

WPR23LA041

AIR TRAFFIC CONTROL

Group Chair's Factual Report - Attachment 9
Operations, Training and Staffing Documents
October 14, 2024



Federal Aviation Administration

Memorandum

Date: 2/11/2022

To: Distribution

JEFFREY S
SZCZYGIELSKI

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SZCZYGIELSKI
Date: 2022.02.10 15:00:42
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From: Jeffrey Szczygielski, Director, Operational Policy & Implementation, AJT-2

Subject: Current State of Wrong Surface Operations

Wrong surface departures and landings are considered higher risk safety events. Some of the factors that contribute in making these events higher risk can include a shorter than expected runway, tailwinds, and the potential for collision with aircraft and ground vehicles. Ongoing efforts to mitigate wrong surface operations range from raising controller and pilot awareness to broader cross-line of business initiatives. Wrong Surface operations continue to be an Air Traffic Organization Top 5 safety issue.

Recent events have once again highlighted the need to confirm correct read backs, ensure aircraft are aligned with the correct surface, and issue control instructions when an aircraft is not in compliance with the clearance as issued.

Although this is typically a General Aviation issue, during the past few weeks, there has been an increase in Air Carrier alignments and attempted landings on the wrong runway.

Together, the FAA and NATCA are addressing wrong surface operations. Over the last year, Runway Safety and NATCA have worked with Flight Standards and local pilot groups to raise awareness through local Runway Safety Action Team meetings, Safety webinars, and Outreach with external stakeholders. The FAA and NATCA have also developed the Surface Watch Recognition Program. This program acknowledges individuals and teams of controllers and supervisors for their exemplary saves and initiatives that focus on the surface environment. Links to an informational video regarding the program and the Surface Watch Recognition nomination form are included below.

In an effort to raise awareness and continue to mitigate wrong surface landings and departures, Facility Managers should work collaboratively with the NATCA Principal Facility Representative to conduct briefings to operational personnel and stakeholders at their airport. Facilities are encouraged to work with their local FAA Safety Teams to increase awareness with the pilot community.

If you have any questions or need further information, please contact Steve Pinkerton, Acting Team Manager, Technical Advisory Group, AJT-2210 at [REDACTED]

Attachments:

1. Link to Surface Watch Nomination Form. <https://form.jotform.com/201684366662057>
2. Link to Surface Watch Recognition Video <https://youtu.be/hZbKm21puzM>

Distribution:

Franklin McIntosh, Director, Air Traffic Operations, Central Service Area, AJT-C
Shaun Sanders, Director, Air Traffic Operations, Eastern Service Area, AJT-E
Jeff Stewart, Director, Air Traffic Operations, Western Service Area, AJT-W



Federal Aviation Administration

Memorandum

Date: October 13, 2022
To: VGT Operational Personnel
From: Adrienne Brown, VGT ATM
Subject: Operational Oversight

Safety data reveals that diminished levels of operational oversight have been associated with many significant safety events in the NAS.

Our primary defense against an accident happening is the watchful and diligent oversight of the operation. Being on the floor, plugged in and actively engaged in supervising air traffic operations reduces the risk of additional safety events occurring in the NAS.

It is my expectation that all personnel assigned to the OS or CIC position will maintain intentional engagement, situational awareness, and personal accountability within the operation. OSs and CICs must provide timely assistance to specialists and ensure available resources are deployed for optimal efficiency.

While providing operational oversight, all OSs and CICs are expected to issue on-the-spot corrections when warranted. Furthermore, all operational personnel are expected to comply with on-the-spot corrections issued by an OS/CIC.

OPERATIONAL OVERSIGHT

- ▲ INTENTIONAL ENGAGEMENT
- ▲ SITUATIONAL AWARENESS
- ▲ PERSONAL ACCOUNTABILITY

**OPERATIONAL
OVERSIGHT**

[CLICK HERE
FOR THE VIDEO](#)

**WHAT IS OPERATIONAL
OVERSIGHT?**

[CLICK HERE FOR WEB
BRIEFING PAGE](#)

**MANAGEMENT
RE-ENGAGING
IN THE OPERATION?**

[CLICK HERE FOR
THE PODCAST](#)

OPERATIONAL OVERSIGHT

MARCH 2022

INTENTIONAL ENGAGEMENT | SITUATIONAL AWARENESS | PERSONAL ACCOUNTABILITY



Federal Aviation Administration

Memorandum

Date: October 18, 2022
To: VGT Operational Personnel
From: Adrienne Brown, VGT ATM
Subject: Control Room Staffing and Resource Management

Effective immediately and until further notice, the following control room staffing, and resource management is required:

Staffing:

CPCs/OSs On Duty	CPCs/OSs On Position (minimum)
4+	3
3	2
2	1

It is my expectation that when 3 positions are open, those three positions will be CIC, LC1 (combined with LA1 & LC2), and GC1 (combined with FD/CD); unless traffic volume dictates that LC2 or LA1 be opened. In that case, CIC should be combined with GC1/FD/CD. If the GC1/FD/CD controller is not certified on CIC, CIC should be combined at LA1, LC2, or LC1 in that order.

It is my expectation that when 2 positions are open, those two positions will be LC1 (combined with LA1 & LC2), and GC1 (combined with CIC/FD/CD).

If only two controllers are working operational positions, CIC must be combined at GC1/FD/CD unless the GC1/FD/CD controller is not certified to work CIC.

When only two operational personnel are on duty, recuperative breaks must be limited to 20 minutes or less. In the event that a 30-minute meal break is not possible due to operational requirements, the remedy outlined in the CBA will be applied.

Poor shift management does not constitute cause for reducing tower staffing to two people when four operational controllers are on duty. OSs and CICs are expected to anticipate rotation requirements with respect to traffic volume and complexity. It is my expectation that even when there are more than two people on duty, break lengths will be reduced as needed when traffic volume/complexity warrant that action. Furthermore, it is the OS/CIC's responsibility to safely manage operational deliverables (e.g., pattern, practice approaches, etc...) based on available resources. When user demand exceeds the tower's ability to provide safe, orderly, and expeditious services, the OS/CIC retains the authority to curtail operational deliverables.

The following scenarios **do not represent** sufficient cause to reduce staffing or services*:

- A controller or OS working an operational position for 1 hour and 49 minutes or less.
- A CEDAR break when there are no pending CEDAR items
- Tours
- Food deliveries
- 45-minute lunch breaks
- End of shift more than 10 minutes away

The following scenarios **do represent** sufficient cause to reduce staffing or services*:

- A controller or OS that has been on position for 1 hour and 50 minutes or more (this will be indicated by a yellow display warning in CruART)
- A controller or OS that needs a 30-minute lunch break between their 4th and 6th hour of duty
- OJT pre-brief/de-brief sessions
- OJTI completion of FAA Form 3120-25
- Additional duties annotated in WMT Scheduler
- Management direction
- End of shift within 10 minutes

**These lists are not all-inclusive.*

Training:

When the OS/CIC position is combined with another operational position, the OS/CIC must terminate training on the LC1 and/or LC2 positions if they are unable to maintain situational awareness of the LC1 and/or LC2 positions due to traffic volume/complexity at their own position.

Pattern:

When only one VGT parallel runway is active (12R/30L or 12L/30R), no pattern operations are allowed.

When LC1 and LC2 are combined and both parallel runways are in use (12R/30L and 12L/30R), no more than two aircraft may conduct pattern operations (including helicopters).

When LC2 is open and both parallel runways are in use (12R/30L and 12L/30R), LC2 may not allow more than four aircraft to conduct pattern operations in their airspace (including helicopters). LC1 may not allow more than two aircraft to conduct pattern operations in their airspace.

The tower team, as a whole, has responsibility for the safe and efficient operation of the facility. I expect all operational personnel to contribute to the safe and efficient operation of the facility by applying proper control room staffing and resource management as outlined in this memo.



Memorandum

Date: September 30, 2022
To: North Las Vegas ATCT Operational Personnel (TWLA1-VGT)
From: Adrienne Brown, Air Traffic Manager, North Las Vegas ATCT (TWLA1-VGT)
Prepared by: Quality Control Department, Los Angeles District, TWLA1-N
Subject: Priority of Duties: Positive and Intentional Control Instructions

Effective Immediately

Local Control (1, 2 or combined): Issue instructions that clearly convey the engagement and intention of positive control by ATC.

Goal: Instructions to aircraft that will allow for safe orientation and spatial relationship to prevent collisions within the VGT class Delta airspace.

Parallel Finals: Personnel are to control their traffic in a planned manner to avoid simultaneous turns from downwind to base, and are required to issue traffic advisories when aircraft are on opposing bases. Positive control must be applied to avoid a collision with aircraft operating on an adjacent final approach course.

Examples of these instructions are in the phraseology for paragraphs 3-10-1a, 3-8-1 and 3-1-6b of JO 7110.65: These examples are not all inclusive.

Plain language instruction examples: Remain outside Delta airspace; hold over a reporting point; extend upwind; widen out to the right/left; return to the practice area; overfly the airport (with altitude restriction); enter mid-field downwind; extend downwind; tower will call your base; turn base now; do not overshoot final.

Primary Purpose of the ATC system (2-1-1): To prevent a collision involving aircraft operating in the system; and the ATC system is also to provide a safe, orderly, and expeditious flow of air traffic.

Airborne Hot Spots: Opposing bases & turns to final.

Duty Priority (2-1-2): Give first priority to separating aircraft and issuing safety alerts.

The use of terms similar to 'I can't fly the airplane for them,' and 'they have to see and avoid, I don't have to see for them' are not indicative of positive control.

Traffic advisories do not separate airplanes. Positive and intentional control instructions do.

Assignment Report

Employee	Assignment	Assigned	Completed	Due	Log ELMS	Log TRAX	Training Length	Training Type
Cerrone, Justice (CZ)	VGT Mitigation 1 - Traffic	7/20/22	7/26/22 - 07:45		No	No	0:10	Supplemental
Fields, Daniel J (FS)	VGT Mitigation 1 - Traffic	7/20/22	7/21/22 - 00:00		No	No	0:10	Supplemental
Greenroyd, Jasmine (AZ)	VGT Mitigation 1 - Traffic	7/20/22	7/20/22 - 12:30		No	No	0:10	Supplemental
Hauth, Lindsay A (LH)	VGT Mitigation 1 - Traffic	7/20/22	7/20/22 - 13:00		No	No	0:10	Supplemental
Lauer, Andrew P (EZ)	VGT Mitigation 1 - Traffic	7/20/22	9/2/22 - 14:30		No	No	0:10	Supplemental
Magee, Ashley L (AR)	VGT Mitigation 1 - Traffic	7/20/22	7/20/22 - 08:00		No	No	0:10	Supplemental
Marquez, Nicholas I (MZ)	VGT Mitigation 1 - Traffic	7/20/22	7/23/22 - 05:56		No	No	0:10	Supplemental
Mcadory, Crystal J (CW)	VGT Mitigation 1 - Traffic	7/20/22	7/26/22 - 08:42		No	No	0:10	Supplemental
Rush, Olga (OJ)	VGT Mitigation 1 - Traffic	7/20/22	7/20/22 - 00:00		No	No	0:10	Supplemental
Schneider, Lisa A (LA)	VGT Mitigation 1 - Traffic	7/20/22	7/20/22 - 19:41		No	No	0:10	Supplemental
Stokes, Charett R (SS)	VGT Mitigation 1 - Traffic	7/20/22	7/21/22 - 14:30		No	No	0:10	Supplemental
Townsend, Nikolett (NT)	VGT Mitigation 1 - Traffic	7/20/22	7/21/22 - 12:55		No	No	0:10	Supplemental
Brown, Adrienne H (AB)	VGT Mitigation 1 - Traffic	7/20/22	7/20/22 - 08:00		No	No	0:10	Supplemental
Howard, Ethan M (HE)	VGT Mitigation 1 - Traffic	8/9/22	8/10/22 - 09:05		No	No	0:10	Supplemental



Memorandum

Date: August 6, 2022
To: North Las Vegas ATCT Operational Personnel (TWLA1-VGT)
From: Adrienne Brown, Air Traffic Manager, North Las Vegas ATCT (TWLA1-VGT)
Crystal McAdory, NATCA FACREP, North Las Vegas ATCT
Subject: Air Traffic Services after an Alert 3

Due to recent events at VGT, we have collaboratively decided on the following mitigation:

EFFECTIVE IMMEDIATELY

Background: Based on current LOA procedures, CCDOA shall close the airport, or appropriate portions, if necessary, and coordinate such closures with VGT ATCT, in the event of an aircraft accident.

Alert 3: Indicating an aircraft involved in an accident on or near the airport and emergency equipment should proceed immediately to the scene.

In the event of an Alert 3, the first priority is responding to the aircraft in distress. Be advised that it may take CCDOA several minutes for official notification of airfield closures, but you are to consider airfield movement areas non-operational immediately after an Alert 3.

In the event a VGT tower operator declares, observes, or otherwise is aware of an actual or suspected Alert 3 on the airfield, it is the CIC/OS's responsibility to immediately halt all movement area airfield ATC services. ATC services to aircraft operating in the vicinity of the VGT airport may continue. ATC services on the airfield shall not resume until approval from CCDOA is obtained. Coordination must include authorization to resume operations on specified movement areas, or direction to close movement areas using the "Runway Closing/Opening" checklist. Any changes to movement area availability must be logged on FAA Form 7230-4 (daily log).

Examples: "RWY 30L/12R, 30R/12L, 7/25 unusable due to Alert 3 emergency involving N12345," "RWY 7/25 released back to VGT ATCT per Ben with CCDOA," "RWY 30L/12R closed per NOTAM 08/015."

Subject:

Air Traffic Services after an Alert 3

When halting airfield services, no aircraft are allowed to land or depart from VGT. Techniques to consider when controlling airborne aircraft include, but are not limited to:

- Instructing aircraft to hold over a VFR reporting point

Examples: *"N12345, hold at Three Fingers Lake until advised," "N12345 proceed to the Bank of America building and hold."*

- Sending aircraft to the northwest practice area
- Suggesting aircraft divert to HND, 0L7, or BVU

In the event of an additional emergency during an actual or suspected Alert 3 emergency, ascertain whether the aircraft is able to divert to another airfield. If the aircraft is unable to divert, attempt to utilize the runway farthest away from the actual or suspected Alert 3 emergency. Per JO 7110.65, 3-3-2, advise the pilot that the runway is closed or unsafe, and that the operation will be at their own risk.

PHRASEOLOGY – *RUNWAY (runway number) CLOSED/UNSAFE. UNABLE TO ISSUE LANDING CLEARANCE. LANDING WILL BE AT YOUR OWN RISK.*

A visual inspection of the runway should be completed prior to the aircraft landing. Ring the crash phone to update CCDOA and emergency responders of the additional emergency with the appropriate alert category and aircraft intentions. If able, prevent the aircraft from taxiing near the confirmed or suspected Alert 3. Advise the additional emergency aircraft to hold after landing until CCDOA releases the portion of the runways and/or taxiways necessary to taxi/tow the aircraft to the ramp.

