

WPR22LA251

AIR TRAFFIC CONTROL

Group Chair's Factual Report - Attachment 9

Training and Administrative Documents

May 28, 2024

System Service Review

S56-S-2022/07/13-0001

A1. FAC ID			A2. Date UTC (mm/dd/yyyy)								A3. Start Time UTC				A4. Emd Time UTC				A5. Position
S	5	6	0	7	1	4	2	0	2	2	0	0	1	7	0	1	0	2	FINAL
A6. Aircraft #1										A7. Aircraft #2									
Aircraft ID			Aircraft Type/Suffix			IFR/VFR			Aircraft ID			Aircraft Type/Suffix			IFR/VFR				
CPT7727			C208			IFR													
Training																			
1. Were any training issues identified?																			
☐ Yes ☒ No																			
Weather																			
1. What were the prevailing weather conditions?																			
☒ IFR ☒ VFR ☐ Other																			
2. Was any pertinent precipitation depicted on the radar?																			
☒ Yes ☐ No																			
If yes, explain																			
Level 1 - 3 Weather was depicted in the downwind and base turn area.																			
0033Z SPECI 31018G29 10SM TS FEW110CB SCT150 BKN240 37/8 2997 LTG DIS SW B27 CB DIS SW MOV NE CHECK DENSITY ALT LLWS. WIND SHEAR ADVISORIES IN EFFECT.																			
3. Did LLWAS alert?																			
☐ Yes ☒ No ☐ N/A																			
4. Were weather phenomena a factor?																			
☒ Yes ☐ No																			
☒ Turbulence ☐ Icing ☒ Thunderstorm ☐ Low Ceilings ☐ Break Conditions ☒ Wind Shear ☐ Other																			
5. Were any SIGMETs or PIREPs in effect?																			
☒ Yes ☐ No																			
If yes, explain																			
PIREPS for moderate turbulence, heavy rain, wind shear and VIRGA.																			
Efficiency																			
1. Were any efficiency issues identified?																			
☐ Yes ☒ No																			
Airspace/Airport																			
1. Were any airspace/airport issues identified?																			
☒ Yes ☐ No																			

System Service Review

S56-S-2022/07/13-0001

Airspace/Airport (continued)
2. Were any sectors/positions combined? ☒ Yes ☐ No ☐ N/A If Yes, explain Final/Valley were combined, but then split. Bear/Hart were combined.
3. Were any runway/taxiways unavailable or restricted? ☐ Yes ☒ No ☐ N/A
4. Was shelved airspace an issue? ☐ Yes ☐ No ☒ N/A
5. Were there any MIA/MVA issues? ☐ Yes ☒ No ☐ N/A
6. Were any potential systemic airspace/airport issues identified? ☐ Yes ☒ No
Procedures
1. Were any procedural issues identified? ☐ Yes ☒ No
Directives
1. Were any directive issues identified? ☐ Yes ☒ No
Equipment
1. Were any equipment issues identified? ☒ Yes ☐ No
2. Was all communications equipment functioning properly? ☒ Yes ☐ No
3. Was all airborne radar equipment functioning properly? ☐ Yes ☒ No ☐ N/A If No, explain Weather RADAR was intermittent due to a communication failure. Per Tech Ops, the WX RADAR itself was operational and when displayed was valid.
4. Was all surface detection radar equipment functioning properly? ☐ Yes ☐ No ☒ N/A
5. Was all approach NAVAID equipment functioning properly? ☒ Yes ☐ No ☐ N/A

System Service Review

S56-S-2022/07/13-0001

Equipment (continued)	
6. Was all airport lighting equipment functioning properly?	☐ Yes ☐ No ☒ N/A
7. Was all operational automation radar equipment functioning properly? (i.e. HOST, STARS, ARTS, ASDE, etc.)	☒ Yes ☐ No ☐ N/A
8. Was all operational automation radar equipment configured correctly? (i.e. airspace combination, ASDE configuration, etc.)	☒ Yes ☐ No ☐ N/A
9. Was all inoperative equipment properly coordinated as out of service across ATO organizations? (i.e. En-Route, Terminal, Sys Ops, Tech Ops, etc.)	☒ Yes ☐ No ☐ N/A
10. Was all inoperative equipment properly NoTAMed as out of service?	☐ Yes ☐ No ☒ N/A
11. Were any potential systemic equipment issues identified?	☐ Yes ☒ No
Customer Feedback	
1. Was there customer feedback regarding the operation during this review session?	☐ Yes ☒ No
Resource Management	
1. Were any resource management issues identified?	☒ Yes ☐ No
2. Were any resource management issues identified?	☒ FLM ☐ CIC ☐ OM ☐ Unknown
3. Was the operational area under review properly staffed?	☐ Yes ☒ No If No, explain Flight data was not staffed, to gather and pass PIREPS, help with general assistance needed. Valley was not split in a timely manner, Final was task saturated, and rushed the PRB.
4. Were any positions not properly staffed?	☒ Yes ☐ No If Yes, explain Flight data was not staffed, to gather and pass PIREPS, help with general assistance needed.

System Service Review

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Resource Management (continued)	
5. Were positions/sectors combined/decombined in an appropriate/timely manner? ☐ Yes ☒ No If No, explain Valley was not split in a timely manner, Final was task saturated, and rushed the PRB.	
6. Were there any distractions in the operation? ☐ Yes ☒ No	
7. Were any potential systemic resources management issues identified? ☐ Yes ☒ No	
Individual Performance	
1. Was any notable Individual performance identified? (Exemplary and/or needing improvement) ☒ Yes ☐ No	
	Position BEAR
Explanation 2-6-2. PIREP SOLICITATION AND DISSEMINATION: States controllers must place an emphasis on solicitation and dissemination of urgent and routine PIREPS to alert pilots of weather conditions. 2-6-4. ISSUING WEATHER AND CHAFF AREAS: States controllers must issue pertinent information on observed/reported weather and chaff areas to potentially affected aircraft. 3-1-8. LOW LEVEL WIND SHEAR/ MICROBURST ADVISORIES: Low Level Wind Shear Alert System (LLWAS) or similar system must issue a wind shear or microburst alert when it is received. 2-1-20. WAKE TURBULENCE CAUTIONARY ADVISORIES: Requires controllers to issue cautionary wake turbulence advisories	

System Service Review

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Individual Performance (continued)	
	Position FINAL
Explanation 2-6-2. PIREP SOLICITATION AND DISSEMINATION: States controllers must place an emphasis on solicitation and dissemination of urgent and routine PIREPS to alert pilots of weather conditions. 2-6-4. ISSUING WEATHER AND CHAFF AREAS: States controllers must issue pertinent information on observed/reported weather and chaff areas to potentially affected aircraft. 3-1-8. LOW LEVEL WIND SHEAR/ MICROBURST ADVISORIES: Low Level Wind Shear Alert System (LLWAS) or similar system must issue a wind shear or microburst alert when it is received. 2-1-20. WAKE TURBULENCE CAUTIONARY ADVISORIES: Requires controllers to issue cautionary wake turbulence advisories	
	Position TRACON SUPERVISOR
Explanation Staffing did not meet facility management expectations.	
QC Findings	
CAP will be developed for resource management and expectations for staffing based upon volume, and complexity. CAP will be developed for Requesting/dissemination of WX to include PIREPS, Wind Shear Alerts, Issuing WX and Chaff Areas.	
Review Team	
Jeremy Beecher William Bowman Christopher Botts Jeremy*No Ot* Ayala Marvin Drake Brian Murdock	

System Service Review

SLC-S-2022/07/13-0001

A1. FAC ID			A2. Date UTC (mm/dd/yyyy)								A3. Start Time UTC				A4. Emd Time UTC				A5. Position
S	L	C	0	7	1	4	2	0	2	2	0	0	4	3	0	0	5	3	LOCAL CENTER
A6. Aircraft #1											A7. Aircraft #2								
Aircraft ID			Aircraft Type/Suffix			IFR/VFR			Aircraft ID			Aircraft Type/Suffix			IFR/VFR				
CPT7727			C208			IFR													
Training																			
1. Were any training issues identified?																			
☐ Yes ☒ No																			
Weather																			
1. What were the prevailing weather conditions?																			
☐ IFR ☒ VFR ☐ Other																			
2. Was any pertinent precipitation depicted on the radar?																			
☒ Yes ☐ No																			
If yes, explain																			
Thunderstorms were in the immediate vicinity of the airport with Level 1 - 2 Weather displayed.																			
SPECI 31018G29 10SM TS FEW110CB SCT150 BKN240 37/8 2997 LTG DIS SW B27 CB DIS SW MOV NE CHECK DENSITY ALT LLWS.																			
3. Did LLWAS alert?																			
☒ Yes ☐ No ☐ N/A																			
If yes, explain																			
LLWAS alerted indicating 15 knot loss for Runway 34R.																			
4. Were weather phenomena a factor?																			
☒ Yes ☐ No																			
☐ Turbulence ☐ Icing ☒ Thunderstorm ☐ Low Ceilings ☐ Break Conditions ☒ Wind Shear ☐ Other																			
5. Were any SIGMETs or PIREPs in effect?																			
☒ Yes ☐ No																			
If yes, explain																			
PIREPS had been received for wind shear and strong gusts over the runway.																			
Efficiency																			
1. Were any efficiency issues identified?																			
☐ Yes ☒ No																			
Airspace/Airport																			
1. Were any airspace/airport issues identified?																			
☐ Yes ☒ No																			

System Service Review

SLC-S-2022/07/13-0001

Procedures	
1. Were any procedural issues identified? ☐ Yes ☒ No	
Directives	
1. Were any directive issues identified? ☐ Yes ☒ No	
Equipment	
1. Were any equipment issues identified? ☐ Yes ☒ No	
Customer Feedback	
1. Was there customer feedback regarding the operation during this review session? ☐ Yes ☒ No	
Resource Management	
1. Were any resource management issues identified? ☐ Yes ☒ No	
Individual Performance	
1. Was any notable Individual performance identified? (Exemplary and/or needing improvement) ☒ Yes ☐ No	
	Position LOCAL CENTER
Explanation 2-6-2. PIREP SOLICITATION AND DISSEMINATION: States controllers must place an emphasis on solicitation and dissemination of urgent and routine PIREPS to alert pilots of weather conditions. 2-6-4. ISSUING WEATHER AND CHAFF AREAS: States controllers must issue pertinent information on observed/reported weather and chaff areas to potentially affected aircraft. 3-1-8. LOW LEVEL WIND SHEAR/ MICROBURST ADVISORIES: Low Level Wind Shear Alert System (LLWAS) or similar system must issue a wind shear or microburst alert when it is received. 2-1-20. WAKE TURBULENCE CAUTIONARY ADVISORIES: Requires controllers to issue cautionary wake turbulence advisories FAC-150 LOA SUBJECT: AIRPORT EMERGENCY SERVICES: Alert 3 Requires ATC to suspend use of runways	
QC Findings	
CAP will cover refresher training on FAC LOA 150 Emergency Services, 7110.65 requirements for Wind Shear Alerts and PIREPS.	

