ	
Hughes	TM	
Mileca	AC	
Russo	XO	
Stephen	AA	

McGinley	MG	
Schneider	JS	
Cordova	JK	DTL
Pakosinski	BV	DTL

Operational _____ X
General _____

SECTION 11.

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)