**ADRIENNE
H BROWN**

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ADRIENNE H BROWN
Date: 2022.08.06
18:24:56 -07'00'

Adrienne Brown
Air Traffic Manager


Crystal McAdory
NATCA Facility Representative

Assignment Report

Employee	Assignment	Assigned	Completed	Due	Log ELMS	Log TRAX	Training Length	Training Type
Brown, Adrienne H (AB)	VGT Mitigation 3 - Air Traffic Services after an Alert 3	8/8/22	8/8/22 - 08:20		No	Yes	0:10	Supplemental
Cerrone, Justice (CZ)	VGT Mitigation 3 - Air Traffic Services after an Alert 3	8/8/22	8/23/22 - 13:26		No	Yes	0:10	Supplemental
Fields, Daniel J (FS)	VGT Mitigation 3 - Air Traffic Services after an Alert 3	8/8/22	8/10/22 - 13:33		No	Yes	0:10	Supplemental
Greenroyd, Jasmine (AZ)	VGT Mitigation 3 - Air Traffic Services after an Alert 3	8/8/22	8/9/22 - 13:50		No	Yes	0:10	Supplemental
Hauth, Lindsay A (LH)	VGT Mitigation 3 - Air Traffic Services after an Alert 3	8/8/22	8/11/22 - 12:50		No	Yes	0:10	Supplemental
Howard, Ethan M (HE)	VGT Mitigation 3 - Air Traffic Services after an Alert 3	8/8/22	8/10/22 - 09:05		No	Yes	0:10	Supplemental
Lauer, Andrew P (EZ)	VGT Mitigation 3 - Air Traffic Services after an Alert 3	8/8/22	9/2/22 - 14:30		No	Yes	0:10	Supplemental
Magee, Ashley L (AR)	VGT Mitigation 3 - Air Traffic Services after an Alert 3	8/8/22	8/23/22 - 13:49		No	Yes	0:10	Supplemental

Employee	Assignment	Assigned	Completed	Due	Log ELMS	Log TRAX	Training Length	Training Type
Marquez, Nicholas I (MZ)	VGT Mitigation 3 - Air Traffic Services after an Alert 3	8/8/22	8/9/22 - 20:01		No	Yes	0:10	Supplemental
Mcadory, Crystal J (CW)	VGT Mitigation 3 - Air Traffic Services after an Alert 3	8/8/22	8/10/22 - 09:00		No	Yes	0:10	Supplemental
Rush, Olga (OJ)	VGT Mitigation 3 - Air Traffic Services after an Alert 3	8/8/22	8/16/22 - 09:00		No	Yes	0:10	Supplemental
Schneider, Lisa A (LA)	VGT Mitigation 3 - Air Traffic Services after an Alert 3	8/8/22	8/9/22 - 20:01		No	Yes	0:10	Supplemental
Stokes, Charett R (SS)	VGT Mitigation 3 - Air Traffic Services after an Alert 3	8/8/22	8/15/22 - 12:00		No	Yes	0:10	Supplemental
Townsend, Nikolett (NT)	VGT Mitigation 3 - Air Traffic Services after an Alert 3	8/8/22	8/18/22 - 13:05		No	Yes	0:10	Supplemental



Memorandum

Date: July 20, 2022

To: North Las Vegas ATCT Operational Personnel (TWLA1-VGT)

From: Adrienne Brown, Air Traffic Manager, North Las Vegas ATCT (TWLA1-VGT)
Ashley Magee, NATCA FACREP (A), North Las Vegas ATCT

Prepared by: Brian Arnett, Quality Control Support Manager Los Angeles District (TWLA1-N)

Subject: Traffic Advisories

Due to recent events at VGT, it has been collaboratively determined that the following mitigation is effective immediately:

Personnel working Local Control (1, 2, or combined): Traffic calls **shall be** provided to both arriving aircraft, when:

- The aircraft are on opposing bases to either of the parallel runways 30L/R or 12L/R;
- The aircraft are approaching from opposite patterns and are expected to turn base legs with opposing base turn traffic;
- One aircraft is established straight-in or turning final to a parallel runway, and another aircraft is turning base on the adjacent parallel runway, and both aircraft are within two miles of each other.

This traffic call should be timely, in order to give the aircraft involved an opportunity to acquire the aircraft using the opposing runway. Because aircraft closure rates can be rapid, issue traffic with enough time for the pilot to decide if other actions are necessary.

As a reminder, JO 7110.65, 2-1-21, **TRAFFIC ADVISORIES** states:

Unless an aircraft is operating within Class A airspace or omission is requested by the pilot, issue traffic advisories to all aircraft (IFR or VFR) on your frequency when, in your judgment, their proximity may diminish to less than the applicable separation minima. Where no separation minima applies, such as for VFR aircraft outside of Class B/Class C airspace, or a TRSA, issue traffic advisories to those aircraft on your frequency when in your judgment their proximity warrants it.

It is the judgment of the facility that traffic advisories as required in this mitigation are warranted. Traffic advisories alert pilots to other known or observed air traffic, which may be in such proximity to the position or intended route of flight of their aircraft to warrant their attention. Per JO 7110.65, 2-1-1, the primary purpose of the ATC system is to prevent a collision involving aircraft operating in the system.

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H BROWN

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Date: 2022.07.20
07:31:43 -07'00'

Adrienne Brown
Air Traffic Manager

ASHLEY L
MAGEE

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ASHLEY L MAGEE
Date: 2022.07.20
07:39:37 -07'00'

Ashley Magee
NATCA FACREP (A)



Memorandum

Date: November 18, 2022

To: North Las Vegas ATCT Operational Personnel (TWLA1-VGT)

From: Adrienne Brown, Air Traffic Manager, North Las Vegas ATCT (TWLA1-VGT)
Crystal McAdory, NATCA FACREP, North Las Vegas ATCT

Subject: Pattern Operations Suspended

Effective immediately and until further notice, all pattern operations at North Las Vegas Airport (VGT) are suspended. This includes helicopter operations on taxiway Papa. Additionally, no aircraft (including helicopters) may conduct operations on taxiway Papa until further notice.

The ATIS must reflect that the pattern is closed at VGT.

ADRIENNE
H BROWN

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ADRIENNE H BROWN
Date: 2022.11.18
21:43:16 -08'00'

Adrienne Brown

Crystal McAdory

VGT

FEDERAL AVIATION ADMINISTRATION

Briefing Message

TO:	VGT ATCT Team	DATE: 4/12/2022
SUBJECT:	Tower Team Responsibilities and Safety Alerts Refresher	

VGT,

This briefing message is a refresher covering the topics of Tower Team Responsibilities and safety alerts. Please review the sections below.

2-10-3. TOWER TEAM POSITION RESPONSIBILITIES

a. *Tower Team Concept and Intent:* There are no absolute divisions of responsibilities regarding position operations. The tasks to be completed remain the same whether one, two, or three people are working positions within a facility/sector. The team, as a whole, has responsibility for the safe and efficient operation of that facility/sector.

2-1-2. DUTY PRIORITY

a. Give first priority to separating aircraft and issuing safety alerts as required in this order. Good judgment must be used in prioritizing all other provisions of this order based on the requirements of the situation at hand.

2-1-6. SAFETY ALERT

Issue a safety alert to an aircraft if you are aware the aircraft is in a position/altitude that, in your judgment, places it in unsafe proximity to terrain, obstructions, or other aircraft. Do not assume that because someone else has responsibility for the aircraft that the unsafe situation has been observed and the safety alert issued; inform the appropriate controller.

Remember, all positions in the tower are responsible for the safe and efficient operation of this facility. Safety alerts are a top priority and should be addressed even if it isn't happening at the position you are working.

VGT

FEDERAL AVIATION ADMINISTRATION

Briefing Message

TO:	VGT ATCT Personnel	DATE: 2/1/22
SUBJECT:	MORs for Attempted Wrong Surface Landings	

All,

After conducting SSRs for recent wrong surface landing pilot deviations, it has become clear that we need to share more information about the great work that you all do every day.

Going forward, please enter an MOR in CEDAR for any attempted wrong surface landing that you prevent. Generally speaking, that can be measured by the pilot's verbal acknowledgment of lining up incorrectly after receiving a landing clearance, or by noting a visible correction in the air after the controller observes and questions an aircraft's alignment with the landing surface to which they were cleared. If you reclear an aircraft for a new landing surface, be sure to obtain a new readback.

Management will be adding audio files to each MOR as supporting data, so please be sure to include event times and details in each MOR. As a refresher, the appropriate phraseology to use when you become aware that an aircraft is aligned with the wrong surface can be found in JO 7110.65, 3-10-5, and is as follows:

b. When you become aware that an aircraft is aligned with the wrong surface, inform the pilot and:

1. Issue control instructions/clearances, or

EXAMPLE–
“United four twenty three, go-around, you appear to be aligned with the wrong runway.”
“American sixty three, go-around, you appear to be aligned with a taxiway.”
“Southwest two thirty nine, you appear to be aligned with Runway 27 Left (pertinent information), Runway 27 Left, cleared to land.”

2. If time permits, verify the pilot is aligned with the correct runway. Issue control instructions/clearances as necessary.

EXAMPLE–
“Twin Cessna four one four lima bravo, verify you are aligned with Runway 27 Left.”

Please continue reading for an MOR example.

Quick Log Entry

* Indicates required item

Type

Initials *

Event Date* and Time* (UTC)

Event Time (LCL)

M

AB

Feb 1, 2022

0118Z

Jan 31, 2022 1718L

MOR Entry

MOR Type *

-A/C landed/departed or attempted to land/depart other than expected/intended

Reported By: *

Controller providing services

Nearest Airport:

VGJ

Questions

Potentially Significant Event?*

What is significant?

Yes

No

Training In Progress?*

Yes

No

Unknown

Memory Aid Required?*

Yes

No

Unknown

Possible Pilot Deviation?*

Yes

No

Unknown

Did equipment outage potentially contribute to this event?*

Yes

No

Unknown

Aircraft Involved:

Call Sign *

A/C Type *

N88E

C172

Facility *

Position *

Frequency

VGJ

LC-1

125.7

METAR Observation:

KCVGT 010053Z 00000KT 10SM CLR 13/M13 A2994 RMK AO2 SLP157 T01331133

Additional Information:

Event Location:

RUNWAY 30R Final

Summary *

N88E WAS TOLD TO MAKE LEFT TRAFFIC AND CLEARED TO LAND ON RUNWAY 30L. THE LC1 CONTROLLER OBSERVED N88E ON FINAL FOR RUNWAY 30R AND RECLEARED THE AIRCRAFT TO LAND ON RUNWAY 30R. THE AIRCRAFT LANDED WITHOUT INCIDENT. NO OTHER AIRCRAFT WERE INVOLVED.

248 of 3000 characters used.

Add Attachment

Select type...

Submit

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Please see AB or CW with any questions.



AIR TRAFFIC BULLETIN PROCEDURES

A communication from the Director of Policy, Mission Support Services
Federal Aviation Administration, U.S. Department of Transportation.

Issue # September 2022-1

In this Issue:

Precision Approach Critical Areas~Traffic Advisories and Safety Alerts

***R,*T: Protecting Precision Approach Critical Areas**

Precision Approach Critical Area procedures reside in paragraph 3-7-5 of FAA Order JO 7110.65, Air Traffic Control. Controllers must ensure that both precision approach critical areas (localizer and glideslope) are free of aircraft and vehicles in certain weather conditions. Aircraft, vehicles, and other obstructions can interfere with the signal and cause erroneous Instrument Landing System (ILS) indications on the flight deck, called multipath, or block reception of the ILS signal altogether. When a multipath event occurs, it may not be apparent to the flight crew that the integrity of the signal the aircraft is receiving is not accurate. There have been multiple accidents and incidents attributable to multipath events. Therefore, it is essential to properly protect the critical area to ensure the integrity of the localizer and glideslope signals.

Precision Approach Critical Areas must be free of aircraft or vehicles when the official weather observation is a ceiling of less than 800 feet or visibility of less than 2 miles, and an arrival aircraft is inside the outer marker or fix used in lieu of an outer marker. The localizer critical area protection may be suspended when the arriving aircraft reports the runway in sight or is circling to land on another runway.

There are two exceptions when the localizer critical area must be protected:

1. A preceding arriving aircraft on the same or another runway that passes over or through the localizer critical area while landing or exiting the runway, or
2. A preceding departing aircraft or missed approach on the same or another runway that passes through or over the localizer critical area.

Additional conditions apply when the ceiling is less than 200 feet or the RVR is 2000 feet or less. When these conditions exist, do not authorize aircraft and/or vehicle operations on or over the localizer critical area when the arrival is inside the middle marker or ½ mile final when there is no middle marker.

The glideslope critical area must be protected when the ceiling is less than 800 feet or visibility is less than 2 miles when the arriving aircraft is inside the outer marker or fix in lieu of an outer marker. The only exceptions are when the arriving aircraft either reports the runway in sight or is circling to another runway.

In 2015, pilots and controllers expressed concerns that the term “reported” in the context of a ceiling or visibility needed additional guidance. Many believed the guidance wasn’t clear on what reported ceilings and visibility meant. Some tower controllers thought the weather associated with the Automatic Terminal Information System (ATIS) broadcast was the reported weather to be used regardless of what a pilot reported. The revised paragraph attempted to clarify what constitutes a reported ceiling or visibilities.

Revised guidance concerning protection of the critical area was issued in 2015 because of the lack of understanding, direction, and inconsistent application of the requisite rules pertaining to paragraph 3-7-5, Precision Approach Critical Areas.

Most recently, Air Traffic Standards and Procedures, AJV-P, clarified the provisions of paragraph 3-7-5, to delineate that the official weather observation is the official source for determining when critical area protection is to occur. Further, the controller is to take action to update the official weather observation when METAR/SPECI/PIREPS or controller observation indicates weather conditions are changing from VFR to IFR and are deteriorating. When there is a proactive effort to communicate the official weather, rather than relying on the automated weather equipment to be the sole source for determining the official weather, the expectation will be a more accurate and real-time representation of what is occurring or changing and the commencement of critical area protection.

A future update to FAA Order JO 7110.65 Paragraph 3-7-5, will reflect a revised Note and an additional reference to Paragraph 2-6-3, Reporting Weather Conditions, that states:

When available weather sources such as METARs/SPECI/PIREPS/controller observations indicate weather conditions are changing from VFR to IFR and are deteriorating, actions are expected to be taken to update the official weather observation.

***E,*R,*T: Traffic Advisories, Safety Alerts and Positive Control**

ATO safety reports and safety data indicate that lack of timely Traffic Advisories (TA) and Safety Alerts (SA) continue to factor into operational events. The following information serves as a reminder for controllers to be vigilant and focused concerning the necessity for issuing

TA/SA's. This article also provides one-stop-shopping for information to clarify a controller's role and responsibilities.