System Service Review
SLC-S-2022/07/13-0001

Review Team	
	Clinton Bradley Marvin Drake Michael Smith Craig Harris Jordan Allen Timothy Henderson

Air Traffic Mandatory Occurrence Report

SLC-M-2022/07/13-0001

1. Reporting FAC ID			2. Date UTC (dd/mm/yyyy)								3. Time UTC				4. Significant Occurrence?	
S	L	C	1	4	0	7	2	0	2	2	0	0	5	3	☒ Yes ☐ No	
5. MOR reported by (select one): ☐ Controller providing services ☐ FLM ☐ Internal Facility Review ☐ CIC ☐ Aircraft Owner/Operator ☐ Electronically Detected ☐ External Facility Referral ☐ Hotline (Describe in summary) ☐ Other (Describe in summary)															6. Did equipment outage potentially contribute to this event? ☐ Yes ☒ No ☐ Unknown	
Training in progress? ☐ Yes ☒ No ☐ Unknown Nearest Airport: <u>SLC</u> Possible NMAC? ☐ Yes ☒ No Alert #: _____																
Emergency MORs																
H1. MOR type - in-flight emergency conditions involving (select one): ☐ Medical emergency ☐ Inflight equipment malfunction ☐ Pilot Disorientation ☐ VFR in/on top IFR conditions ☐ Fuel quantity ☐ Bird strike ☒ Other (describe in summary)																
H1a. Aircraft information:																
Aircraft ID CPT7727		Aircraft Type/Suffix C208		IFR/VFR ☐ IFR ☒ VFR		Facility communicating with A/C SLC		Position communicating with A/C LOCAL CENTER				Frequency 119.05				
Heading		Altitude		Phase of Flight				Traffic Pattern Location				Evasive Action				
H1b. Malfunctioning equipment component:						H1c. Passenger or crew condition:						H1d. Medical assistance aboard:				
												☐ Yes ☐ No ☐ Unknown				
Only complete for mechanical MORs						Only complete for medical MORs										
H2. MOR type - in-flight security conditions involving (select one): ☐ Laser light illumination ☐ Hijack ☐ Bomb threat																
H2b. Nearest major city:						H2c. Altitude:				A/C Heading:		Relative Clock Position:				
Only complete for laser light illuminations																
H2e. Location (lat/long or fix/radial distance);						H2f. Time DEN notified (UTC):				H2d. Route information:						
										Departed KSUN		Destination KSLC		Diverted to KSLC		
METAR Observation																
KSLC 140033Z 34016G21KT 10SM TS FEW110CB SCT150 BKN240 37/08 A2995 RMK AO2 LTG DSNT SW TSB27 CB VC SW MOV NE T03720083																
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. CPT7727 aircraft accident on RWY34R. Per FAA ROC, Unknown Damages, Minor Injury. All Concerned Notified.																

Air Traffic Mandatory Occurrence Report

[SLC-M-2022/07/13-0001](#)

QA Summary

Reviewed Occurrence report/information provided by reporting facility. B. Johnson 7/15/2022.

LETTER OF AGREEMENT

EFFECTIVE: February 27, 2018

SUBJECT: WEATHER SERVICES

1. **PURPOSE:** This Letter of Agreement (LOA) lists and defines the National Weather Service (NWS) warning and advisory service to be provided by NWS Weather Forecast Office Salt Lake City, UT (WFO SLC). It describes weather criteria necessary for the issuance of weather warnings and advisories, identifies local dissemination responsibilities, and establishes procedures to provide notification of weather conditions that may adversely impact airport ground operations. This LOA supersedes the LOA dated May 31, 2009.

0. **NOTIFICATION OF WEATHER ADVISORY AND WARNING PRODUCTS:**
When any of the following products are issued, WFO SLC will call Salt Lake City Airport Control to provide notification, if Salt Lake City International Airport is anticipated to be impacted

- a. Tornado Warning
- a. Severe Thunderstorm Warning
- b. Ice Storm Warning
- c. Freezing Rain/Drizzle Advisory
- d. Blizzard Warning
- e. Flash Flood Warning
- f. Urban and Small Stream Flood Advisory
- g. High Wind Warning
- h. Wind Advisory
- i. Dense Fog Advisory.

Upon issuance of the above products, WFO SLC will call Salt Lake City Airport Control and provide notification of the issued product if Salt Lake City International Airport is anticipated to be impacted.

0. **AIRPORT WEATHER WARNINGS:** Airport Weather Warnings (AWW) are issued in addition to the products listed in section 2. Issuance criteria for the Airport Weather Warning products are established between signers of this LOA and should be reviewed and updated when necessary. Airport Weather Warning criteria is as follows:

- a. Lightning within 5 nautical miles of the airport
- a. Winds sustained or gusting to 30 mph or higher in the vicinity of the airport for any period of time
- b. Any period of freezing precipitation (freezing rain, freezing drizzle) at the airport
- c. Snow accumulation rates of 2 inches per hour or greater for one hour or more.

When an AWW is issued, WFO SLC will disseminate the text of the AWW product and contact Salt Lake City Airport Control with information on the type of AWW, the duration of the AWW, and any additional information useful to airport operations.

0. **TERMS OF AGREEMENT:** All parties of this LOA should provide the NWS Meteorologist in Charge (MIC) with any changes to their requirements. The NWS MIC should discuss any requests for changes with NWS Western Region Headquarters and then arrange a meeting to address changes formally. This LOA will remain in effect until all parties agree on amending or revoking the LOA. A review and update is mandatory after three (3) years have elapsed from the effective date of this LOA.

Randall Graham
Meteorologist In Charge
National Weather Service Weather Forecast Office Salt Lake City, UT

Bill Wyatt
Executive Director
Salt Lake City Department of Airports

WMT Scheduler 1.0 - S56

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You are in area: S56

Today's date: 09/06/2022

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Sort By: Seniority Date Sort Order: ASC