Positive Control is the Key

Controllers are trained that a VFR aircraft is to “see and avoid” other aircraft. When traffic conflicts arise, the controller may issue traffic to the aircraft but leaves the separation responsibility to the pilots. The common belief is, *the aircraft know about each other, so I have fulfilled my obligation*. On the contrary: The VFR status of an aircraft does not alleviate the duty of a controller to issue instructions, traffic calls, or safety alerts to those VFR aircraft. Take positive control. *Take action*. Keep them apart. Keep the pilots informed.

A controller has the authority to assign a VFR pilot to a specific altitude (or range of altitudes) or assign a heading to avoid traffic. If the pilot cannot maintain VFR at the altitude or on the assigned heading or elects to take another course of action, the pilot must advise air traffic.

(Reference: FAA Order JO 7110.65, paragraphs, 2-1-1, 2-1-2, 5-6-1, 7-6-1, 7-7-5, 7-8-2, 7-8-5, 7-9-2, 7-9-3, AIM 4-4-1, 5-5-6, 14 CFR 91.3)

It is the responsibility of the pilot to comply with the applicable parts of CFR Title 14. Exercising good controller judgment and exercising POSITIVE CONTROL is critical. You are not OVERCONTROLLING the aircraft; rather, you are effectively controlling the situation.

The term “positive air traffic control,” is defined in FAA Order JO 3120.4, Air Traffic Technical Training, Appendix B, Instructions for Completing FAA Form 3120-25, under Job Subtasks:

Positive control is provided.

Takes command of control situations and does not act in a hesitant or unsure manner. Observes present and considers forecasted traffic to predict if an overload may occur, and takes appropriate action to prevent or lessen the situation.

The Indicators are:

- a. *Demonstrates confidence and takes command of control situations.*
- b. *Maintains positive control during stressful situations.*
- c. *Recognizes potential overload situations.*

Moreover, as we have seen in writing throughout our air traffic control careers, “The primary purpose of the ATC system is to prevent a collision involving aircraft in the system.” Let’s examine this a bit more.

ATC SERVICE

FAA Order JO 7110.65, Para 2-1-1

a. The primary purpose of the ATC system is to prevent a collision involving aircraft operating in the system.

DUTY PRIORITY

FAA Order JO 7110.65, Para 2-1-2

a. Give first priority to separating aircraft and issuing safety alerts as required in this order. Good judgment must be used in prioritizing all other provisions of this order based on the requirements of the situation at hand.

IFR/VFR Collision Prevention

An Air Traffic Controller's number one responsibility is to make sure aircraft do not collide; nothing else tops this requirement. FAA Order JO 7110.65, paragraphs 2-1-1 and 2-1-2, clearly identify the controller's duty priority and refer to the controller's responsibilities for separation and issuing necessary safety alerts. There appears to be a misperception that these only refer to IFR aircraft. However, these refer to **all** users in the NAS regardless of the type of flight.

Safety Alert

FAA Order JO 7110.65, Para 2-1-6

Issue a safety alert to an aircraft if you are aware the aircraft is in a position/altitude that, in your judgment, places it in unsafe proximity to terrain, obstructions, or other aircraft.

PHRASEOLOGY—

TRAFFIC ALERT (call sign) (position of aircraft) ADVISE YOU TURN LEFT/RIGHT (heading), and/or

CLIMB/DESCEND (specific altitude if appropriate) IMMEDIATELY.

EXAMPLE—

“Traffic Alert, Cessna Three Four Juliet, 12’o clock, 1 mile advise you turn left immediately.” or “Traffic Alert, Cessna Three-Four Juliet, 12’o clock, 1 mile advise you turn left and climb immediately.”

Traffic Advisories

FAA Order JO 7110.65, Para 2-1-21. TRAFFIC ADVISORIES

Unless an aircraft is operating within Class A airspace or omission is requested by the pilot, issue traffic advisories to all aircraft (IFR or VFR) on your frequency when, in your judgment, their proximity may diminish to less than the applicable separation minima. Where no separation minima applies, such as for VFR aircraft outside of Class B/Class C airspace, or a TRSA, issue traffic advisories to those aircraft on your frequency when, in your judgment, their proximity warrants it.

FAA Order JO 7110.65, Pilot/Controller Glossary

TRAFFIC ADVISORIES— Advisories that are issued to alert pilots to other known or observed air traffic, which may be in such proximity to the position or intended route of flight of their aircraft to warrant their attention. Such advisories may be based on:

a. Visual observation.

b. Observation of radar identified and non-identified aircraft targets on an ATC radar display, or Verbal reports from pilots or other facilities.

What's my legal responsibility? One in three close proximity events in which a traffic advisory and/or safety alert was NOT issued was an IFR/VFR traffic mix.

- What you need to know:
 - ATC has the legal responsibility, authority, and duty to issue control instructions, traffic advisories, and safety alerts to VFR aircraft.
 - ATC instructions include headings, turns, altitude, and general direction.
 - Pilots flying in controlled airspace must comply with all ATC instructions regardless of whether the pilot is flying VFR or IFR.

If you think an unsafe situation may develop, issue traffic advisories or exercise positive control by issuing a heading or an altitude restriction to resolve the conflict. If you feel that you are becoming overloaded in your area of responsibility, exercise good controller judgment by notifying your Supervisor/CIC and request assistance

The Air Traffic Procedures Bulletin (ATPB) is a means for headquarters to remind field facilities of the proper application of procedures and other instructions. It is published and distributed on an as-needed basis.

Articles must be submitted electronically in Microsoft® Word by the office of primary responsibility with approval at the group level or above. Articles may be submitted throughout the year.

*In this publication, the option(s) for which a briefing is required, is indicated by an asterisk followed by one or more letter designators, i. e., *T-Tower, *E-ARTCC, *R-TRACON, or *F-FSS.*

For additional information concerning the ATPB, reference FAA Order JO 7210.3, Facility Operation and Administration, paragraph 2-2-9.

Archived ATPB issues are available online: https://www.faa.gov/air_traffic/publications/

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Notices

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FAA Safety Team FAASafetyTeam

FAASafetyTeam Notice

Type: **Runway Safety Information**Notice Date: **Monday, January 31, 2022**Notice Number: **NOTC2239**

North Las Vegas Airport (VGT) Wrong Surface Landing (WSL) Risk

This posting will be removed on **Sunday, April 3, 2022**

[VGT](#) has one set of staggered (at both ends) parallel runways (12/30 L/R) and one crosswind runway (7/25) that intersects runway 12R/30L. It is primarily used by [general aviation](#) aircraft for flight training. The entire movement area to include runways and infields are one color and blend in very well with the desert terrain making it very difficult for pilots to identify the parallel runways, which are less than 700 feet apart. There are [mountain ridges](#) surrounding the airport and when aircraft drop below the ridgeline they are visually lost in ground clutter; combine that with the optical restraints associated with the angle air traffic controllers (ATC) have, and it is very difficult for ATC to identify when an aircraft is lined up with the wrong runway.

Since Jan 28, 2017, until the last week, VGT experienced a total of nine reported wrong surface events. Between Jan 20, 2022, and Jan 24, 2022, three additional wrong surface landings (WSL) have occurred at the airport. This rash of WSL events, along with the anticipated increase of transient traffic expected to begin Feb 4, 2022 for the Pro Bowl and Super Bowl, brings concern and desire for additional mitigations to be put in to place to restrain WSLs. We recommend all pilots that plan to fly into VGT watch the following short YouTube videos and review the VGT airport diagram in detail before departing to avoid making this costly mistake.

[From the Flight Deck - North Las Vegas Airport \(VGT\) - YouTube](#)[From the Flight Deck - Wrong Surface Landings - YouTube](#)

U.S. Department of Transportation
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591
1-866-TELL-FAA (1-866-835-5322)

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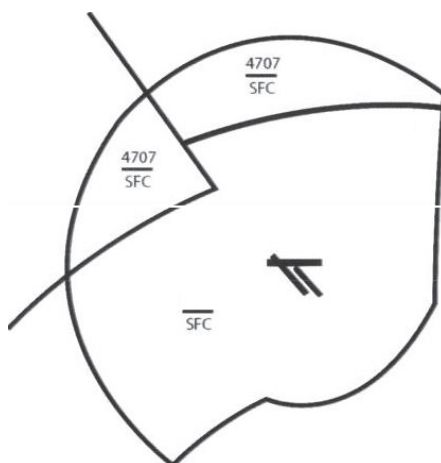
Contact Us
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Contact Us
Hours: Monday - Friday
10:00 AM to 4:00 PM EST
faasafety@faa.gov

CHAPTER 3 – AIRFIELD AND AIRSPACE

3-1-1. RESPONSIBILITIES. VGTT is responsible for the provision of air traffic services within the VGT Class D Airspace and the VGT Airport surface area.

3-1-2. CLASS D AIRSPACE. That airspace extending upward from the surface to, but not including 2,500 AGL, within a 4.3 nautical-mile radius of the North Las Vegas Air Terminal, excluding that portion within the Las Vegas Class B airspace area.

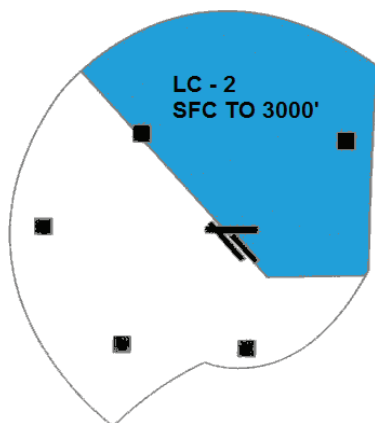
Figure 3-1



3-1-3. LOCAL CONTROL AREAS OF JURISDICTION.

- a. **LC-1** – VGT Class D Airspace except that which is designated to LC-2.
- b. **LC-2** – That portion of Class D Airspace as depicted in Figure 3-2 and defined as “LC-2 Airspace.”

Figure 3-2



7-1-10. HELICOPTER OPERATIONS.

- a.** All wheel-equipped helicopters must arrive or depart via designated runways or directly to and from the east ramp only. Wheeled helicopters are not permitted to land or depart via taxiways. Wheeled helicopters may be parked on the Cheyenne Ramp, East Ramp, or at the Helicopter Transient Pads, located adjacent to taxiway Hotel.
- b.** Non-wheeled helicopters may utilize any movement area for closed traffic operations, and only those non-movement helicopter areas designated by airport management. All transient non-wheeled helicopters must be instructed to land at the Transient Helicopter Parking Pads, when available. There are nine non-movement areas where non-wheeled helicopters are permitted to land/depart. Helicopter operations to/from other non-movement areas are not authorized by Airport Management.
 - 1. Transient Helicopter Parking Pads (located adjacent to Taxiway H).
 - 2. Inter-Agency Pad/BLM.
 - 3. South Ramp.
 - 4. Blimp Pad. (East of Cheyenne Air Center).
 - 5. Cheyenne Air Center.
 - 6. Photo 2 pad (Photo 2 only).
 - 7. East ramp/Area Z.
 - 8. Metro Ramp
 - 9. Rancho Ramp/West Ramp (702 Helos).

7-1-11. OPPOSITE DIRECTION OPERATIONS.

- a.** VFR:
 - 1. Controllers must not allow arriving or departing VFR aircraft to operate from an opposite direction runway, when an arriving aircraft is:
 - a. Low Performance Propeller Driven: within five miles of the airport.
 - b. Turboprop/Jet: within ten miles of the airport.
 - 2. Visual separation must not be applied during opposite direction operations.
 - 3. If the conditions of the above subparagraphs are not met controllers must take action to ensure control instructions are issued to protect the integrity of the cutoff points.

Refresher Training

Safety/Traffic Alerts and Alternate instructions

Presented to: **VGT Personnel**
By: **VGT Management**
Date: **August**



**Federal Aviation
Administration**



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SAFETY ALERT

- **Issue safety alerts to aircraft when it is in a position/altitude that is in unsafe proximity to terrain, obstructions, or other aircraft.**
- **Once the pilot informs you action is being taken to resolve the situation, you may discontinue further alerts.**
- **Do not assume that because someone else has responsibility for the aircraft that the unsafe situation has been observed nor the safety alert issued; inform the appropriate controller.**

Reference: JO 7110.65, Paragraph 2-1-6



SAFETY ALERT

Terrain/Obstruction Alert

Immediately issue/initiate an alert to an aircraft if you are aware the aircraft is at an altitude that, in your judgment, places it in unsafe proximity to terrain and/or obstructions.

Reference: JO 7110.65, Paragraph 2-6-1a



Safety Alert - Phraseology

***“Low Altitude Alert (call sign),
Check your altitude immediately.”***

**And, if the aircraft is not yet on final
approach,**

***“The (as appropriate) MEA/MVA/MOCA/MIA In
your area is (altitude).”***

Reference: JO 7110.65, Paragraph 2-6-1a



Traffic Alert

Aircraft Conflict/Mode C Intruder Alert

- **Immediately issue/initiate an alert to an aircraft if you are aware of another aircraft at an altitude that you believe places them in unsafe proximity.**
- **If feasible, offer the pilot an alternate course of action.**
- **When an alternate course of action is given, end the transmission with the word “immediately.”**

Reference: JO 7110.65, Paragraph 2-1-6b



Traffic Alert - Phraseology

***“Traffic Alert (call sign) (position of aircraft)
Advise You Turn Left/Right (heading),***

and/or

***“Climb/Descend (specific altitude if
appropriate) Immediately.”***

Reference: JO 7110.65, Paragraph 2-6-1b



Conclusion

This concludes your annual refresher training on Safety Alerts and Traffic advisories with Alternate instructions Procedures.



Positive Control Safety Alerts Traffic Advisories

Presented to: VGT Operational Personnel

By: VGT ATM

Date: 9/30/2022

Press F5 to begin the slideshow



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Objectives

- **Air Traffic System Purpose**
- **Duty Priority**
- **Safety Alerts**
- **Traffic Advisories**
- **Positive Control**
- **ATM Expectations**



Purpose of the Air Traffic System

FAA JO 7110.65 2-1-1. ATC SERVICE a. The primary purpose of the ATC system is to prevent a collision involving aircraft operating in the system.

- **Controller responsibility**
- **IFR/VFR collision prevention**
- **Traffic analogy**



Duty Priority

JO 7110.65 2-1-2. DUTY PRIORITY a. Give first priority to separating aircraft and issuing safety alerts as required in this order.

PRIORITIES

1.

2.

3.



Safety Alerts

JO 7110.65 2-1-2. DUTY PRIORITY a. Give first priority to separating aircraft and issuing safety alerts as required in this order.