Published Pay Period 152022														
Name	Sun 07/03/2022	Mon 07/04/2022	Tue 07/05/2022	Wed 07/06/2022	Thu 07/07/2022	Fri 07/08/2022	Sat 07/09/2022	Sun 07/10/2022	Mon 07/11/2022	Tue 07/12/2022	Wed 07/13/2022	Thu 07/14/2022	Fri 07/15/2022	Sat 07/16/2022
Mid	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Day	7	10	10	10	11	10	10	8	11	11	9	10	9	8
Mid-Day								1						
Swing	9	7	8	9	8	10	9	8	11	11	10	11	10	10
JY - BEECHER	X						X	X						X
	Sun 07/03/2022	Mon 07/04/2022	Tue 07/05/2022	Wed 07/06/2022	Thu 07/07/2022	Fri 07/08/2022	Sat 07/09/2022	Sun 07/10/2022	Mon 07/11/2022	Tue 07/12/2022	Wed 07/13/2022	Thu 07/14/2022	Fri 07/15/2022	Sat 07/16/2022
PD - DEWAAL	X	HL	1215	0700	0630	2230	X	X	1515	1400	1215	0600	2230	X
PB - BONFIGLIO	X	1515	1215	0630	0700	0600	X	0700S	1515	1215	0700	0630	SL	X
CX - BOTTIS	X	1515	1400	1215	0630	0630	X	X	1430	1430	1215	0700	0600	X
RP - PARKMAN	0630S	1515	0600	0700	0700	0630	X	X	1400	1215	1215	0630	0700	X
LJ - JACKMAN	X	HL	1400	1215	0630	2230	X	X	1430	1215	0700	0700	A	2230S
MC - MCCALL	X	HL	1400	0800	0700	0600	0630S	X	1500	0800	FSL	FSL	FSL	FSL
QB - BECK	X	HL	11400	10800	10700	10700	X	X	11430	11400	10800	10700	10700	X
	Sun 07/03/2022	Mon 07/04/2022	Tue 07/05/2022	Wed 07/06/2022	Thu 07/07/2022	Fri 07/08/2022	Sat 07/09/2022	Sun 07/10/2022	Mon 07/11/2022	Tue 07/12/2022	Wed 07/13/2022	Thu 07/14/2022	Fri 07/15/2022	Sat 07/16/2022
JA - MURDOCK	X	1430S	1515	1400	0700	0700	D<0600>	X	X	1515	1400	0700	0600	D<0600>
GG - MORRISON	X	0700S	SL	SL	A	0630	2230	X	0700S	1430	1400	0700	0630	0600
MB - RAYMOND	X	X	A	A	A	A	A	X	X	1515	1400	0800	A	A
CH - HARRIS	X	X	1430	1400	0800	0630	2230	X	X	A	A	D<1215>	0630	2230
CA - AYALA	X	X	WX	WX	WX	WX	X	X	1515	1430	1215	0630	0630	0630
RY - MCEUEN	0700S	X	1515	1215	SL	0700	0600	X	X	1515	1430	1215	0700	0600
	Sun 07/03/2022	Mon 07/04/2022	Tue 07/05/2022	Wed 07/06/2022	Thu 07/07/2022	Fri 07/08/2022	Sat 07/09/2022	Sun 07/10/2022	Mon 07/11/2022	Tue 07/12/2022	Wed 07/13/2022	Thu 07/14/2022	Fri 07/15/2022	Sat 07/16/2022
LA - STRUNK	0900	X	X	1515	1400	1215	0600	0900	X	X	A	A	A	A
HO - DELL	0900	0630S	X	1515	1215	0700	0630	0900	2230S	X	SL	1400	1215	0630
AV - SIMIEN	0900	X	X	1515	1400	0800	0630	0900	X	X	1515	A	A	A
GB - SCHMAUCH	A	X	0630S	1430	1400	1215	0630	0900	X	X	1515	1400	0800	SL
	Sun 07/03/2022	Mon 07/04/2022	Tue 07/05/2022	Wed 07/06/2022	Thu 07/07/2022	Fri 07/08/2022	Sat 07/09/2022	Sun 07/10/2022	Mon 07/11/2022	Tue 07/12/2022	Wed 07/13/2022	Thu 07/14/2022	Fri 07/15/2022	Sat 07/16/2022
LL - ROGSTAD	0900	2230	X	X	SL	1430	0900	0630	2230	0700S	X	1515	1215	0630
HP - HOPKIN	WX	SL	X	X	SL	SL	SL	SL	SL	X	X	1430	1430	0800
BH - HIDALGO	0630	0600	0600S	X	1515	1400	0700	SL	0800	X	X	1430	1400	0700
AT - THOMPSON	SL	2230	X	X	1515	0630	0630	0630	X	X	1515	1430	1430	1215
RW - WERNER	0630	0600	X	X	1515	1430	1215	0630	0600	X	X	1515	1400	1215
EA - AYALA	0700	0700	X	X	A	A	A	A	X	X	A	A	A	A
TM - MARSHALL	10700	HL	X	X	11430	11400	10700	10700	10700	X	X	A	11400	10700
	Sun 07/03/2022	Mon 07/04/2022	Tue 07/05/2022	Wed 07/06/2022	Thu 07/07/2022	Fri 07/08/2022	Sat 07/09/2022	Sun 07/10/2022	Mon 07/11/2022	Tue 07/12/2022	Wed 07/13/2022	Thu 07/14/2022	Fri 07/15/2022	Sat 07/16/2022
LE - LONGMORE	1215	A	D<0630>	X	X	1515	1400	0700	0630	A	X	X	1515	1400
CK - CLARK	A	HL	A	X	X	1515	1400	0800	0630	2230	X	1215S	1515	1400
DM - McMULLAN	SL	0630	2230	X	1430S	1515	1400	1215	0630	2230	X	X	1515	1400
RM - ROWLEY	A-3	HL	A-3	X	X	A-3	A-3	LWOP-3	LWOP-3	LWOP-3	X	X	LWOP-3	LWOP-3
MJ - RIZIA	X	HL	11400	11215	10700	10700	X	1430	1400	0800	0630	0630	X	X
	Sun 07/03/2022	Mon 07/04/2022	Tue 07/05/2022	Wed 07/06/2022	Thu 07/07/2022	Fri 07/08/2022	Sat 07/09/2022	Sun 07/10/2022	Mon 07/11/2022	Tue 07/12/2022	Wed 07/13/2022	Thu 07/14/2022	Fri 07/15/2022	Sat 07/16/2022
MW - WOODROW	1215	0630	2230	2230	X	X	1515	1000	0800	0800	2230	X	2230S	1430
AK - ROBERTSON	1400	0700	0630	2230	X	X	1430	1215	0700	0630	0600	X	X	1400
ST - SLATER	SL	SL	SL	SL	X	1515	1400	0700	0600	2230	X	X	1600	1600
KE - PYLE	1215	0630	XTU	XTU	X	X	1600	1430	1215	0630	0600	X	X	1600
SN - STEFAN	SL	0800	0600	0600	X	1215S	1600	1400	0700	0630	SL	X	1400S	1515
	Sun 07/03/2022	Mon 07/04/2022	Tue 07/05/2022	Wed 07/06/2022	Thu 07/07/2022	Fri 07/08/2022	Sat 07/09/2022	Sun 07/10/2022	Mon 07/11/2022	Tue 07/12/2022	Wed 07/13/2022	Thu 07/14/2022	Fri 07/15/2022	Sat 07/16/2022
JC - TRUJILLO	1515	A	0700	0630	0630	X	X	1515	1215	0700	0700	A	X	X
DA - OCANA	1515	A	0630	0630	0600	X	X	1515	1400	0800	0630	0600	SL	X
CN - NOLTE	1430	1400	0700	0600	2230	X	X	SL	A	0700	0630	2230	X	X
JP - POOLE	1515	1400	0700	0630	2230	X	0700S	1515	1215	0700	0630	2230	X	0700S
CE - ECKENRODE	1515	1430	0800	0700	0600	X	X	A	A	A	A	A	X	X
	Sun 07/03/2022	Mon 07/04/2022	Tue 07/05/2022	Wed 07/06/2022	Thu 07/07/2022	Fri 07/08/2022	Sat 07/09/2022	Sun 07/10/2022	Mon 07/11/2022	Tue 07/12/2022	Wed 07/13/2022	Thu 07/14/2022	Fri 07/15/2022	Sat 07/16/2022
JB - NELSON	1330FTMC	X	1330FTMC	0630FTMC	0630FTMC	0630FTMC	0630FTMC	X	1330FTMC	1330FTMC	1330FTMC	1330F	0630FTMC	0630FTMC
NT - LOPEZ	0630FTMC	0630FTMC	0630FTMC	X	1330FTMC	1215FTMC	1215FTMC	0630FTMC	0630FTMC	X	X	1330FTMC	1330FTMC	1215FTMC
DL - LEWIS	A	HL	A	A	A	A	SL	SL	SL	0630FTMC	0630FTMC	0630FTMC	X	X
	Sun 07/03/2022	Mon 07/04/2022	Tue 07/05/2022	Wed 07/06/2022	Thu 07/07/2022	Fri 07/08/2022	Sat 07/09/2022	Sun 07/10/2022	Mon 07/11/2022	Tue 07/12/2022	Wed 07/13/2022	Thu 07/14/2022	Fri 07/15/2022	Sat 07/16/2022
KW - WALKER	X	X	1500	1500	1400	0630	0630	X	X	1500	D1215	1000	0630	0630
ZB - BAILEY	A	HL	A	D1000	0630	X	X	1500	1430	D1000	0800	0630	X	X
CW - WHICKER	1500	1430	SL	0630	X	X	1500	1215FTMC	0630	0630	0630	X	X	1500
MK - BRADDOCK	0630	0630	0630	X	X	A	A	A	A	A	X	X	A	A
TW - WEAVER	00630	1215FTMC	X	1330FTMC	FSL	1430	D1000	0630	X	X	1600	1500	1430	D1000
	Sun 07/03/2022	Mon 07/04/2022	Tue 07/05/2022	Wed 07/06/2022	Thu 07/07/2022	Fri 07/08/2022	Sat 07/09/2022	Sun 07/10/2022	Mon 07/11/2022	Tue 07/12/2022	Wed 07/13/2022	Thu 07/14/2022	Fri 07/15/2022	Sat 07/16/2022
BN - BOWMAN	X						X	X						X
	Sun 07/03/2022	Mon 07/04/2022	Tue 07/05/2022	Wed 07/06/2022	Thu 07/07/2022	Fri 07/08/2022	Sat 07/09/2022	Sun 07/10/2022	Mon 07/11/2022	Tue 07/12/2022	Wed 07/13/2022	Thu 07/14/2022	Fri 07/15/2022	Sat 07/16/2022
Mid	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Day	7	10	10	10	11	10	10	8	11	11	9	10	9	8
Mid-Day								1						
Swing	9	7	8	9	8	10	9	8	11	11	10	11	10	10

WMT Scheduler Version 1.4.2

WMT Scheduler 1.0 - S56

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You are in area: S56

Today's date: 09/09/2022

S56 Area Shifts

Shift Number	Start Time	End Time	Effective Date	Cancel Date	Remarks
1000	10:00	18:00	01/30/2009		CPC No Flex, OS 30 min early flex
0830	08:30	16:30	12/29/2013		FLEX 0815-0830
0600	06:00	14:00	01/06/2019		No Flex
0600F	06:00	14:00	01/06/2019		TMC NO FLEX
0630F	06:30	14:30	01/06/2019		TMC Flex 0615 - 0630
1000F	10:00	18:00	01/06/2019		TMC FLEX 0945-1000
1215F	12:15	20:15	01/06/2019		TMC FLEX 1200-1215
1330F	13:30	21:30	01/06/2019		NO FLEX
1500	15:00	23:00	01/06/2019		FLEX 1445-1500
1515	15:15	23:15	01/06/2019		FLEX 1500-1515
1600	16:00	00:00	01/06/2019		NO FLEX
0000	00:00	08:00	01/05/2020		Shift starts at 2345L :15 Mins OT
2230	22:30	06:30	01/05/2020		No Flex
0800	08:00	16:00	01/05/2020		Flex 0745-0800
1100	11:00	19:00	01/01/2021		
0630	06:30	14:30	01/02/2022		No Flex, OS 30 min early flex w/swing coverage
0700	07:00	15:00	01/02/2022		NO FLEX
1215	12:15	20:15	01/02/2022		FLEX 1200-1215
1400	14:00	22:00	01/02/2022		Flex 1345-1400, No OS flex
1430	14:30	22:30	01/02/2022		Flex 1415 - 1430

Shifts code structure used for special purpose assignments like CIC, Detail, training.TMC is as follows:

@ + shift = Administrative Shift 8.5 hours (example: @6)	shift + TMC = TMC Shift (example:6TMC)
C + shift = CIC Shift (example: C6)	shift + TMC + \$ = TMC Shift with Overtime (example:6TMC\$)
D + < shift > = Offsite Detail Shift (example: D<6>)	shift + TMC + ^ = TMC Shift with Credit Hour (example:6TMC^)
D + shift = Onsite Detail Shift (example: D6)	shift + TMC + I = TMC Shift with Comp Time (example:6TMCI)
@D + < shift > = Offsite Administrative Shift (example: @D<6>)	shift + OM = OMIC Shift displays on all worksheets (example: 6OM)
@D + shift = Detail Administrative Shift (example: @D6)	shift + OM + \$ = OMIC Shift with Overtime displays on all worksheets (example: 6OM\$)
T + shift = training Shift (example: T6)	shift + OM + ^ = OMIC Shift with Credit Time displays on all worksheets (example: 6OM^)
@T + shift = training Administrative Shift (example: @T6)	shift + OM + I = OMIC Shift with Comp Time displays on all worksheets (example: 6OMI)
	AREA + shift = TMU Shift (example: AREA6)

In Edit current, Schedule view and Edit Non-Publish screens; the approved requests of leave/OT/training are displayed as follows:

Shift + \$ = Overtime Shift (example: 6\$)	TRNG = Class Room training	FSL = Family Sick Leave
Shift + ^ = Credit time shift - XTE (example: 6^)	BL = Blood Leave	HL = Holiday Leave
Shift + I = Comp time shift - CTE (example: 6I)	CL = Court Leave	JURY = Jury Duty
A = Annual Leave	COS = Change of Station	LWOP = Leave Without Pay
ADMIN = Administrative Leave	CTU = Comp Time Used	MIL = Military Leave
AWOL = Absent Without Leave	XTU = Credit Time Used	SL = Sick Leave
	FL = Funeral Leave	TOA = Time Off Award
	FRLO = Furlough	WX = Hazardous Weather Leave
		X = Regular Day Off



WMT Scheduler Version 1.4.2



WMT Scheduler 1.0 - SLC

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You are in area: SLC

Today's date: 08/06/2022

Print

Select Pay Period: 152022 Select Area: SLC

Sort By: Seniority Date Sort Order: ASC

Published Pay Period 152022														
Name	Sun 07/03/2022	Mon 07/04/2022	Tue 07/05/2022	Wed 07/06/2022	Thu 07/07/2022	Fri 07/08/2022	Sat 07/09/2022	Sun 07/10/2022	Mon 07/11/2022	Tue 07/12/2022	Wed 07/13/2022	Thu 07/14/2022	Fri 07/15/2022	Sat 07/16/2022
Mid	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Day	8	8	7	7	8	7	7	8	7	8	8	9	8	8
Mid-Day				1										
Swing	7	7	7	7	7	7	7	7	7	7	7	6	8	6
LO - HARRIS	X	HL	A<1400>	A<0700>	A<0600>	A<2230>	X	C1500\$	1500	1400	0700	0645	0630	X
AG - GREENWOOD	X	0630	1400	0700	0600	2230	0645\$	X	1600	1400	0700	0700	0645	0700\$
GT - BROWN	X	1500	1400	SL	0600	2230	X	X	1445	1300	0700	0600	2230	X
TF - FORTSON	1600\$	1600	1400	0700	0700	0630	X	0645\$	1445	0800	0700	0600	2230	X
JL - RAWSON	X	X	A<1445>	1400	0700	0600	2230	X	X	1500	1445	1300	0700	0700
MH - HASEN	X	X	1445	1300	0645	0700	0630	X	X	1600	1400	0700	0700	0630
SA - GARCIA	X	X	1500	1445	0800	0645	A<0645>	X	X	1445	1300	0700	0600	2230
PZ - PEZOLD	X	X	1500	1400	0700	0600	2230	X	X	1445	SL	0700	0600	2230
LP - HUMPAL	2400	X	X	1600	1445	D0800	0600	2400	X	X	1445	1600	D0800	0600
JH - HOUGHTON	0630	X	X	1500	1445	1400	0700	0630	X	X	1600	1600	1300	0700
BY - JOHNSON	2400	X	X	1445	1400	0700	0600	2400	X	X	1500	1400	0700	0600
CM - McGEE	T0600	X	X	T1500	T1400	T1300	T0700	T0600	X	X	T1500	T1400	SL	T0700
TP - HOPKIN	0600	2230	X	0930\$	1400	1300	0700	0600	2230	X	X	A<1500>	1400	1300
BS - STEWART	0645	HL	X	X	A<1500>	A<1400>	A<0700>	A<0600>	A<2230>	X	X	1445	0800	A<1400>
BB - THOMPSON	LWOP	HL	X	X	LWOP	LWOP	LWOP	LWOP	LWOP	X	X	LWOP	LWOP	LWOP
GP - PLUMMER	0600	2230	X	0700\$	1500	0700	0600	2230	X	X	1445	A<1400>	A<0700>	
KL - SAN PEDRO	0700	0700	A<0700>	X	X	1445	1300	0700	0700	A<0700>	X	X	1400	0700
CS - SNOW	0700	0600	2230	X	1600\$	1500	1400	1445	0800	0645	X	X	1600	A<1300>
AA - SWANSON	0700	0600	2230	X	1300\$	1600	1500	1400	0700	0630	X	X	1445	1400
JD - ALLEN	1300	0700	0630	X	X	1400	SL	0700	0600	2230	1400\$	X	1500	0800
MD - DOXEY	0800	0645	0645	X	X	1445	1400	0700	FSL	2230	X	1500\$	1445	1400
TB - BLAIR	1400	0700	0600	2230	X	X	1600	0800	0645	0700	0630	X	1400\$	1500
GS - SORESENSEN	A<1400>	0700	0600	2230	X	X	1600	1300	0700	0600	2230	X	X	1500
AM - MORGAN	A<1445>	HL	A<0700>	A<0630>	X	X	1500	1400	0700	0600	2230	X	X	1600
RT - MARSING	1400	1300	0700	0630	X	X	A<1445>	A<1400>	A<0700>	A<0600>	A<2230>	X	X	WX
EJ - JOHNSON	1445	1400	0700	0600	2230	X	X	1445	1300	C0700	0600	2230	X	X
JV - VINCENT	A<1445>	HL	A<0700>	A<0600>	A<2230>	X	X	1500	1400	0700	0600	2230	X	X
JR - RISENMAY	1445	1400	0700	0600	2230	X	X	A<1500>	A<1400>	A<0700>	A<0600>	A<2230>	X	X
BZ - BAKKE	X	1445	1300	D0800	D0800	D0800	X	X	D0800	D0800	D0800	D0800	D0800	X
MX - MAXEY	1500	1445	SL	0645	0630	X	X	1500	1400	0700	0645	0630	X	X
XH - RASMUSSEN	X	1500	1500	XTU	0600	0600	0600\$	X	1500	1500	1400	0700	0630	1500\$
RJ - JOHNSTON	0600	X	X	SL	SL	SL	SL	SL	X	X	A<1500>	A<1300>	SL	0600
CL - BRADLEY						X	X						X	X
XX - MARTINEZ	A<1500>	1300	A<0930>	A<0930>	A<0600>	X	X	SL	SL	SL	SL	SL	X	1600\$
NS - STEWART	1500	0930	0630	0600	X	X	A<1500>	A<1300>	A<0930>	A<0600>	SL	X	X	SL
JY - Beecher	X					X	X							X
TD - ULRICH	D0700	0600	X	X	1500	1500	1400	0700	0600	X	0600\$	1500	1500	CTU
Name	Sun 07/03/2022	Mon 07/04/2022	Tue 07/05/2022	Wed 07/06/2022	Thu 07/07/2022	Fri 07/08/2022	Sat 07/09/2022	Sun 07/10/2022	Mon 07/11/2022	Tue 07/12/2022	Wed 07/13/2022	Thu 07/14/2022	Fri 07/15/2022	Sat 07/16/2022
Mid	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Day	8	8	7	7	8	7	7	8	7	8	8	9	8	8
Mid-Day				1										
Swing	7	7	7	7	7	7	7	7	7	7	7	6	8	6

WMT Scheduler 1.0 - SLC

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You are in area: SLC

Today's date: 09/09/2022

SLC Area Shifts

Shift Number	Start Time	End Time	Effective Date	Cancel Date	Remarks
1600	16:00	00:00	01/03/2007		1530-1600 No SAT
2400	00:00	08:00	01/06/2007		NO FLEX. Start 2345 OT
0630	06:30	14:30	11/17/2013		FLEX 0615-0630
0930	09:30	17:30	11/17/2013		
2230	22:30	06:30	12/29/2013		NO FLEX
1400	14:00	22:00	06/16/2014		NO FLEX
0800	08:00	16:00	12/06/2015		FLEX 0730-0800 No SAT
1445	14:45	22:45	01/06/2019	01/02/2025	NO FLEX
1500	15:00	23:00	01/06/2019		NO FLEX
0600	06:00	14:00	01/05/2020		NO FLEX
0700	07:00	15:00	01/03/2021		NO FLEX
1215	12:15	20:15	07/31/2021		OM SHIFT ONLY
1000	10:00	18:00	11/07/2021		
0645	06:45	14:45	01/02/2022	01/02/2025	NO FLEX
1300	13:00	21:00	01/02/2022	02/04/2024	NO FLEX
1100	11:00	19:00	07/31/2022		OM SHIFT ONLY

Shifts code structure used for special purpose assignments like CIC, Detail, training,TMC is as follows:

@ + shift = Administrative Shift 8.5 hours (example: @6)	shift + TMC = TMC Shift (example:6TMC)
C + shift = CIC Shift (example: C6)	shift + TMC + \$ = TMC Shift with Overtime (example:6TMC\$)
D + < shift > = Offsite Detail Shift (example: D+6-)	shift + TMC + ^ = TMC Shift with Credit Hour (example:6TMC^)
D + shift = Onsite Detail Shift (example: D6)	shift + TMC + I = TMC Shift with Comp Time (example:6TMCI)
@D + < shift > = Offsite Administrative Shift (example: @D+6-)	shift + OM = OMIC Shift displays on all worksheets (example: 6OM)
@D + shift = Detail Administrative Shift (example: @D6)	shift + OM + \$ = OMIC Shift with Overtime displays on all worksheets (example: 6OM\$)
T + shift = training Shift (example: T6)	shift + OM + ^ = OMIC Shift with Credit Time displays on all worksheets (example: 6OM^)
@T + shift = training Administrative Shift (example: @T6)	shift + OM + I = OMIC Shift with Comp Time displays on all worksheets (example: 6OMI)
	AREA + shift = TMU Shift (example: AREA6)

In Edit current, Schedule view and Edit Non-Publish screens; the approved requests of leave/OT/training are displayed as follows:

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Shift + ^ = Credit time shift - XTE (example: 6^)	BL = Blood Leave	HL = Holiday Leave
Shift + I = Comp time shift - CTE (example: 6I)	CL = Court Leave	JURY = Jury Duty
A = Annual Leave	COS = Change of Station	LWOP = Leave Without Pay
ADMIN = Administrative Leave	CTU = Comp Time Used	MIL = Military Leave
AWOL = Absent Without Leave	XTU = Credit Time Used	SL = Sick Leave
	FL = Funeral Leave	TOA = Time Off Award
	FRLO = Furlough	WX = Hazardous Weather Leave
		X = Regular Day Off



WMT Scheduler Version 1.4.2



June 2022 The data source for positions required for each person for currency and the currency rule that applies to each person is Staffing Workbook. Data is loaded from staffing workbook twice a day at approximately 5AM and 6PM central time. The SWB data is loaded through: 9/6/22. Data for hours worked on each position including combined position time is Cru-X/ART. Data from Cru-X/ART is also loaded twice a day. Six weeks' worth of Cru-X/ART data is reloaded each time. Data from Cru-X/ART is currently loaded through: 9/6/22. Data is currently loaded for S56 through 06-30-2022 22:57(lcl) NOTE: The Last data loaded message for each employee is normally the last day that person worked a currency position for the month selected. CUR60200 Operational Position Currency v5.04 This report was downloaded by: Dashboarduser

The 'Met Currency' filter is set by default to display employees who have not met currency. All data is filtered on this condition.
Positions Worked Not Assigned (Pos Wkd Not Asnd) filters will filter the report to include/exclude employees and/or positions.
Yellow alert text will be displayed regardless of whether positions are displayed or not.

June 2022 Data loaded for S56 through 07-01-2022 00:00(lcl) **2 of 47 employees did not meet Currency for June 2022**



BOTTS, CHRISTOPHER L

Last data loaded for BOTTS, CHRISTOPHER L as of 06-30-2022 13:52(lcl) (06-30-2022 19:52z)

CPC Currency Rule (from Staffing workbook) for 2022-06 16 Hours Currency
Minimum Minutes (Min) per Position for 2022-06 = 60 minutes

TRACON										TRACON
A	B	F	G	H	J	K	S	V	FD	
2:05	9:09	7:27	0:53	2:14	6:08	14:56	7:03	0:00	:	49:55
Min Met	Min Met	Min Met	Min Met	Min Met	Min Met	Min Met	Min Met	Min Met	Min Met	

WEAVER, THOMAS B

Last data loaded for WEAVER, THOMAS B as of 06-19-2022 06:32(lcl) (06-19-2022 12:32z)

STMC Currency Rule (from Staffing workbook) for 2022-06 STMC Dual 8 Hours TMU plus 8 Operational
Minimum Minutes (Min) per Position for 2022-06 = 60 minutes

TMU		TMU	TRACON										TRACON
TMAC	TMDC		A	B	F	G	H	J	K	S	V	FD	
9:01	0:00	9:01	0:00	0:00	0:00	0:00	0:00	6:56	1:32	0:00	0:00	:	8:28
Min Met	Min Met		Min Met	Min Met	Min Met	Min Met	Min Met	Min Met	Min Met	Min Met	Min Met	Min Met	

June 2022 The data source for positions required for each person for currency and the currency rule that applies to each person is Staffing Workbook. Data is loaded from staffing workbook twice a day at approximately 5AM and 6PM central time. The SWB data is loaded through: 9/6/22. Data for hours worked on each position including combined position time is Cru-X/ART. Data from Cru-X/ART is also loaded twice a day. Six weeks' worth of Cru-X/ART data is reloaded each time. Data from Cru-X/ART is currently loaded through: 9/6/22. Data is currently loaded for SLC through 06-30-2022 23:20(lcl) NOTE: The Last data loaded message for each employee is normally the last day that person worked a currency position for the month selected. CUR60200 Operational Position Currency v5.04 This report was downloaded by: Dashboarduser

The 'Met Currency' filter is set by default to display employees who have not met currency. All data is filtered on this condition.
Positions Worked Not Assigned (Pos Wkd Not Asnd) filters will filter the report to include/exclude employees and/or positions.
Yellow alert text will be displayed regardless of whether positions are displayed or not.

June 2022 Data loaded for SLC through 07-01-2022 00:00(lcl) 4 of 35 employees did not meet Currency for June 2022



ALLEN, JORDAN B

Last data loaded for ALLEN, JORDAN B as of 06-28-2022 03:10(lcl) (06-28-2022 09:10z)

CPC Currency Rule (from Staffing workbook) for 2022-06 16 Hours Currency
Minimum Minutes (Min) per Position for 2022-06 = 60 minutes

NOTE: Yellow highlighted time indicates the positions were worked, but are not assigned in Staffing Workbook on the Operational Positions: Currency tab; therefore, the time is NOT being counted for currency.

Worked but not Assigned in SWB	TOWER	TOWER	TOWER	TOWER	TOWER	TOWER					
	CTY	FD2	LAC	LAE	LAW	LCE					
TOWER											TOWER
CTY	GCE	GCW	LCC	LCE	LCW	CD	FD2	LAC	LAE	LAW	
1:12	10:23	29:22	23:01	11:05	13:56	:	:	:	:	:	76:42
25:51	Min Met	Min Met	Min Met	24:39	Min Met	Min Met	31:39	28:59	28:59	24:55	

June 2022 The data source for positions required for each person for currency and the currency rule that applies to each person is Staffing Workbook. Data is loaded from staffing workbook twice a day at approximately 5AM and 6PM central time. The SWB data is loaded through: 9/6/22. Data for hours worked on each position including combined position time is Cru-X/ART. Data from Cru-X/ART is also loaded twice a day. Six weeks' worth of Cru-X/ART data is reloaded each time. Data from Cru-X/ART is currently loaded through: 9/6/22. Data is currently loaded for SLC through 06-30-2022 23:20(lcl) NOTE: The Last data loaded message for each employee is normally the last day that person worked a currency position for the month selected. CUR60200 Operational Position Currency v5.04 This report was downloaded by: Dashboarduser

The 'Met Currency' filter is set by default to display employees who have not met currency. All data is filtered on this condition.
Positions Worked Not Assigned (Pos Wkd Not Asnd) filters will filter the report to include/exclude employees and/or positions.
Yellow alert text will be displayed regardless of whether positions are displayed or not.

RASMUSSEN, BRYAN BRADFORD

Last data loaded for RASMUSSEN, BRYAN BRADFORD as of 06-29-2022 16:36(lcl) (06-29-2022 22:36z)

OS/FLM Currency Rule (from Staffing workbook) for 2022-06 8 Hours Currency
Minimum Minutes (Min) per Position for 2022-06 = 60 minutes

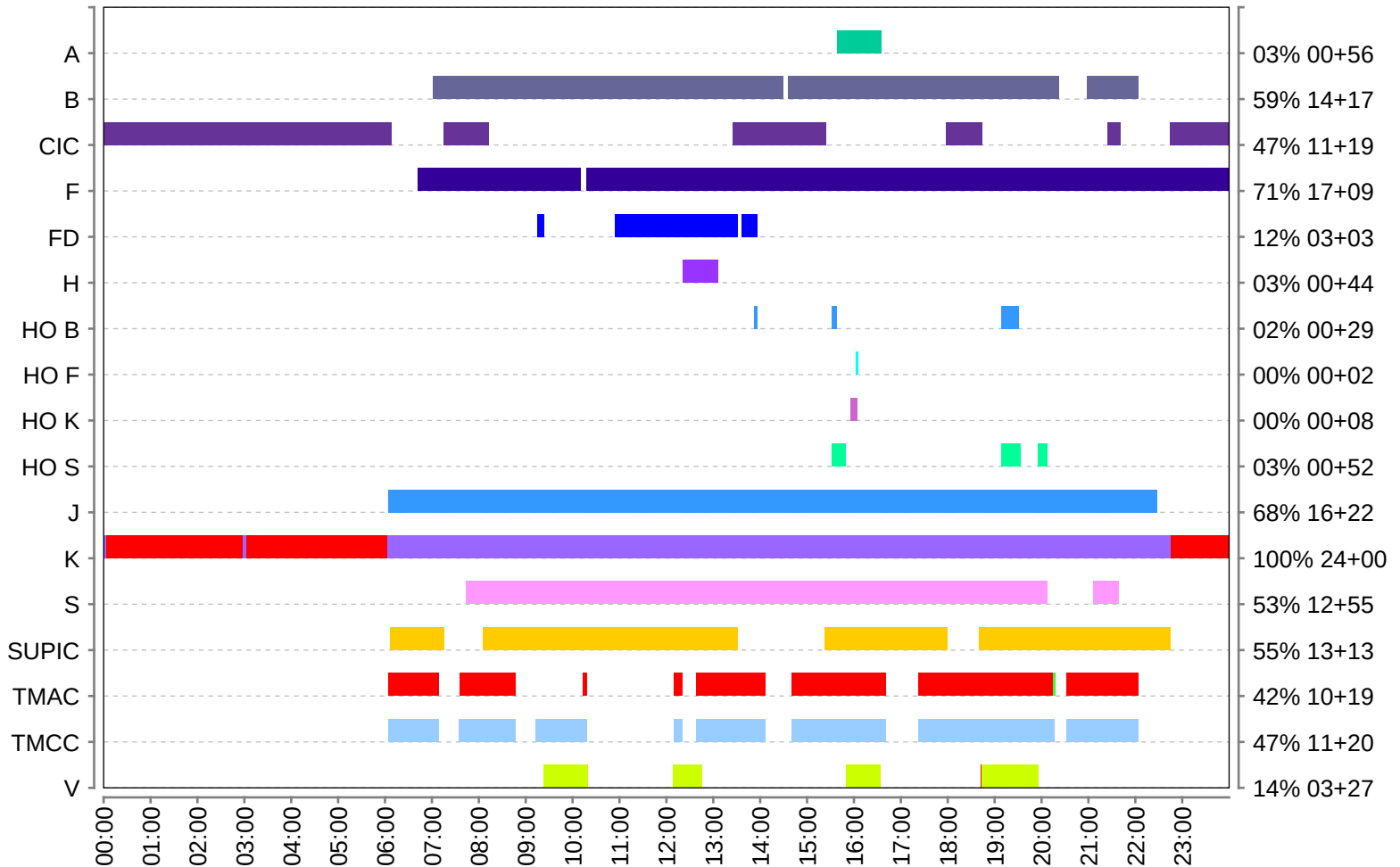
TOWER												TOWER
CTY	GCE	GCW	LCC	LCE	LCW	CD	FD2	LAC	LAE	LAW		
0:03	1:19	4:15	1:21	0:38	2:40	:	:	:	:	:		10:16
Min Met	Min Met	Min Met	Min Met	Min Met	Min Met	Min Met	Min Met	Min Met	Min Met	Min Met		