- **What is a Safety Alert?**
- **Terrain/Obstruction Alert**
- **Aircraft Conflict Alert**

Note: The issuance of a safety alert is contingent upon the capability of the controller to have an awareness of an unsafe condition. The course of action provided will be predicated on other traffic under ATC control. Once the alert is issued, it is solely the pilot's prerogative to determine what course of action, if any, he/she will take.



Traffic Advisories (TA)

- **FAA JO 7110.65**
- **A word from AOPA**
- **Air Traffic Advisors VS
Air Traffic Controllers?**
- **Timeliness of TAs**



Positive Control

- **See and avoid**
- **Altitude assignments**
- **Pilot responsibility**



Positive Control

A towered airport has an operating control tower. ATC is responsible for providing the safe, orderly, and expeditious flow of air traffic at airports where the type of operations and/or volume of traffic requires such a service.

VGT requires such a service.



Myth

JO 7110.65, PCG, says that in Class D “no separation services are provided to VFR aircraft,” so that means I don’t have to separate them from other aircraft.

Truth: Separation services refers to IFR separation criteria IAW Chapters 3, 4, 5, 6, and 7 (e.g. 3 miles, 1,000 feet, diverging courses, etc...). **There is nothing in the .65 that takes away your responsibility to prevent collisions.**



Myth

Once I have told pilots about other aircraft that are near them, I have fulfilled my responsibility to provide positive control.

Truth: Issuing traffic advisories increases situational awareness, but traffic advisories are not considered instructions that will prevent a collision. **There is nothing in the .65 that takes away your responsibility to prevent collisions.**



Myth

Pilots have an obligation to see and avoid, so I don't need to tell them how to avoid another aircraft.

Truth: Visual separation can be applied by a tower controller seeing the aircraft involved and issuing instructions to ensure aircraft avoid each other, or by the controller instructing a pilot to maintain visual separation after traffic is reported in sight. There is nothing in the .65 that takes away your responsibility to prevent collisions.



Discussion

- **How do you maintain positive control with an aircraft on your frequency that is getting within close proximity of another aircraft not on your frequency?**
- **What are some examples of positive control between IFR and VFR aircraft?**
- **How do you ensure aircraft aren't going to collide on opposing bases?**



ATM Expectations

- **VGT controllers shall provide positive control between all aircraft at all times.**
- **Safety alerts must be issued in time critical situations where aircraft safety is in question.**



How Will I Know If I've Done This Correctly?

When in doubt, ask yourself one question:

If the pilots don't see each other, or lose sight of each other, how have I ensured that they won't hit?





January 2022

ATSAP SAFE

Discussion Sheet



“Safety Awareness for Excellence”

Excerpts from ATSAP Reports

“As they got closer I did not call traffic to each aircraft and both reported responding to an RA. After [ACFT 1] reported the RA I called traffic to [ACFT 2], but he said traffic was already visually reported passed them. I did not realize how fast the [ACFT 2] had climbed to altitude and missed the traffic call. I should have called traffic earlier to prevent an RA from occurring.”
ATSAP 2021

“I saw [ACFT 1] at 6,500ft when I issued 6,000ft to [ACFT 2] and my in my mind I thought he was VFR. Once I realized my mistake I immediately turned [ACFT 2] 20 degrees right to ensure separation but did not call traffic. ...I thought that an IFR aircraft was VFR for a moment and should have called traffic when I did realize that I was wrong.”
ATSAP 2021

“When [ACFT] checked in, I assumed he was leveling at 060 and continued working other traffic. When I saw he continued his descent, I issued him a turn to avoid the traffic. I did not issue traffic or a traffic alert. I felt like there was potential for possible language barrier that may cause additional confusion. At the time I thought it was best to turn him away from the traffic as quickly as possible. I have to ensure I issue safety alerts. I have to be more proactive in stopping departures or taking other steps to ensure that I do not become too saturated with traffic.”
ATSAP 2021

“Before the relief briefing the previous controller, [INITIALS], gave the jet a descent to 050 directly towards a Cessna already assigned 040 maneuvering. He used minimum separation and didn't issue any traffic. He briefed me and as I was sitting down to take over, the first thing I hear is 'Responding to a TCAS RA'. I say roger and see the jet climb up to 055. He passes the Cessna and then says he can take a clearance. ...I rarely use minimum separation, and if I do, I make sure to issue traffic to all parties so nobody gets alarmed and gets excited when a TCAS goes off.”
ATSAP 2021

“[ACFT] was descending via the arrival when they reported receiving a TCAS RA and leveled flight momentarily. There were a couple of VFR targets to the north that I was speaking to, but with the STAR depicted on the scope I knew they would be no factor... I should have issued a TCAS traffic call to [ACFT].”
ATSAP 2021

Traffic Advisories

ATSAP has received numerous reports relating to instances of traffic advisories not being issued. A common causal factor is misjudging the probability of a potential proximity issue between two aircraft. The occurrences do not favor one time of day or level of traffic over another and happen during busy, complex sessions as well as slower, more routine periods.

ATSAP repeatedly sees reports where traffic advisories are overlooked during a loss or a potential loss of separation. Traffic advisories are required when aircraft proximity may diminish to less than the applicable separation minima. Where no separation minima applies, issue traffic advisories to those aircraft on your frequency when in your judgment their proximity warrants it. Not only is it a requirement; but also, it is a useful tool when issuing control instructions to help motivate pilots to achieve separation.

Examples of contributing factors include distractions, high workload, expectation bias, sudden or unexpected re-prioritization of duties, misjudging aircraft performance/characteristics, and improper scanning.

Traffic advisories are an integral part of a controller's efforts to prevent a collision in the NAS. Combined with positive control, the two allow a fundamental approach in maintaining the highest degree of safety in the ATC system.

2-1-21. TRAFFIC ADVISORIES

Unless an aircraft is operating within Class A airspace or omission is requested by the pilot, issue traffic advisories to all aircraft (IFR or VFR) on your frequency when, in your judgment, their proximity may diminish to less than the applicable separation minima. Where no separation minima applies, such as for VFR aircraft outside of Class B/Class C airspace, or a TRSA, issue traffic advisories to those aircraft on your frequency when in your judgment their proximity warrants it.

FAA Order JO 7110.65Z

Facility Discussion

- What special operations require heightened awareness and constant re-evaluation for potential traffic advisories within your airspace and adjacent airspace?
- What common areas, dynamic or static, often require traffic advisories either in your airspace or adjacent to your airspace? Are there visual cues or “red flags” associated with any of those areas?
- What precautions or measures can you take to avoid missing or mistakenly judging other priorities over issuing an important traffic advisory?
- What does your facility do to increase awareness in this area? Is it working, and what, if anything, could be done better?
- Do you have a best practice that helps or guides the way you prioritize issuing traffic advisories?

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June 2021

ATSAP SAFE

Discussion Sheet



“Safety Awareness for Excellence”

Excerpts from ATSAP Reports

“I had recently taken the position relief briefing from the previous controller. Traffic was light. [ACFT 1] was level at 12,000 on his route northwest bound, and I received a point out from the VFR target at 12,500 [ACFT 2] who was approx. 15-20 miles northeast of [ACFT 1] and above my airspace. [ACFT 1] advised me they were responding to an RA and descending to 11,000 for “traffic that was behind them”. The Conflict Alert did not activate as [ACFT 2] started a no notice VFR descent.”
ATSAP 2021

“I descended [ACFT] to 030. Looking at the track, I expected him to pass behind traffic. When I looked back at that traffic, I realized it was going to be close, and we issued a turn to avoid, but there was a loss of separation of 200ft and down to 2.5 miles. After traffic was separated, [ACFT] was turned back and continued on with no issues. More accurate collision alert processing could have helped me to see the conflict sooner. CA's are almost useless for us on STARS. Many of us call CA's “collision avoided” because they often go off after traffic has been avoided and are not timely/useful for ATC.”
ATSAP 2021

“... [ACFT 1] was an overflight going to [APRT 1] at FL340. [ACFT 2] was a [APRT 2] lander at FL350 10 miles in front of [ACFT 3]. I recognized that I needed to get [ACFT 2] underneath [ACFT 1], so I gave [ACFT 2] a descent to FL310. I failed to do the same for [ACFT 3]. I gave [ACFT 3] a pilot's discretion descent to FL310. I think I thought [ACFT 3] was at FL330, so I didn't recognize the conflict with [ACFT 1]. There was no conflict alert with the [ACFT 3] and [ACFT 1]. I shipped [ACFT 3] to low altitude. Just after [ACFT 3] went over the top of [ACFT 1], they began their descent into [APRT 2]. At that point [ACFT 3] left FL350, the conflict alert went off. There was quite a bit of traffic with an arrival push into [APRT 2]. I didn't recognize the conflict until the flashing.”
ATSAP 2021

Conflict Alert Activations

ATSAP received multiple reports concerning the decrease or delay of Conflict Alert activations. Through an ATSAP Information Request (AIR), the Terminal Second Level Engineering (TSLE) and NATCA TAMR Representative were asked to investigate the decrease of Conflict Alerts. The group determined faster altitude updates, improved positional accuracy and track projections from increased ADS-B equipage is likely the cause to the observed change in Conflict Alert behavior.

Introducing ADS-B data into the Conflict Alert algorithm has resulted in more accurate predictions of aircraft proximity and the projected possibility of a midair collision. Since the STARS system is updating more frequently and more accurately, the projection of aircraft proximity triggering Conflict Alert thresholds has decreased. TSLE, NATCA, and other STARS stakeholders will continue to examine the effect of ADS-B data on Conflict Alert and review potential changes to STARS software if needed.

Submitter reports also indicate an expectation bias caused by historical events before the introduction of ADS-B. STARS would generate multiple false alerts, which has de-sensitized controllers in certain situations. Air Traffic Controllers need to be aware of the new technologies increasing accuracies of aircraft projections. Prescribed traffic alert phraseology should be immediately issued in accordance with the 7110.65Y, paragraph 2-1-6, if applicable.

2-1-6. SAFETY ALERT

b. Aircraft Conflict/Mode C Intruder Alert. Immediately issue/initiate an alert to an aircraft if you are aware of another aircraft at an altitude that you believe places them in unsafe proximity. If feasible, offer the pilot an alternate course of action. When an alternate course of action is given, end the transmission with the word “immediately.”

PHRASEOLOGY—

*TRAFFIC ALERT (call sign) (position of aircraft) ADVISE YOU TURN LEFT/RIGHT (heading), and/or
CLIMB/DESCEND (specific altitude if appropriate) IMMEDIATELY.*

FAA Order JO 7110.65Y

Facility Discussion

- How does your facility discern false Conflict Alerts from actual alerts?
- How do controllers at your facility overcome expectation bias when disregarding Conflict Alerts due to false alerts?
- Are the controllers at your facility becoming de-sensitized to false Conflict Alerts? If so, what mitigations does your facility have in place?
- Has your facility experienced close events where the Safety Alert Equipment does not activate, and if so, what did controllers do about it?

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CISP

SAFE Safety Awareness
For Excellence

Discussion Sheet

September 2022

Key Topic: Safety Alerts

The Air Traffic Safety Action Program (ATSAP) has continued to see a trend in pilot reports shared via the Confidential Information Share Program (CISP) involving safety alerts and traffic advisories. Pilots rely on these alerts and advisories to avoid developing unsafe situations and to aid in resolving situations in progress. Reports indicate that safety alerts are not always being issued or are not being issued in a timely manner. Pilot reports suggest that earlier notifications of conflicts allow them to react quickly to potentially avoid abrupt evasive maneuvers, which can introduce additional safety hazards.

Safety alerts should be issued to all aircraft when, in your judgment, the position or altitude becomes unsafe due to terrain, obstructions, or other aircraft. Controller reports show that some of the obstacles to issuing a timely safety alert include controller workload or situations developing in an unexpected manner. Air traffic control ensuring that pilots have as much information as necessary about traffic around them is a critical part of the safe operation of the national airspace system (NAS).

Excerpts from CISP Reports:

By filing a CISP report, you identify safety issues and help the ATO measure its successes.

"At [TIME] I noticed an aircraft approximately 10NM away at our 1 o'clock moving from our right to left, who was 500' below our altitude and TCAS indicated they were still climbing. I queried ATC about the aircraft and got no response. After calling a second time ATC gave us heading 180. I asked ATC what type of aircraft it was and they told me an Airbus 340-300. I told ATC that I would want to stay on the 180 heading for a minute to ensure we did not go through their jet wash/wake turbulence. After about another minute we were cleared direct [FIX]."

CISP 2022

"We were descending and almost level at FL240 when we saw a possible conflict aircraft climbing rapidly. The Capt. went into V/S to slow our decent but we still received a TA. We leveled at F240 and a second later received an RA to Climb, Climb. The Capt. disconnected the A/P and followed the TCAS resolution. We climbed approx.

500 feet and received the Clear of conflict. I notified [APPROACH] of the RA climb while the Capt. flew back down to our assigned altitude of FL240. Approach control then called the conflicting traffic at 3 O'clock. I told approach they were about 20 secs late with the traffic call."

CISP 2022

"We were cleared to descend to 5,000'. Radio traffic was significant. Within about 100' we received a TCAS TA for traffic ahead at 5,300'. I was descending in vertical speed, and reduced our vertical speed to approx. 300 fpm. At 5600' we received a TCAS RA Level Off. I disconnected autopilot and autothrottle and flew the commanded guidance. We observed a high wing Cessna pass opposite direction approximately 1 mile to our west at approximately 5,300'. At clear of conflict, I resumed the descent and reengaged automation. We notified ATC."

CISP 2022

Facility Discussion:

- What operational situations would preclude you from issuing safety alerts?
- How much does your facility focus on issuing safety alerts and traffic advisories as part of the training process?
- How do you ensure that you stay proficient with correct safety alert phraseology?
- How do you determine what an "unsafe proximity" is? Does a potential TCAS-RA impact your determination?

Resources

2-1-2. Duty Priority

Give first priority to separating aircraft and issuing safety alerts as required in this order. Good judgment must be used in prioritizing all other provisions of this order based on the requirements of the situation at hand.

2-1-6. Traffic Alert

Phraseology

- Traffic Alert
(call sign) (aircraft position)
- Advise you turn left/right
(heading), and/or
- Climb/Descend
(specific altitude if appropriate)
- Immediately

Example: "Traffic Alert, Cessna Three Four Juliet, 12 o'clock, 1 mile advise you turn left immediately." or

Traffic Alert, Cessna Three-Four Juliet, 12 o'clock, 1 mile advise you turn left and climb immediately."