Staffed Positions																	
CI1	CI2	CI3	CIC	CI4	G	HO A	HO B	HO F	HO K	HO S	MON E	MON W	OMIC	SUPIC	MA	TMDC	TMNC
Not-Staffed/Closed Positions																	
CI1	CI2	CI3	CI4	G	HO A	HO G	HO H	HO J	HO V	MON E	MON W	OMIC	STMC	SUP	TMDC	TMNC	

TRACON

Date: 07/13/2022 Facility ID: S56 Facility Opens at: 0000 Facility Closes at: 2359

Red bar indicates working position concurrently with a supervisory position.

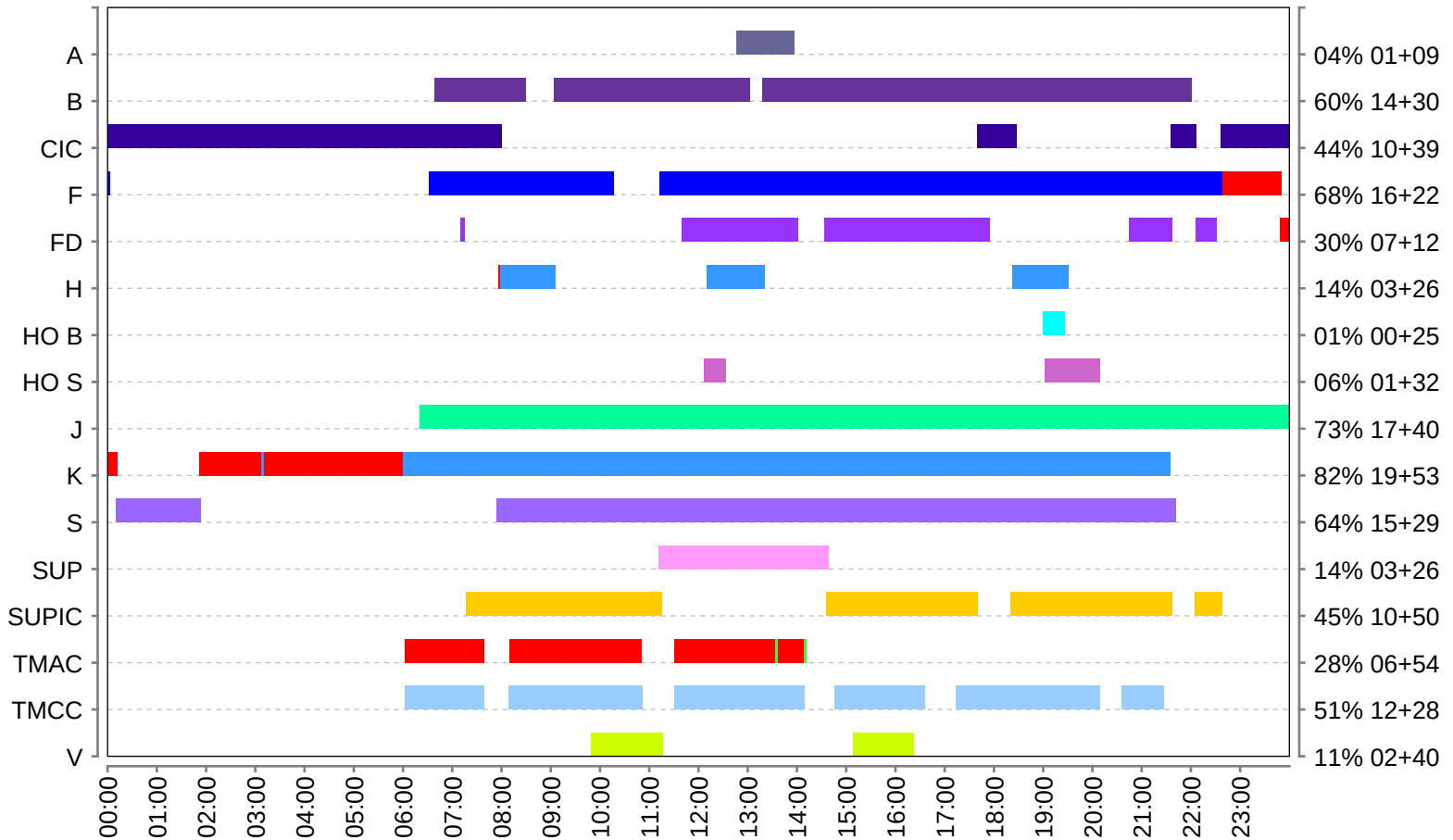


Staffed Positions															
			CIC	F	FD	H	HO B	HO S	J	K	S	SUP	SUPIC	TMAC	TMCC
Not-Staffed/Closed Positions															
CI1	CI2	CI3	CI4	G	HO A	HO F	HO G	HO H	HO J	HO K	HO V	MON E	MON W	OMIC	TMNC

TRACON

Date: 07/14/2022 Facility ID: S56 Facility Opens at: 0000 Facility Closes at: 2359

Red bar indicates working position concurrently with a supervisory position.

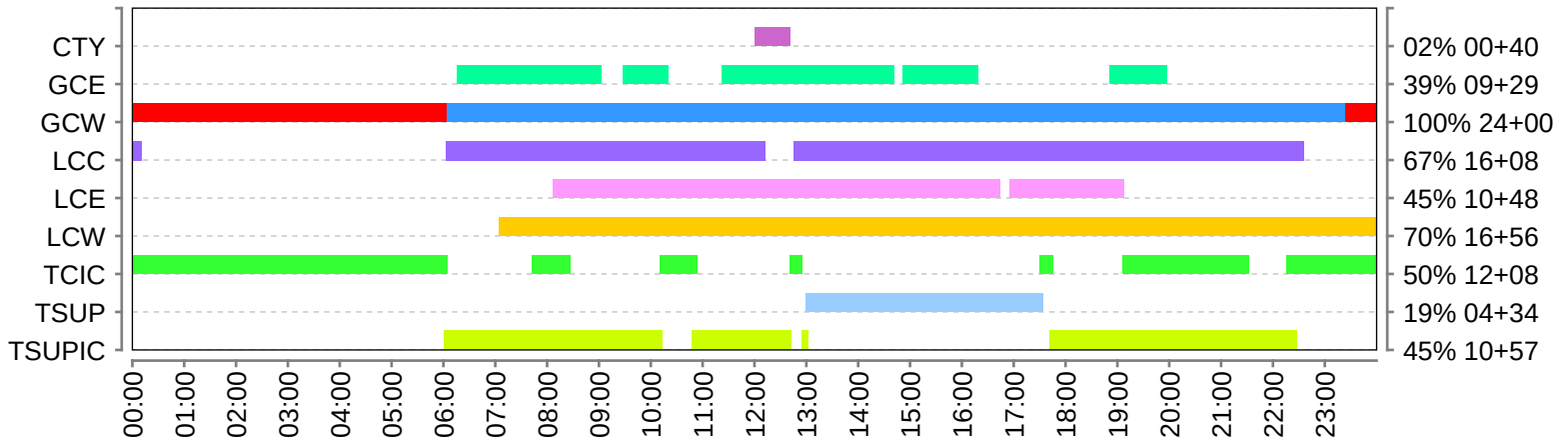


Staffed Positions									
CTY	GCE	GCW	LCC	LCE	LCW	TCIC	TSUP	TSUPIC	
Not-Staffed/Closed Positions									
CC	FD2	LAC	LAE	LAW	TOMIC	CD			

TOWER

Date: 07/13/2022 Facility ID: SLC Facility Opens at: 0000 Facility Closes at: 2359

Red bar indicates working position concurrently with a supervisory position.