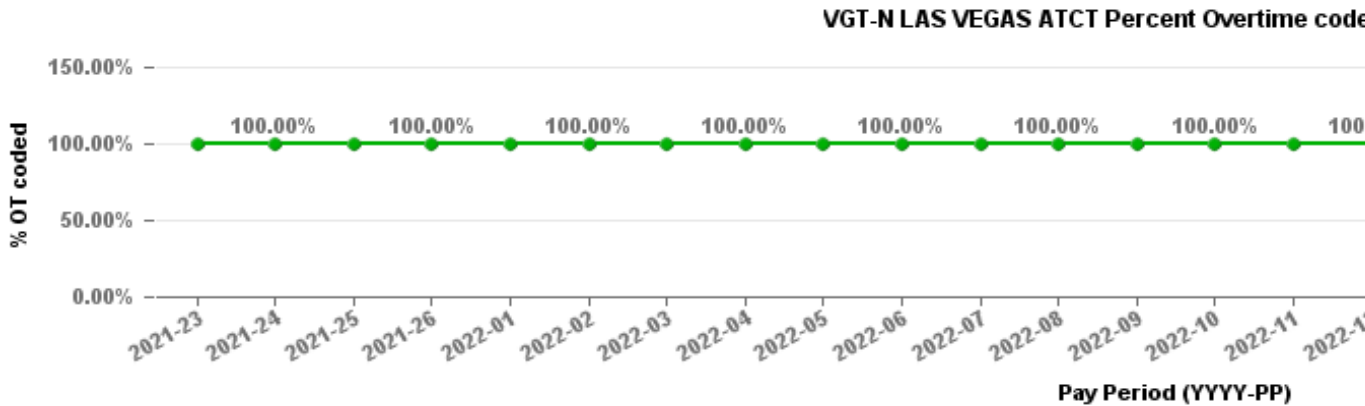
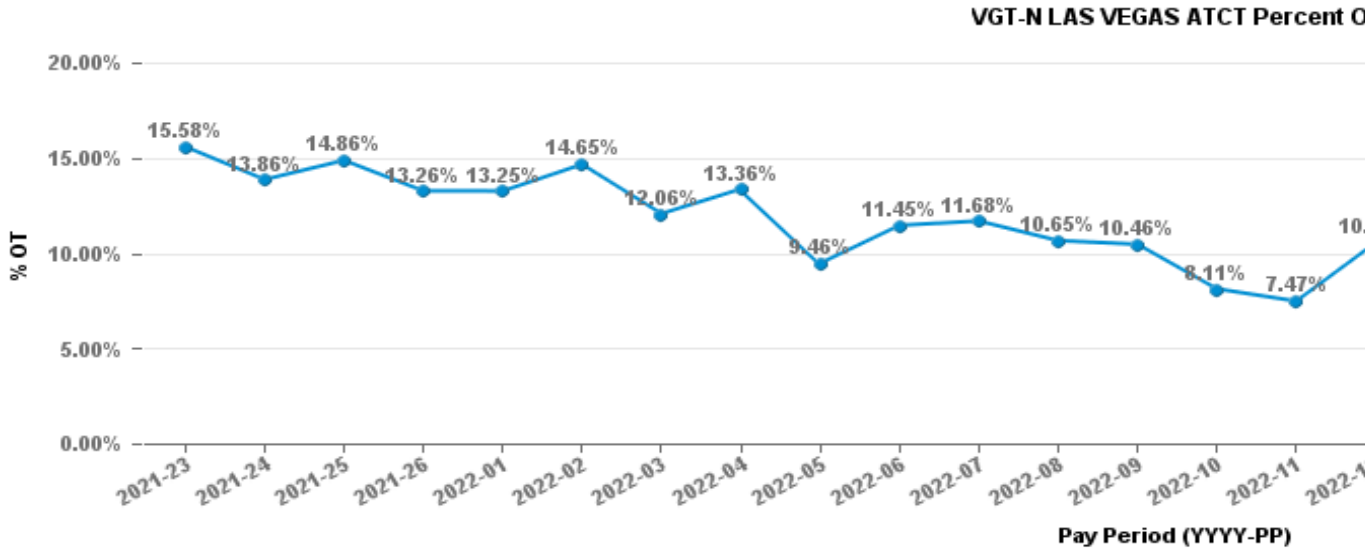
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Overtime

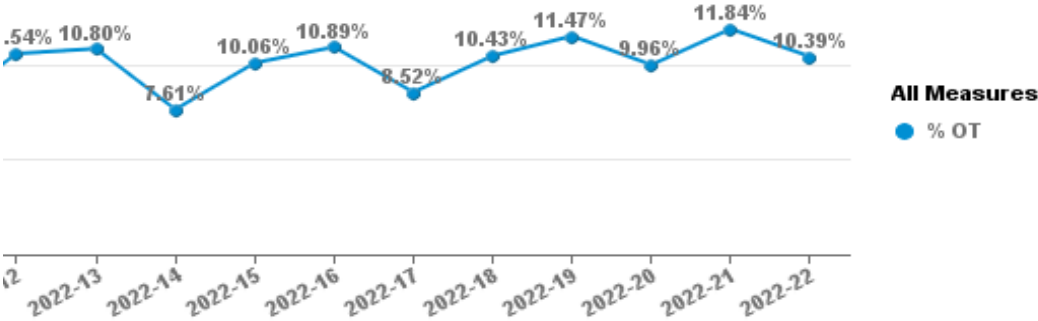
TOP

OT-TOP-OJT

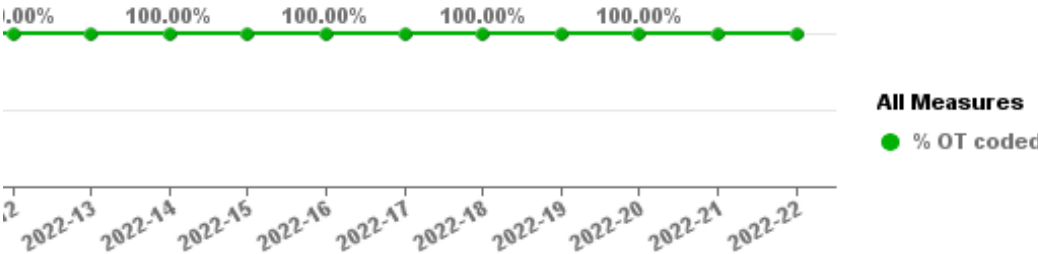
Staffing Category	CPC/TMC	DEV/CPCIT	MSS2	ADMIN
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vertime



ed for Causal Factors

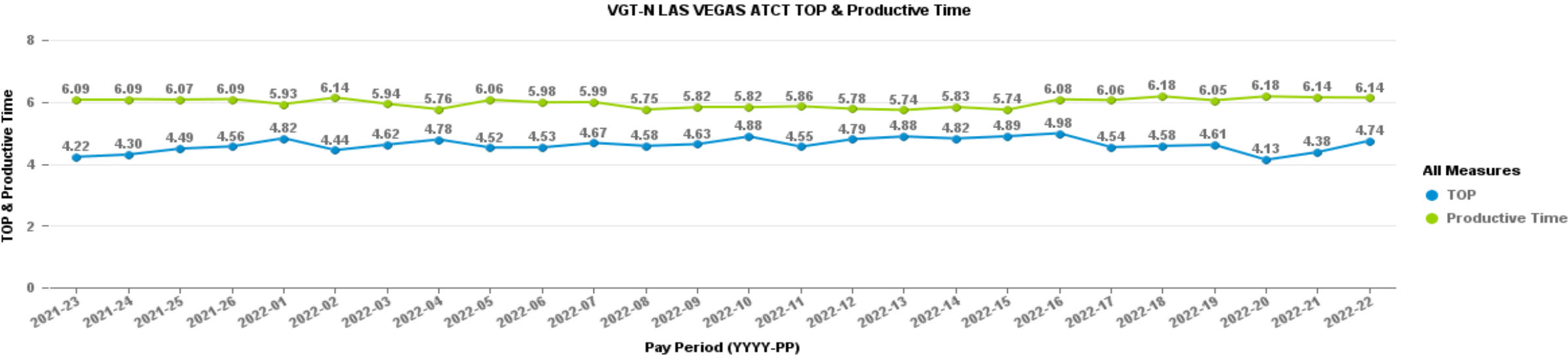


[OT Justification Report](#)

[Overtime](#)

[TOP](#)

[OT-TOP-OJT](#)

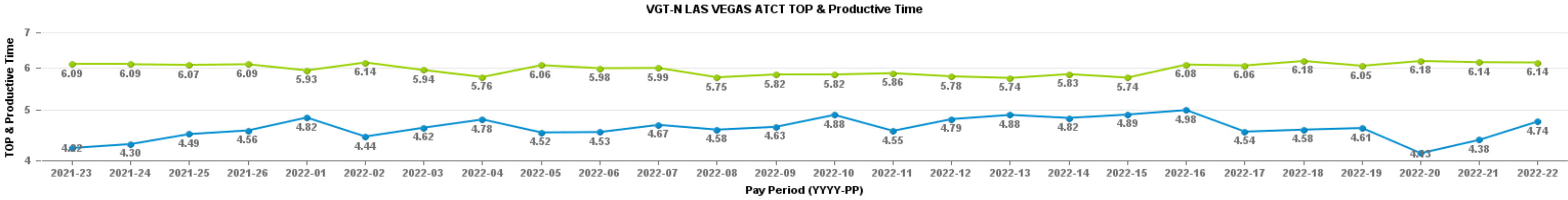
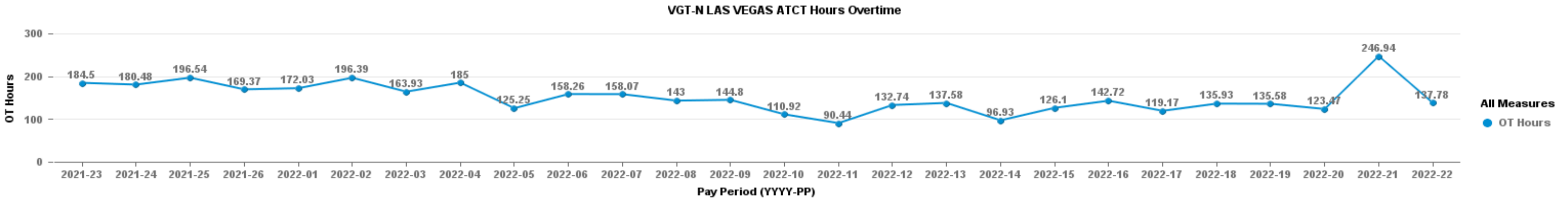


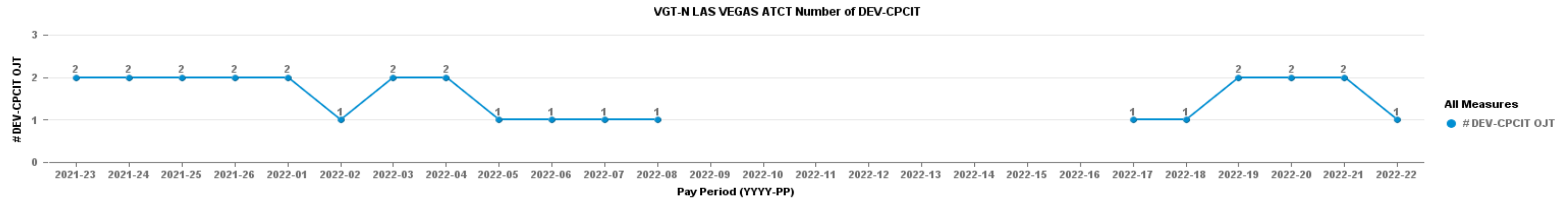
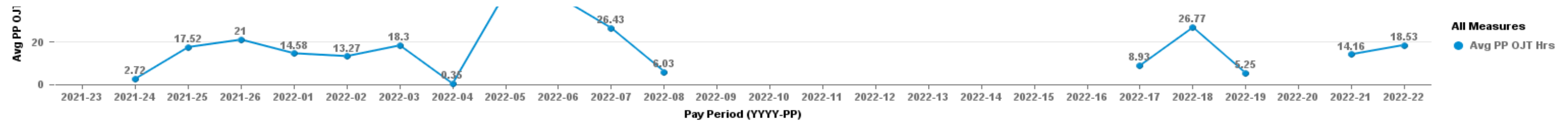
[5 year TOP report](#)

Overtime

TOP

OT-TOP-OJT



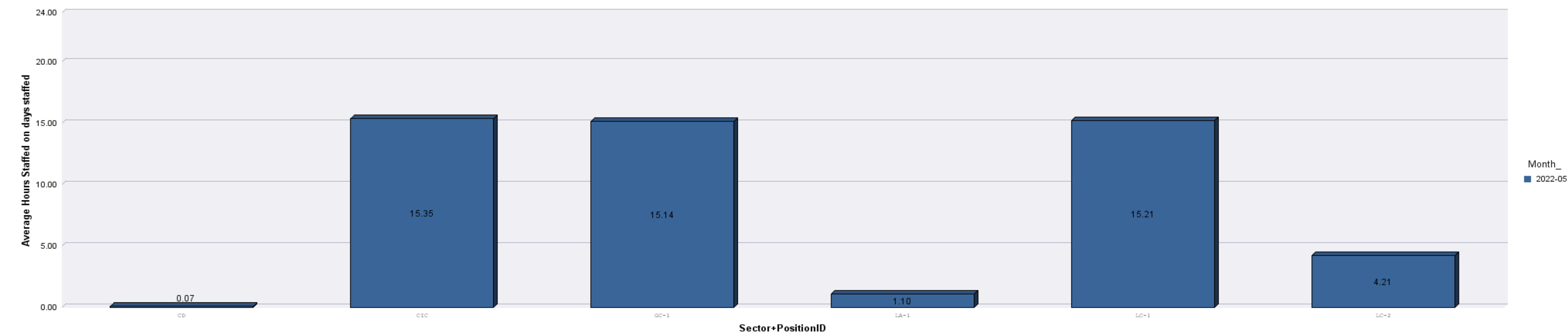


VGT
Area-OPERATIONS Task Start Time between 05:45 and 20

Operating Quarters	Position Name	POS ID	Type	Group	Avg Days Staffed per Month	Avg Hours Staffed per Month	Average Hours Staffed on days staffed	2022-05	
								Days Staffed	Average Hours Staffed on days staffed
TOWER	CLEARANCE DELIVERY	CD	CD	TRM	1	0.07	0.07	1	0.07
	GROUND CONTROL ONE	GC-1	GC	TRM	31	469.22	15.14	31	15.14
	LOCAL ASSIST	LA-1	LA	TRM	28	30.70	1.10	28	1.10
	LOCAL CONTROL ONE	LC-1	LC	TRM	31	471.37	15.21	31	15.21
	LOCAL CONTROL TWO	LC-2	LC	TRM	21	88.43	4.21	21	4.21
TOWER	# Positions-5								

VGT	Facility Type-TWR Level-7 # Positions-5	
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VGT
Area-OPERATIONS
TOWER



VGT
Area-OPERATIONS Task Start Time between 05:45 and 20:55

Operating Quarters	Position Name	POS ID	Type	Group	Avg Days Staffed per Month	Avg Hours Staffed per Month	Average Hours Staffed on days staffed	2022-05	
								Days Staffed	Average Hours Staffed on days staffed
TOWER	ADMIN CONTROLLER IN CHARGE	ACIC	SC	TRM	0		0.00	0	0.00
TOWER	CONTROLLER IN CHARGE	CIC	SC	TRM	31	#####	15.35	31	15.35
	Facility Type-TWR Level-7 # SUP/CIC Positions-2								
		Avg Stand Alone Watch Desk-CIC Hours per Month	Avg Hours Watch Desk-CIC staffed while working an Operational Position	% Time Watch Desk-CIC worked while working an operational Position	Average Stand Alone Watch Desk-CIC on days staffed	2022-05 Stand Alone Watch Desk-CIC			
VGT	TOWER	222.63	253.37	53.23%	7.18	7.18			

2022-05 to 2022-05 From 5/01/2022 to 5/31/2022 # Days-31

VGT

Area-OPERATIONS

[illegible]

Some or all dates between 5/18/22 and 11/18/22 # of Days selecte
VGT
Area-OPERATIONS Task Start Time between 05:45 and 20

Operating Quarters	Position Name	POS ID	Type	Group	Days Staffed	Hours Staffed	Average Hours Staffed on days staffed	Day		Eve	
								Days Staffed	Average Hours Staffed on days staffed	Days Staffed	Average Hours Staffed on days staffed
TOWER	CLEARANCE DELIVERY	CD	CD	TRM	2	0.32	0.16	2	0.16	0	0.00
	GROUND CONTROL ONE	GC-1	GC	TRM	185	2663.00	14.39	185	8.48	184	5.95
	LOCAL ASSIST	LA-1	LA	TRM	101	74.63	0.74	89	0.68	35	0.40
	LOCAL CONTROL ONE	LC-1	LC	TRM	185	2701.70	14.60	185	8.56	185	6.04
	LOCAL CONTROL TWO	LC-2	LC	TRM	127	387.10	3.05	124	2.89	20	1.44
TOWER	# Positions-5										
VGT	Facility Type-7 TWR Level-7 # Positions-5										

Some or all dates between 5/18/22 and 11/18/22 # of Days selected-11

VGT

Area-OPERATIONS Task Start Time between 05:45 and 20:52

Operating Quarters	Position Name	POS ID	Type	Group	Daily Average for 186 Days	Average per shift for 186 days		
						Actual # Days Staffed	Day	Eve
TOWER	CLEARANCE DELIVERY	CD	CD	TRM	0.00	2	0.00	0.00
	GROUND CONTROL ONE	GC-1	GC	TRM	14.32	185	8.44	5.88
	LOCAL ASSIST	LA-1	LA	TRM	0.40	101	0.33	0.08
	LOCAL CONTROL ONE	LC-1	LC	TRM	14.53	185	8.52	6.01
	LOCAL CONTROL TWO	LC-2	LC	TRM	2.08	127	1.93	0.15
TOWER	# Positions-5							
VGT	Facility Type-7 TWR Level-7 # Positions-5							

Some or all dates between 5/18/22 and 11/18/22 # of Days sele
VGT
Area-OPERATIONS Task Start Time between 05:45 and 20:52

Operating Quarters	Position Name	POS ID	Type	Group	Days Staffed	Hours Staffe d	Average Hours Staffed on days staffed	Day		Eve	
								Days Staffed	Average Hours Staffed on days staffed	Days Staffed	Average Hours Staffed on days staffed
TOWER	ADMIN CONTROLLER IN CHARGE	ACIC	SC	TRM	0		0.00	0	0.00	0	0.00
TOWER	CONTROLLER IN CHARGE	CIC	SC	TRM	185	#####	14.78	185	8.87	185	5.90
	Facility Type-7 TWR Level-7 # SUP/CIC Positions-2										
		Stand Alone Watch Desk- CIC Hours	Hours Watch Desk-CIC staffed while working an Operational Position	% Time Watch Desk- CIC worked while working an operational Position	Average Stand Alone Watch Desk-CIC on days staffed	Day Stand Alone Watch Desk-CIC	Eve Stand Alone Watch Desk-CIC				
VGT	TOWER	1151.03	1582.55	57.89%	6.22	4.13	2.09				

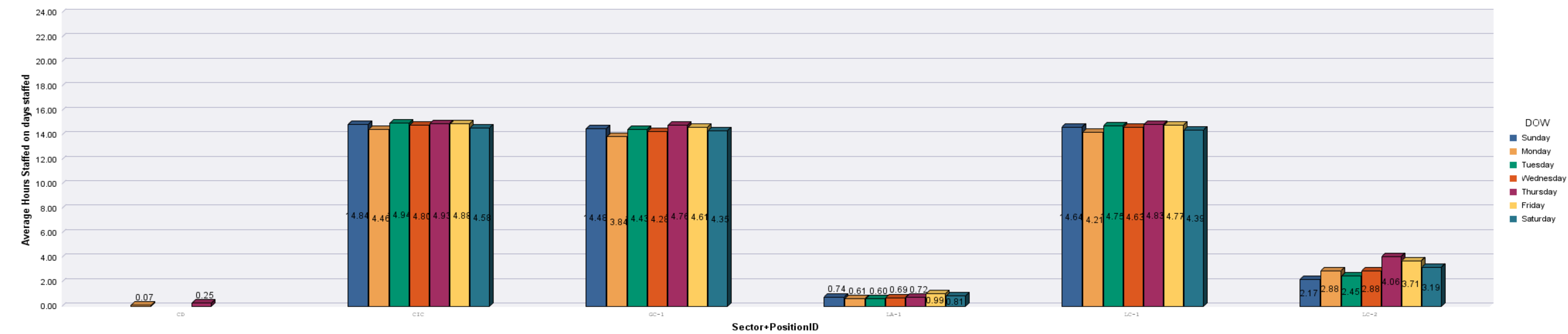
Some or all dates between 5/18/22 and 11/18/22 # of Days selected

VGTT

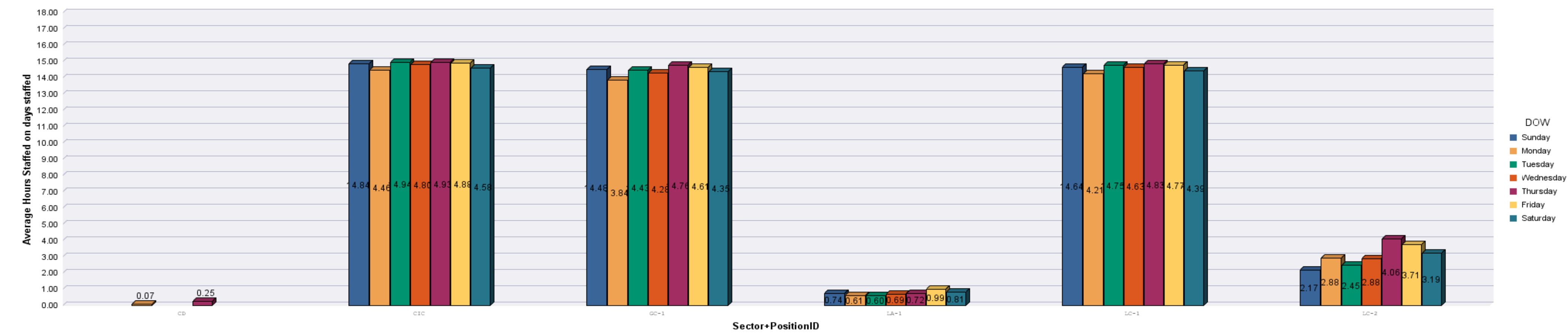
Area-OPERATIONS Task Start Time between 05:45 and 20

Operating Quarters	Position Name	POS ID	Type	Group	Days Staffed	Hours Staffed	Average Hours Staffed on days staffed	Sunday		Monday		Tuesday		Wednesday		Thursday		Friday		Saturday	
								Days Staffed	Average Hours Staffed on days staffed	Days Staffed	Average Hours Staffed on days staffed	Days Staffed	Average Hours Staffed on days staffed	Days Staffed	Average Hours Staffed on days staffed	Days Staffed	Average Hours Staffed on days staffed	Days Staffed	Average Hours Staffed on days staffed	Days Staffed	Average Hours Staffed on days staffed
TOWER	CLEARANCE DELIVERY	CD	CD	TRM	2	0.32	0.16	0	0.00	1	0.07	0	0.00	0	0.00	1	0.25	0	0.00	0	0.00
	GROUND CONTROL ONE	GC-1	GC	TRM	185	2663.00	14.39	26	14.48	26	13.84	26	14.43	27	14.28	27	14.76	27	14.61	26	14.35
	LOCAL ASSIST	LA-1	LA	TRM	101	74.63	0.74	13	0.74	15	0.61	15	0.60	11	0.69	15	0.72	15	0.99	17	0.81
	LOCAL CONTROL ONE	LC-1	LC	TRM	185	2701.70	14.60	26	14.64	26	14.21	26	14.75	27	14.63	27	14.83	27	14.77	26	14.39
	LOCAL CONTROL TWO	LC-2	LC	TRM	127	387.10	3.05	19	2.17	16	2.88	19	2.45	19	2.88	19	4.06	19	3.71	16	3.19
TOWER	# Positions-5																				
VGT	Facility Type-7 TWR Level-7 # Positions-5																				

VGT
Area-OPERATIONS Task Start Time between 05:45 and 20:52
TOWER



VGT
Area-OPERATIONS Task Start Time between 05:45 and 20:52
TOWER



VGT
Area-OPERATIONS Task Start Time between 05:45 and 20

Operating Quarters	Position Name	POS ID	Type	Group	Avg Days Staffed per Month	Avg Hours Staffed per Month	Average Hours Staffed on days staffed	2022-06	
								Days Staffed	Average Hours Staffed on days staffed
TOWER	CLEARANCE DELIVERY	CD	CD	TRM	0	0.00	0.00	0	0.00
	GROUND CONTROL ONE	GC-1	GC	TRM	30	428.88	14.30	30	14.30
	LOCAL ASSIST	LA-1	LA	TRM	15	13.75	0.92	15	0.92
	LOCAL CONTROL ONE	LC-1	LC	TRM	30	435.40	14.51	30	14.51
	LOCAL CONTROL TWO	LC-2	LC	TRM	23	53.02	2.31	23	2.31
TOWER	# Positions-5								

VGT	Facility Type-TWR Level-7 # Positions-5	
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VGT
Area-OPERATIONS
TOWER



VGT
Area-OPERATIONS Task Start Time between 05:45 and 20:45

Operating Quarters	Position Name	POS ID	Type	Group	Avg Days Staffed per Month	Avg Hours Staffed per Month	Average Hours Staffed on days staffed	2022-06	
								Days Staffed	Average Hours Staffed on days staffed
TOWER	ADMIN CONTROLLER IN CHARGE	ACIC	SC	TRM	0		0.00	0	0.00
TOWER	CONTROLLER IN CHARGE	CIC	SC	TRM	30	#####	14.72	30	14.72
	Facility Type-TWR Level-7 # SUP/CIC Positions-2								
		Avg Stand Alone Watch Desk-CIC Hours per Month	Avg Hours Watch Desk-CIC staffed while working an Operational Position	% Time Watch Desk-CIC worked while working an operational Position	Average Stand Alone Watch Desk-CIC on days staffed	2022-06 Stand Alone Watch Desk-CIC			
VGT	TOWER	129.35	312.10	70.70%	4.31	4.31			

2022-06 to 2022-06 From 6/01/2022 to 6/30/2022 # Days-30

VGT

Area-OPERATIONS

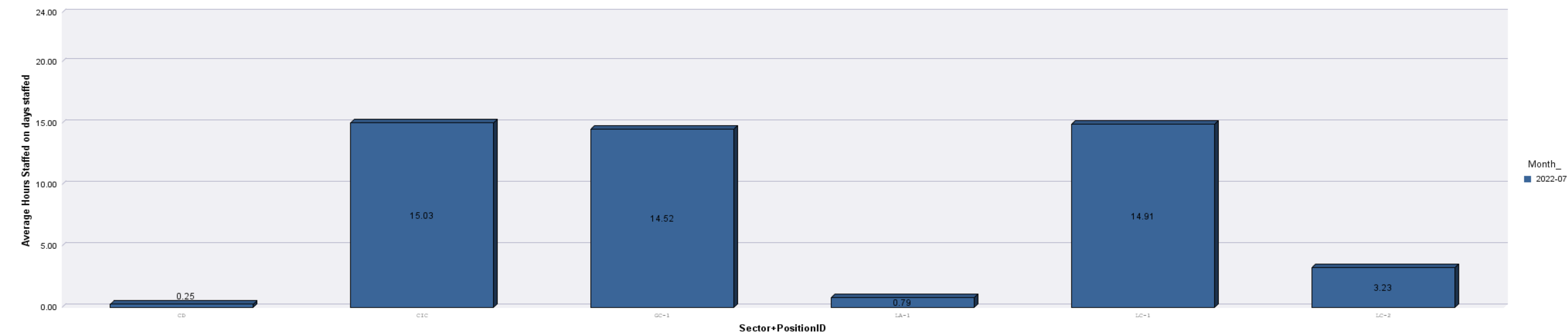
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VGT
Area-OPERATIONS Task Start Time between 05:45 and 20

Operating Quarters	Position Name	POS ID	Type	Group	Avg Days Staffed per Month	Avg Hours Staffed per Month	Average Hours Staffed on days staffed	2022-07	
								Days Staffed	Average Hours Staffed on days staffed
TOWER	CLEARANCE DELIVERY	CD	CD	TRM	1	0.25	0.25	1	0.25
	GROUND CONTROL ONE	GC-1	GC	TRM	31	450.25	14.52	31	14.52
	LOCAL ASSIST	LA-1	LA	TRM	17	13.50	0.79	17	0.79
	LOCAL CONTROL ONE	LC-1	LC	TRM	31	462.13	14.91	31	14.91
	LOCAL CONTROL TWO	LC-2	LC	TRM	17	54.98	3.23	17	3.23
TOWER	# Positions-5								

VGT	Facility Type-TWR Level-7 # Positions-5	
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VGT
Area-OPERATIONS
TOWER



VGT
Area-OPERATIONS Task Start Time between 05:45 and 20:52

Operating Quarters	Position Name	POS ID	Type	Group	Avg Days Staffed per Month	Avg Hours Staffed per Month	Average Hours Staffed on days staffed	2022-07	
								Days Staffed	Average Hours Staffed on days staffed
TOWER	ADMIN CONTROLLER IN CHARGE	ACIC	SC	TRM	0		0.00	0	0.00
TOWER	CONTROLLER IN CHARGE	CIC	SC	TRM	31	#####	15.03	31	15.03
	Facility Type-TWR Level-7 # SUP/CIC Positions-2								
		Avg Stand Alone Watch Desk-CIC Hours per Month	Avg Hours Watch Desk-CIC staffed while working an Operational Position	% Time Watch Desk-CIC worked while working an operational Position	Average Stand Alone Watch Desk-CIC on days staffed	2022-07 Stand Alone Watch Desk-CIC			
VGT	TOWER	117.15	348.63	74.85%	3.78	3.78			