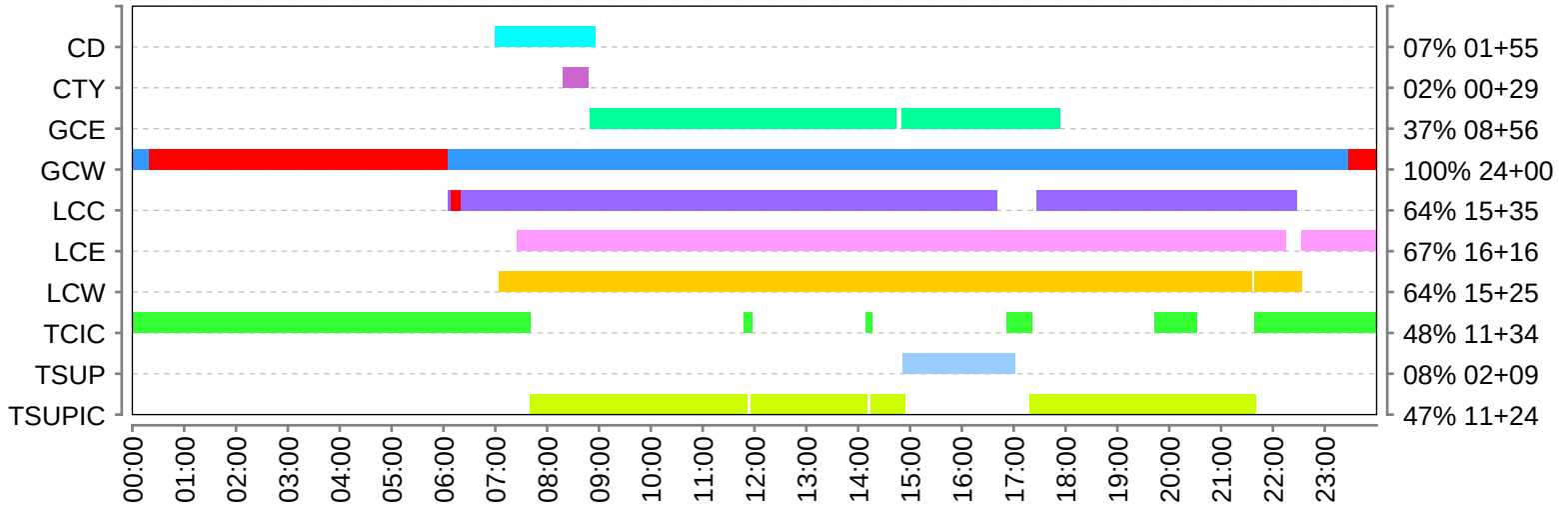


Staffed Positions									
CD	CTY	GCE	GCW	LCC	LCE	LCW	TCIC	TSUP	TSUPIC
Not-Staffed/Closed Positions									
CC	FD2	LAC	LAE	LAW	TOMIC				

TOWER

Date: 07/14/2022 Facility ID: SLC Facility Opens at: 0000 Facility Closes at: 2359

Red bar indicates working position concurrently with a supervisory position.



(SLC) SALT LAKE CITY TOWER
OJT Position Certifications Report
03/01/2020 to 08/31/2022

ALLEN, JORDAN B (JD)

Position	Position Type	Start	End	# of Days	Time Used	Target Hours
55061 C/D OJT	TWR	04/08/2021	04/21/2021	14		64:00
55060 Flt Data OJT	TWR	04/08/2021	04/21/2021	14		64:00
55062 GCE OJT	TWR	04/13/2021	05/07/2021	25		70:00
55062 GCW OJT	TWR	04/17/2021	05/28/2021	42		120:00
55063 LCW/CC2 OJT	TWR	06/09/2021	07/14/2021	36		120:00
55063 LCC OJT	TWR	06/30/2021	08/07/2021	39		120:00
55063 LCE OJT	TWR	08/24/2021	10/06/2021	44		120:00
55063 LCE Assist City	TWR	09/15/2021	10/06/2021	22		65:00
55063 Cab Coordinator	TWR	09/29/2021	10/06/2021	8		10:00

(SLC) SALT LAKE CITY TOWER
OJT Position Certifications Report
09/07/2014 to 08/31/2022

RASMUSSEN, BRYAN B (XH)

Position	Position Type	Start	End	# of Days	Time Used	Target Hours
55061 C/D OJT	TWR	09/21/2014	10/05/2014	15	34:42	50:00
55060 Flt Data OJT	TWR	09/21/2014	10/05/2014	15	34:42	50:00
55062 GCE OJT	TWR	09/23/2014	12/10/2014	79	55:05	70:00
55062 GCW OJT	TWR	10/04/2014	12/10/2014	68	91:14	120:00
55063 LCW/CC2 OJT	TWR	12/16/2014	01/28/2015	44	86:45	120:00
55063 LCC OJT	TWR	01/31/2015	03/21/2015	50	83:32	120:00
55063 LCE/CC1 OJT	TWR	03/23/2015	04/28/2015	37	47:35	120:00
55063 LCE Assist City	TWR	03/29/2015	04/28/2015	31	24:06	65:00
55063 Cab Coordinator	TWR	04/29/2015	04/30/2015	2	4:04	10:00

TRAINING HISTORY

Employee: Christopher Botts

Date: Sep 6, 2022

Supervisor: William B Bowman

Pri. OJTI: James M Ferguson

Sec. OJTI: Danny R Ocana

Current Training		
Position	Current Hours	Current Percent

Certifications	
Position	Certification Date
FINAL	May 24, 2016
FLIGHT DATA 1	Sep 24, 2015
JORDAN HANDOFF	Mar 10, 2016
JORDAN	Mar 9, 2016
GUNNISON	Sep 11, 2016
STOCKTON	Oct 5, 2016
HART	Nov 21, 2016
ALPINE	Mar 24, 2016
LAKE	Sep 6, 2016
BEAR	Nov 21, 2016
VALLEY	May 24, 2016

Skill Check **Date:** Nov 21, 2016 **Conductor:** **Recommendation:** Certification

Position(s): BEAR

Skill Check **Date:** Nov 21, 2016 **Conductor:** **Recommendation:** Certification

Position(s): HART

Skill Check **Date:** Oct 5, 2016 **Conductor:** **Recommendation:** Certification

Position(s): STOCKTON

Training Plan **Date:** Oct 5, 2016 **Primary:** James M Ferguson **Secondary:** Danny R Ocana

Position(s): BEAR, HART

Notes: Objectives:

Four (4) hours OJF will be provided. OJT will then commence with a goal of accomplishing (3-4) Productive hours of training each day. The first 10-15 hours of OJT will be accomplished, to the maximum extent possible, utilizing the primary/secondary OJTI's. In the event the primary/secondary OJTI's are not available, then any available OJTI may be used to conduct training.

The goal of the training team is to accomplish certification with-in the allotted target hours. On a monthly basis, a performance skill check shall be accomplished and the training team shall meet to discuss training progress as well as identify any potential problem areas that require resolution.

MIN hours Bear-24

MIN hours Hart-30

Skill Check **Date:** Sep 11, 2016 **Conductor:** **Recommendation:** Certification

Position(s): GUNNISON

Skill Check **Date:** Sep 6, 2016 **Conductor:** **Recommendation:** Certification

Position(s): LAKE

Training Plan **Date:** Aug 25, 2016 **Primary:** Danny R Ocana **Secondary:** James M Ferguson

Position(s): GUNNISON, LAKE, STOCKTON

Notes: Four (4) hours OJF will be provided. OJT will then commence with a goal of accomplishing (3-4) Productive hours of training each day. The first 10-15 hours of OJT will be accomplished, to the maximum extent possible, utilizing the primary/secondary OJTI's. In

the event the primary/secondary OJTI's are not available, then any available OJTI may be used to conduct training.

The goal of the training team is to accomplish certification with-in the allotted target hours. On a monthly basis, a performance skill check shall be accomplished and the training team shall meet to discuss training progress as well as identify any potential problem areas that require resolution.

KJ is longer part of the training team. FX will be the only trainer on record until we find a replacement.

Training Plan	Date: Jun 28, 2016	Primary: William R Kelley	Secondary: James M Ferguson
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Position(s): GUNNISON, LAKE, STOCKTON

Notes: Four (4) hours OJF will be provided. OJT will then commence with a goal of accomplishing (3-4) Productive hours of training each day. The first 10-15 hours of OJT will be accomplished, to the maximum extent possible, utilizing the primary/secondary OJTI's. In the event the primary/secondary OJTI's are not available, then any available OJTI may be used to conduct training.

The goal of the training team is to accomplish certification with-in the allotted target hours. On a monthly basis, a performance skill check shall be accomplished and the training team shall meet to discuss training progress as well as identify any potential problem areas that require resolution.

KJ is longer part of the training team. FX will be the only trainer on record until we find a replacement.

Training Plan	Date: May 25, 2016	Primary: Krikor Arslanian	Secondary: James M Ferguson
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Position(s): STOCKTON

Notes: Four (4) hours OJF will be provided. OJT will then commence with a goal of accomplishing (3-4) Productive hours of training each day. The first 10-15 hours of OJT will be accomplished, to the maximum extent possible, utilizing the primary/secondary OJTI's. In the event the primary/secondary OJTI's are not available, then any available OJTI may be used to conduct training.

The goal of the training team is to accomplish certification with-in the allotted target hours. On a monthly basis, a performance skill check shall be accomplished and the training team shall meet to discuss training progress as well as identify any potential problem areas that require resolution.

KJ is longer part of the training team. FX will be the only trainer on record until we find a replacement.

Skill Check	Date: May 24, 2016	Conductor:	Recommendation: Certification
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Position(s): FINAL

Skill Check	Date: May 24, 2016	Conductor:	Recommendation: Certification
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Position(s): VALLEY

Skill Check	Date: Mar 24, 2016	Conductor:	Recommendation: Certification
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Position(s): ALPINE

Skill Check	Date: Mar 10, 2016	Conductor:	Recommendation: Certification
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Position(s): JORDAN HANDOFF

Skill Check	Date: Mar 9, 2016	Conductor:	Recommendation: Certification
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Position(s): JORDAN

Training Plan	Date: Jan 5, 2016	Primary: Krikor Arslanian	Secondary: James M Ferguson
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Position(s): ALPINE, FINAL, JORDAN, JORDAN HANDOFF, STOCKTON, VALLEY

Notes: Four (4) hours OJF will be provided. OJT will then commence with a goal of accomplishing (3-4) Productive hours of training each day. The first 10-15 hours of OJT will be accomplished, to the maximum extent possible, utilizing the primary/secondary OJTI's. In the event the primary/secondary OJTI's are not available, then any available OJTI may be used to conduct training.