2022-07 to 2022-07 From 7/01/2022 to 7/31/2022 # Days-31

VGT

Area-OPERATIONS

[illegible]

VGT
Area-OPERATIONS Task Start Time between 05:45 and 20

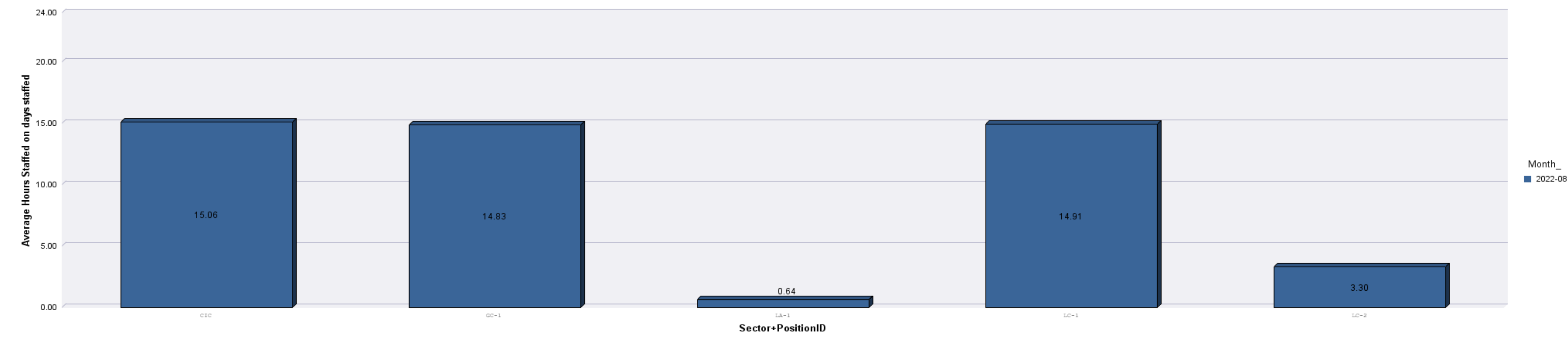
Operating Quarters	Position Name	POS ID	Type	Group	Avg Days Staffed per Month	Avg Hours Staffed per Month	Average Hours Staffed on days staffed	2022-08	
								Days Staffed	Average Hours Staffed on days staffed
TOWER	CLEARANCE DELIVERY	CD	CD	TRM	0	0.00	0.00	0	0.00
	GROUND CONTROL ONE	GC-1	GC	TRM	31	459.88	14.83	31	14.83
	LOCAL ASSIST	LA-1	LA	TRM	15	9.55	0.64	15	0.64
	LOCAL CONTROL ONE	LC-1	LC	TRM	31	462.27	14.91	31	14.91
	LOCAL CONTROL TWO	LC-2	LC	TRM	20	66.02	3.30	20	3.30
TOWER	# Positions-5								

VGT	Facility Type-TWR Level-7 # Positions-5	
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VGT
Area-OPERATIONS Task Start Time between 05:45 and 20:45

Operating Quarters	Position Name	POS ID	Type	Group	Avg Days Staffed per Month	Avg Hours Staffed per Month	Average Hours Staffed on days staffed	2022-08	
								Days Staffed	Average Hours Staffed on days staffed
TOWER	ADMIN CONTROLLER IN CHARGE	ACIC	SC	TRM	0		0.00	0	0.00
TOWER	CONTROLLER IN CHARGE	CIC	SC	TRM	31	#####	15.06	31	15.06
	Facility Type-TWR Level-7 # SUP/CIC Positions-2								
		Avg Stand Alone Watch Desk-CIC Hours per Month	Avg Hours Watch Desk-CIC staffed while working an Operational Position	% Time Watch Desk-CIC worked while working an operational Position	Average Stand Alone Watch Desk-CIC on days staffed	2022-08 Stand Alone Watch Desk-CIC			
VGT	TOWER	221.20	245.70	52.62%	7.14	7.14			

VGT
Area-OPERATIONS
TOWER



2022-08 to 2022-08 From 8/01/2022 to 8/31/2022 # Days-31

VGT

Area-OPERATIONS

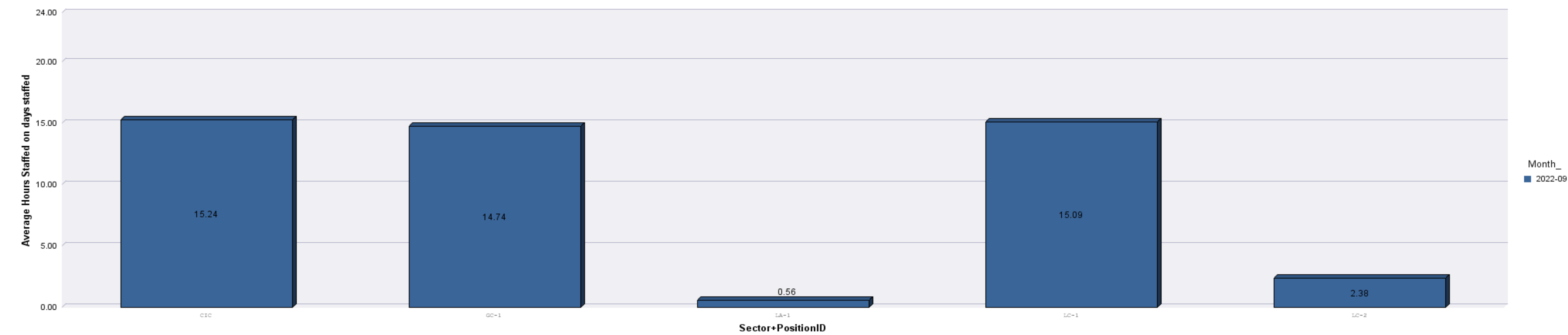
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VGT
Area-OPERATIONS Task Start Time between 05:45 and 20

Operating Quarters	Position Name	POS ID	Type	Group	Avg Days Staffed per Month	Avg Hours Staffed per Month	Average Hours Staffed on days staffed	2022-09	
								Days Staffed	Average Hours Staffed on days staffed
TOWER	CLEARANCE DELIVERY	CD	CD	TRM	0	0.00	0.00	0	0.00
	GROUND CONTROL ONE	GC-1	GC	TRM	30	442.18	14.74	30	14.74
	LOCAL ASSIST	LA-1	LA	TRM	16	9.03	0.56	16	0.56
	LOCAL CONTROL ONE	LC-1	LC	TRM	30	452.65	15.09	30	15.09
	LOCAL CONTROL TWO	LC-2	LC	TRM	25	59.38	2.38	25	2.38
TOWER	# Positions-5								

VGT	Facility Type-TWR Level-7 # Positions-5	
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VGT
Area-OPERATIONS
TOWER



VGT
Area-OPERATIONS Task Start Time between 05:45 and 20:48

Operating Quarters	Position Name	POS ID	Type	Group	Avg Days Staffed per Month	Avg Hours Staffed per Month	Average Hours Staffed on days staffed	2022-09	
								Days Staffed	Average Hours Staffed on days staffed
TOWER	ADMIN CONTROLLER IN CHARGE	ACIC	SC	TRM	0		0.00	0	0.00
TOWER	CONTROLLER IN CHARGE	CIC	SC	TRM	30	#####	15.24	30	15.24
	Facility Type-TWR Level-7 # SUP/CIC Positions-2								
		Avg Stand Alone Watch Desk-CIC Hours per Month	Avg Hours Watch Desk-CIC staffed while working an Operational Position	% Time Watch Desk-CIC worked while working an operational Position	Average Stand Alone Watch Desk-CIC on days staffed	2022-09 Stand Alone Watch Desk-CIC			
VGT	TOWER	212.35	244.85	53.55%	7.08	7.08			

2022-09 to 2022-09 From 9/01/2022 to 9/30/2022 # Days-30

VGT

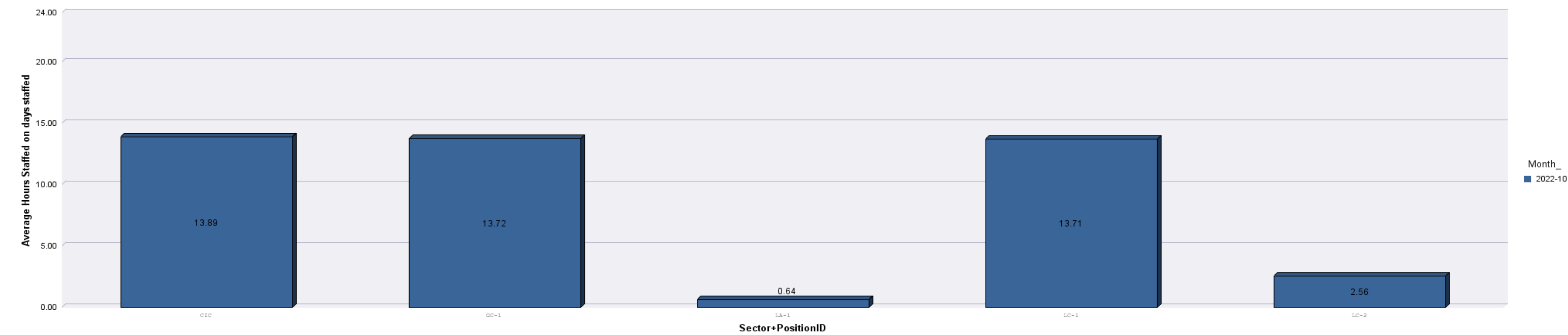
Area-OPERATIONS

[illegible]

VGT
Area-OPERATIONS Task Start Time between 05:45 and 19

Operating Quarters	Position Name	POS ID	Type	Group	Avg Days Staffed per Month	Avg Hours Staffed per Month	Average Hours Staffed on days staffed	2022-10	
								Days Staffed	Average Hours Staffed on days staffed
TOWER	CLEARANCE DELIVERY	CD	CD	TRM	0	0.00	0.00	0	0.00
	GROUND CONTROL ONE	GC-1	GC	TRM	31	425.35	13.72	31	13.72
	LOCAL ASSIST	LA-1	LA	TRM	16	10.18	0.64	16	0.64
	LOCAL CONTROL ONE	LC-1	LC	TRM	31	424.95	13.71	31	13.71
	LOCAL CONTROL TWO	LC-2	LC	TRM	20	51.12	2.56	20	2.56
TOWER	# Positions-5								
VGT	Facility Type-TWR Level-7 # Positions-5								

VGT
Area-OPERATIONS
TOWER



VGT
Area-OPERATIONS Task Start Time between 05:45 and 19:50

Operating Quarters	Position Name	POS ID	Type	Group	Avg Days Staffed per Month	Avg Hours Staffed per Month	Average Hours Staffed on days staffed	2022-10	
								Days Staffed	Average Hours Staffed on days staffed
TOWER	ADMIN CONTROLLER IN CHARGE	ACIC	SC	TRM	0		0.00	0	0.00
TOWER	CONTROLLER IN CHARGE	CIC	SC	TRM	31	#####	13.89	31	13.89
	Facility Type-TWR Level-7 # SUP/CIC Positions-2								
		Avg Stand Alone Watch Desk-CIC Hours per Month	Avg Hours Watch Desk-CIC staffed while working an Operational Position	% Time Watch Desk-CIC worked while working an operational Position	Average Stand Alone Watch Desk-CIC on days staffed	2022-10 Stand Alone Watch Desk-CIC			
VGT	TOWER	234.15	196.32	45.61%	7.55	7.55			

2022-10 to 2022-10 From 10/01/2022 to 10/31/2022 # Days-

VGT

Area-OPERATIONS

[illegible]

5/18/22 to 11/19/22 # Days-186

Area-OPERATIONS Staffing Category(s) included: ATM;CPC;CPCIT;DEV;OS/FLM

Day Starts between 0400-1259

Avg TOP for Shift-4:35 57%

BROWN, ADRIENNE H	Day	:	
CERRONE, JUSTICE D	Day	4:44	59%
FIELDS, DANIEL J	Day	:	
GOLDSTEIN, JESSE F	Day	5:10	65%
GREENROYD, JASMINE C	Day	:	
HAUTH, LINDSAY A	Day	4:49	60%
HOWARD, ETHAN MATTHI	Day	4:16	53%
LAUER, ANDREW P	Day	3:59	50%
MAGEE, ASHLEY L	Day	4:53	61%
MARQUEZ, NICHOLAS I	Day	5:04	63%
MCADORY, CRYSTAL J	Day	3:59	50%
MCGOWAN, SAMUEL C	Day	:	
RUSH, OLGA D	Day	4:54	61%
SCHNEIDER, LISA A	Day	4:39	58%
STOKES, CHARETT R	Day	4:23	55%
TOWNSEND, NIKOLETT	Day	4:55	61%
WALKER, MIRANDA C	Day	0:58	12%
Average		4:35	55%

Evening Starts between 1300-2159

Avg TOP for Shift-5:03 63%

BROWN, ADRIENNE H	Eve	:	
CERRONE, JUSTICE D	Eve	4:58	62%
FIELDS, DANIEL J	Eve	:	
GOLDSTEIN, JESSE F	Eve	5:08	64%
GREENROYD, JASMINE C	Eve	:	
HAUTH, LINDSAY A	Eve	5:05	64%
HOWARD, ETHAN MATTHI	Eve	4:10	52%
LAUER, ANDREW P	Eve	5:04	63%
MAGEE, ASHLEY L	Eve	5:15	66%
MARQUEZ, NICHOLAS I	Eve	5:14	65%
MCADORY, CRYSTAL J	Eve	5:00	63%
RUSH, OLGA D	Eve	5:05	64%
SCHNEIDER, LISA A	Eve	4:47	60%
STOKES, CHARETT R	Eve	4:59	62%
TOWNSEND, NIKOLETT	Eve	5:05	64%
Average		5:03	62%

Mid-Shift Starts between 2200-0359

Avg TOP for Shift-:

BROWN, ADRIENNE H	Mid	:	
FIELDS, DANIEL J	Mid	:	
Average		:	