The goal of the training team is to accomplish certification with-in the allotted target hours. On a monthly basis, a performance skill check shall be accomplished and the training team shall meet to discuss training progress as well as identify any potential problem

areas that require resolution.

Training Plan	Date: Dec 17, 2015	Primary: Krikor Arslanian	Secondary: James M Ferguson
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Position(s): ALPINE, FINAL, JORDAN, STOCKTON, VALLEY

Notes: Four (4) hours OJF will be provided. OJT will then commence with a goal of accomplishing (3-4) Productive hours of training each day. The first 10-15 hours of OJT will be accomplished, to the maximum extent possible, utilizing the primary/secondary OJTI's. In the event the primary/secondary OJTI's are not available, then any available OJTI may be used to conduct training.

The goal of the training team is to accomplish certification with-in the allotted target hours. On a monthly basis, a performance skill check shall be accomplished and the training team shall meet to discuss training progress as well as identify any potential problem areas that require resolution.

Training Plan	Date: Dec 15, 2015	Primary: Krikor Arslanian	Secondary: James M Ferguson
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Position(s): ALPINE, FINAL, JORDAN, STOCKTON, VALLEY

Notes: Four (4) hours OJF will be provided. OJT will then commence with a goal of accomplishing (3-4) Productive hours of training each day. The first 10-15 hours of OJT will be accomplished, to the maximum extent possible, utilizing the primary/secondary OJTI's. In the event the primary/secondary OJTI's are not available, then any available OJTI may be used to conduct training.

The goal of the training team is to accomplish certification with-in the allotted target hours. On a monthly basis, a performance skill check shall be accomplished and the training team shall meet to discuss training progress as well as identify any potential problem areas that require resolution.

Skill Check	Date: Sep 24, 2015	Conductor:	Recommendation: Certification
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Position(s): FLIGHT DATA 1

Training Plan	Date: Sep 23, 2015	Primary: Edward D Ramos	Secondary: Krikor Arslanian
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Position(s): FLIGHT DATA 1

Notes: The goal of all training teams at Salt Lake City TRACON (S56) is to train and equip new employees with the knowledge and tools necessary to succeed in the program. We will begin by making a concentrated effort to familiarize you with the inner workings of Salt Lake City TRACON operations and associated functions at the FD/CD position. You are required to get a minimum of 1 hour OJF prior to beginning your training.

From: [REDACTED]
Cc: [REDACTED]
Subject: FW: logged outages
Date: Friday, September 9, 2022 4:06:00 PM

Betty Koschig
Senior Air Traffic Investigator
National Transportation Safety Board
[REDACTED]

From: [REDACTED]
Sent: Thursday, September 8, 2022 5:22 PM
To: [REDACTED]
Subject: logged outages

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Here are the logged air traffic outages for the last 6 months, which is as far back as we can get.

S56

- 03/25/2022: an E entry for TRACON ITWS ribbon displays and ITWS computer screen located at the Sup desk OTS.
- 03/26 – 04/03: carryover log entries for TRACON ITWS ribbon displays and ITWS computer screen located at the Sup desk OTS.
- 04/03: an E entry for TRACON ITWS ribbon displays and ITWS computer screen located at the Sup desk back to normal
- 04/29: an E entry for NIDS AT ALL POSITIONS NOT DISPLAYING WIND OR ALTIMETER.
- 04/30 – 05/06: carryover log entries for NIDS AT ALL POSITIONS NOT DISPLAYING WIND OR ALTIMETER.
- 05/04: an E entry for FD NIDS not updating the other NIDS when something is changed. Tech ops notified.
- 05/05-05/06 carryover log entries for FD NIDS not updating the other NIDS when something is changed. Tech ops notified.
- 05/06: an E entry for NIDS AT ALL POSITIONS NOT DISPLAYING WIND OR ALTIMETER. RETURNED TO SERVICE.
- 05/06: an E entry for FD NIDS not updating the other NIDS when something is changed. Tech ops notified. RETURNED TO SERVICE
- 07/12: and E entry for Radar derived weather intermittent
- 07/13 – 07/17: carryover log entries for Radar derived weather intermittent
- 07/18: no E entry for Radar derived weather intermittent being returned to service nor carried over on the daily log.
- 07/19 – 08/03: carryover entries for Radar derived weather intermittent
- 08/03: an E entry for Radar derived weather intermittent CH B ONLY

- 08/04 – 08/10: carryover entries for Radar derived weather intermittent CH B ONLY
- 08/04: an E entry for Radar derived weather intermittent RTS.

SLC

- 03/19: an E entry for LCE NIDS SCREEN IS NOT WORKING.
- 03/20 – 03/21: carryover entries for LCE NIDS SCREEN IS NOT WORKING.
- 03/21: an E entry for LCE NIDS SCREEN RTS
- 04/21: an E entry for ITWS and TDWR OTS.
- 04/22: a carryover entry for ITWS and TDWR OTS.
- 04/22: an E entry for ITWS and TDWR RTS.
- 04/23: an E entry for METAR INFORMATION, TEMP/DEW PT, ALTIMETER, WIND INFORMATION, AND RUNWAY STATUS NOT UPDATING ON NIDS. WHAT IS NOT DISPLAYING VARIES BY INDIVIDUAL NIDS DISPLAY.
- 04/24 -05/06 carryover entries METAR INFORMATION, TEMP/DEW PT, ALTIMETER, WIND INFORMATION, AND RUNWAY STATUS NOT UPDATING ON NIDS. WHAT IS NOT DISPLAYING VARIES BY INDIVIDUAL NIDS DISPLAY.
- 05/06: an E entry for METAR INFORMATION ON NIDS DISPLAY RTS.
- 05/11: an E entry for TDWR OTS
- 05/11: an E entry for TDWR RTS.
- 06/11: an E entry for RIBBON DISPLAY READOUTS FOR THE WINDS FOR EACH RUNWAY IS NOT WORKING. IT DOES NOT SHOW EACH RUNWAY IN THE EVENT THERE IS WINDSHEAR.
- 06/12: no carryover entry for RIBBON DISPLAY READOUTS FOR THE WINDS FOR EACH RUNWAY IS NOT WORKING. IT DOES NOT SHOW EACH RUNWAY IN THE EVENT THERE IS WINDSHEAR.
- 06/13 – 06/15 RIBBON DISPLAY READOUTS FOR THE WINDS FOR EACH RUNWAY IS NOT WORKING. IT DOES NOT SHOW EACH RUNWAY IN THE EVENT THERE IS WINDSHEAR.
- 06/15: an E entry for RIBBON DISPLAY READOUTS RTS 6/14/22
- 08/14: an E entry for RWY 16L TOUCHDOWN RVR AND RWY 34R ROLLOUT FAILURE INDICATED ON THE ICMS PANEL AND RVR DISPLAY.
- 08/14: an E entry for RVR RTS.
- 08/19: an E entry for TDWR OTS.
- 08/20 – 08/21: carryover entries for TDWR OTS.
- 08/21: an E entry for TDWR RTS.
- 09/06: an E entry for TDWR OTS
- 09/06: an E entry for TDWR RTS.

Alex Nelson

Event Investigation Manager, AII-1330
 Safety Investigation and Response Team



From:

Subject:

Date:

FW: testing after the accident

Friday, September 9, 2022 4:02:00 PM

Betty Koschig
Senior Air Traffic Investigator
National Transportation Safety Board
[REDACTED]

Sent: Friday, September 9, 2022 1:24 PM

Subject: testing after the accident

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Below is the response reference the testing after the accident:

Now, to the circumstances of and Technical Operations response to the aircraft accident in question. The Duty TOAAR was notified of the aircraft accident by the Regional Operations Center (ROC). The notification usually comes when the Duty TOAAR receives the -9. In this case the Duty TOAAR also spoke with the JSEN who stated that the accident aircraft was on a visual approach to SLC RWY 34R and was on a go-around prior to crashing. The weather at the time of the accident was noted as being **KSLC 140054Z 30029G48KT 9SM -TSRA FEW018 FEW120 BKN140 BKN240 33/13 A2997 RMK AO2 PK WND 32048/0054 LTG DSNT SW RAB51 TSB27E42B50 SLP081 CB OHD MOV NE P0000 T03280128** which is VMC with Few clouds at 1800' and 12,000' and the ceiling at BKN at 14,000' and again at 24,000'. Also the time of the accident was approximately 0052 UTC which is 1852 MDT which is daytime as Sunset was at 2059. It appears that the accident occurred during Day VMC conditions.

Given this the Duty TOAAR determined that no TOAAR action was required because the aircraft accident likely occurred as a result of the aircraft executing a go-around and terminated the approach to the runway perhaps due to weather and the accident occurred during Day VMC conditions while the accident aircraft was not in the service volume of a visual approach aide. Consequently this determination ended the TOAAR responsibility for this aircraft accident.

Furthermore, if the Duty TOAAR determined that the circumstances of this accident warranted the creation of an Archive List, Initial Candidate List, and Suspect List that the TDWR information could have been archived but would not have been removed from service and As-Founds collected because it does not provide navigation services to the aircraft or separation services to air traffic control.

It should be noted that the local SSCM is the custodian of the TDWR and all other FAA systems under their purview but as far as this accident is concerned the Duty TOAAR successfully completed their responsibility.

Alex Nelson

Event Investigation Manager, AII-1330
Safety Investigation and Response Team
[REDACTED]