Area-zADMIN Staffing Category(s) included: ATM;CPC;CPCIT;DEV;OS/FLM

Day Starts between 0400-1259

Avg TOP for Shift-0:16 03%

HOWARD, ETHAN MATTHI	Day	1:04	13%
WALKER, MIRANDA C	Day	:	
Average		0:16	13%

5/18/22 to 11/19/22 # Days-186

Area-OPERATIONS

Staffing Category(s) included: ATM;CPC;CPCIT;DEV;OS/FLM

Avg TOP 4:45

59%

	Day		Eve		Mid	
BROWN, ADRIENNE H	:		:		:	
CERRONE, JUSTICE D	4:44	59%	4:58	62%	:	
FIELDS, DANIEL J	:		:		:	
GOLDSTEIN, JESSE F	5:10	65%	5:08	64%	:	
GREENROYD, JASMINE C	:		:		:	
HAUTH, LINDSAY A	4:49	60%	5:05	64%	:	
HOWARD, ETHAN MATTH	4:16	53%	4:10	52%	:	
LAUER, ANDREW P	3:59	50%	5:04	63%	:	
MAGEE, ASHLEY L	4:53	61%	5:15	66%	:	
MARQUEZ, NICHOLAS I	5:04	63%	5:14	65%	:	
MCADORY, CRYSTAL J	3:59	50%	5:00	63%	:	
MCGOWAN, SAMUEL C	:		:		:	
RUSH, OLGA D	4:54	61%	5:05	64%	:	
SCHNEIDER, LISA A	4:39	58%	4:47	60%	:	
STOKES, CHARETT R	4:23	55%	4:59	62%	:	
TOWNSEND, NIKOLETT	4:55	61%	5:05	64%	:	
WALKER, MIRANDA C	0:58	12%	:		:	
Average	4:35	55%	5:03	62%	:	

Area-zADMIN

Staffing Category(s) included: ATM;CPC;CPCIT;DEV;OS/FLM

Avg TOP 0:16

03%

	Day	
HOWARD, ETHAN MATTH	1:04	13%
WALKER, MIRANDA C	:	
Average	0:16	13%

5/18/22 to 11/19/22 # Days-186

Area-OPERATIONS Staffing Category(s) included: ATM;CPC;CPCIT;DEV;OS/FLM

Avg TOP-4:45

59%

BROWN, ADRIENNE H	Day	:	
BROWN, ADRIENNE H	Eve	:	
BROWN, ADRIENNE H	Mid	:	
CERRONE, JUSTICE D	Day	4:44	59%
CERRONE, JUSTICE D	Eve	4:58	62%
FIELDS, DANIEL J	Day	:	
FIELDS, DANIEL J	Eve	:	
FIELDS, DANIEL J	Mid	:	
GOLDSTEIN, JESSE F	Day	5:10	65%
GOLDSTEIN, JESSE F	Eve	5:08	64%
GREENROYD, JASMINE C	Day	:	
GREENROYD, JASMINE C	Eve	:	
HAUTH, LINDSAY A	Day	4:49	60%
HAUTH, LINDSAY A	Eve	5:05	64%
HOWARD, ETHAN MATTH	Day	4:16	53%
HOWARD, ETHAN MATTH	Eve	4:10	52%
LAUER, ANDREW P	Day	3:59	50%
LAUER, ANDREW P	Eve	5:04	63%
MAGEE, ASHLEY L	Day	4:53	61%
MAGEE, ASHLEY L	Eve	5:15	66%
MARQUEZ, NICHOLAS I	Day	5:04	63%
MARQUEZ, NICHOLAS I	Eve	5:14	65%
MCADORY, CRYSTAL J	Day	3:59	50%
MCADORY, CRYSTAL J	Eve	5:00	63%
MCGOWAN, SAMUEL C	Day	:	
RUSH, OLGA D	Day	4:54	61%
RUSH, OLGA D	Eve	5:05	64%
SCHNEIDER, LISA A	Day	4:39	58%
SCHNEIDER, LISA A	Eve	4:47	60%
STOKES, CHARETT R	Day	4:23	55%
STOKES, CHARETT R	Eve	4:59	62%
TOWNSEND, NIKOLETT	Day	4:55	61%
TOWNSEND, NIKOLETT	Eve	5:05	64%
WALKER, MIRANDA C	Day	0:58	12%
Average		4:45	58%

Area-zADMIN

Staffing Category(s) included: ATM;CPC;CPCIT;DEV;OS/FLM

Avg TOP-0:16

03%

HOWARD, ETHAN MATTH	Day	1:04	13%
WALKER, MIRANDA C	Day	:	
Average		0:16	13%

5/18/22 to 11/19/22 # Days-186

Area-OPERATIONS Staffing Category(s) included: ATM;CPC;CPCIT;DEV;OS/FLM

Evening Starts between 1300-1659			
Avg TOP for Shift-5:03		63%	
BROWN, ADRIENNE H	TOP	:	
CERRONE, JUSTICE D	TOP	4:58	62%
FIELDS, DANIEL J	TOP	:	
GOLDSTEIN, JESSE F	TOP	5:08	64%
GREENROYD, JASMINE C	TOP	:	
HAUTH, LINDSAY A	TOP	5:05	64%
HOWARD, ETHAN MATTH	TOP	4:10	52%
LAUER, ANDREW P	TOP	5:04	63%
MAGEE, ASHLEY L	TOP	5:15	66%
MARQUEZ, NICHOLAS I	TOP	5:14	65%
MCADORY, CRYSTAL J	TOP	5:00	63%
RUSH, OLGA D	TOP	5:05	64%
SCHNEIDER, LISA A	TOP	4:47	60%
STOKES, CHARETT R	TOP	4:59	62%
TOWNSEND, NIKOLETT	TOP	5:05	64%
Average		5:03	62%

Late Evening Starts between 1700-2159			
Avg TOP for Shift-5:40		71%	
BROWN, ADRIENNE H	TOP	:	
FIELDS, DANIEL J	TOP	:	
MAGEE, ASHLEY L	TOP	5:40	71%
Average		5:40	71%

Mid-Day Starts between 1000-1259			
Avg TOP for Shift-4:36		58%	
BROWN, ADRIENNE H	TOP	:	
CERRONE, JUSTICE D	TOP	5:06	64%
FIELDS, DANIEL J	TOP	:	
GOLDSTEIN, JESSE F	TOP	4:37	58%
GREENROYD, JASMINE C	TOP	:	
HAUTH, LINDSAY A	TOP	5:06	64%
HOWARD, ETHAN MATTH	TOP	3:33	44%
LAUER, ANDREW P	TOP	4:18	54%
MAGEE, ASHLEY L	TOP	5:13	65%
MARQUEZ, NICHOLAS I	TOP	4:33	57%
MCADORY, CRYSTAL J	TOP	4:38	58%
RUSH, OLGA D	TOP	4:46	60%
SCHNEIDER, LISA A	TOP	4:18	54%
STOKES, CHARETT R	TOP	4:55	61%
TOWNSEND, NIKOLETT	TOP	4:42	59%
WALKER, MIRANDA C	TOP	2:00	25%
Average		4:36	56%

Mid Shift Starts between 2200-0259			
Avg TOP for Shift:-			
BROWN, ADRIENNE H	TOP	:	
FIELDS, DANIEL J	TOP	:	
Average		:	

Morning Starts between 0500-0959			
Avg TOP for Shift-4:35		57%	
BROWN, ADRIENNE H	TOP	:	
CERRONE, JUSTICE D	TOP	4:40	58%
FIELDS, DANIEL J	TOP	:	
GOLDSTEIN, JESSE F	TOP	5:14	65%
GREENROYD, JASMINE C	TOP	:	
HAUTH, LINDSAY A	TOP	4:48	60%
HOWARD, ETHAN MATTH	TOP	4:23	55%
LAUER, ANDREW P	TOP	3:52	48%
MAGEE, ASHLEY L	TOP	4:50	61%
MARQUEZ, NICHOLAS I	TOP	5:07	64%
MCADORY, CRYSTAL J	TOP	3:55	49%
MCGOWAN, SAMUEL C	TOP	:	
RUSH, OLGA D	TOP	4:55	61%
SCHNEIDER, LISA A	TOP	4:41	58%
STOKES, CHARETT R	TOP	4:21	54%
TOWNSEND, NIKOLETT	TOP	4:59	62%
WALKER, MIRANDA C	TOP	0:49	10%
Average		4:35	54%

Area-zADMIN Staffing Category(s) included: ATM;CPC;CPCIT;DEV;OS/FLM

Morning Starts between 0500-0959			
Avg TOP for Shift-0:16		03%	
HOWARD, ETHAN MATTH	TOP	1:04	13%
WALKER, MIRANDA C	TOP	:	
Average		0:16	13%

5/18/22 to 11/19/22 # Days-186

Area-OPERATIONS Staffing Category(s) included: ATM;CPC;CPCIT;DEV;OS/FLM

Evening Starts between 1300-1659			
Avg TOP for Shift-5:54		63%	
BROWN, ADRIENNE H	TOP + OD	:	
CERRONE, JUSTICE D	TOP + OD	5:49	73%
FIELDS, DANIEL J	TOP + OD	:	
GOLDSTEIN, JESSE F	TOP + OD	5:52	73%
GREENROYD, JASMINE C	TOP + OD	:	
HAUTH, LINDSAY A	TOP + OD	5:50	73%
HOWARD, ETHAN MATT	TOP + OD	6:12	77%
LAUER, ANDREW P	TOP + OD	5:57	74%
MAGEE, ASHLEY L	TOP + OD	6:02	75%
MARQUEZ, NICHOLAS I	TOP + OD	5:54	74%
MCADORY, CRYSTAL J	TOP + OD	5:59	75%
RUSH, OLGA D	TOP + OD	5:48	73%
SCHNEIDER, LISA A	TOP + OD	5:52	73%
STOKES, CHARETT R	TOP + OD	5:53	74%
TOWNSEND, NIKOLETT	TOP + OD	5:52	73%
Average		5:54	74%

Late Evening Starts between 1700-2159			
Avg TOP for Shift-6:33		71%	
BROWN, ADRIENNE H	TOP + OD	:	
FIELDS, DANIEL J	TOP + OD	:	
MAGEE, ASHLEY L	TOP + OD	6:33	82%
Average		6:33	82%

Mid-Day Starts between 1000-1259			
Avg TOP for Shift-6:00		58%	
BROWN, ADRIENNE H	TOP + OD	:	
CERRONE, JUSTICE D	TOP + OD	5:55	74%
FIELDS, DANIEL J	TOP + OD	:	
GOLDSTEIN, JESSE F	TOP + OD	5:59	75%
GREENROYD, JASMINE C	TOP + OD	:	
HAUTH, LINDSAY A	TOP + OD	5:57	74%
HOWARD, ETHAN MATT	TOP + OD	6:27	81%
LAUER, ANDREW P	TOP + OD	6:08	77%
MAGEE, ASHLEY L	TOP + OD	5:55	74%
MARQUEZ, NICHOLAS I	TOP + OD	6:01	75%
MCADORY, CRYSTAL J	TOP + OD	5:57	74%
RUSH, OLGA D	TOP + OD	5:52	73%
SCHNEIDER, LISA A	TOP + OD	6:00	75%
STOKES, CHARETT R	TOP + OD	5:43	72%
TOWNSEND, NIKOLETT	TOP + OD	5:57	74%
WALKER, MIRANDA C	TOP + OD	6:18	79%
Average		6:00	75%

Mid Shift Starts between 2200-0259			
Avg TOP for Shift:-			
BROWN, ADRIENNE H	TOP + OD	:	
FIELDS, DANIEL J	TOP + OD	:	
Average		:	

Morning Starts between 0500-0959			
Avg TOP for Shift-5:58		57%	
BROWN, ADRIENNE H	TOP + OD	:	
CERRONE, JUSTICE D	TOP + OD	5:53	74%
FIELDS, DANIEL J	TOP + OD	:	
GOLDSTEIN, JESSE F	TOP + OD	5:49	73%
GREENROYD, JASMINE C	TOP + OD	:	
HAUTH, LINDSAY A	TOP + OD	5:50	73%
HOWARD, ETHAN MATT	TOP + OD	5:59	75%
LAUER, ANDREW P	TOP + OD	6:15	78%
MAGEE, ASHLEY L	TOP + OD	6:04	76%
MARQUEZ, NICHOLAS I	TOP + OD	5:50	73%
MCADORY, CRYSTAL J	TOP + OD	6:18	79%
MCGOWAN, SAMUEL C	TOP + OD	8:00	100%
RUSH, OLGA D	TOP + OD	5:49	73%
SCHNEIDER, LISA A	TOP + OD	5:40	71%
STOKES, CHARETT R	TOP + OD	5:58	75%
TOWNSEND, NIKOLETT	TOP + OD	5:54	74%
WALKER, MIRANDA C	TOP + OD	7:23	92%
Average		5:58	77%

Area-zADMIN Staffing Category(s) included: ATM;CPC;CPCIT;DEV;OS/FLM

Morning Starts between 0500-0959			
Avg TOP for Shift-7:36		93%	
HOWARD, ETHAN MATT	TOP + OD	7:11	90%
WALKER, MIRANDA C	TOP + OD	7:44	97%
Average		7:36	93%

5/18/22 to 11/19/22 # Days-186
Area-OPERATIONS Staffing Category(s) included: ATM;CPC;CPCIT;DEV;(

TOP		TOP + OD	
5:03	63.06%	5:54	73.81%
Evening Starts between 1300-1659			
BROWN, ADRIENNE H	TOP	:	
	TOP + OD	:	
CERRONE, JUSTICE L	TOP	4:58	62%
	TOP + OD	5:49	73%
FIELDS, DANIEL J	TOP	:	
	TOP + OD	:	
GOLDSTEIN, JESSE E	TOP	5:08	64%
	TOP + OD	5:52	73%
GREENROYD, JASMIN	TOP	:	
	TOP + OD	:	
HAUTH, LINDSAY A	TOP	5:05	64%
	TOP + OD	5:50	73%
HOWARD, ETHAN MA	TOP	4:10	52%
	TOP + OD	6:12	77%
LAUER, ANDREW P	TOP	5:04	63%
	TOP + OD	5:57	74%
MAGEE, ASHLEY L	TOP	5:15	66%
	TOP + OD	6:02	75%
MARQUEZ, NICHOLA	TOP	5:14	65%
	TOP + OD	5:54	74%
MCADORY, CRYSTAL	TOP	5:00	63%
	TOP + OD	5:59	75%
RUSH, OLGA D	TOP	5:05	64%
	TOP + OD	5:48	73%
SCHNEIDER, LISA A	TOP	4:47	60%
	TOP + OD	5:52	73%
STOKES, CHARETT R	TOP	4:59	62%
	TOP + OD	5:53	74%
TOWNSEND, NIKOLE	TOP	5:05	64%
	TOP + OD	5:52	73%

TOP		TOP + OD	
5:40	70.91%	6:33	81.82%
Late Evening Starts between 1700-2159			
BROWN, ADRIENNE H	TOP	:	
	TOP + OD	:	
FIELDS, DANIEL J	TOP	:	
	TOP + OD	:	
MAGEE, ASHLEY L	TOP	5:40	71%
	TOP + OD	6:33	82%

TOP		TOP + OD	
4:36	57.58%	6:00	75.04%
Mid-Day Starts between 1000-1259			
BROWN, ADRIENNE H	TOP	:	
	TOP + OD	:	
CERRONE, JUSTICE L	TOP	5:06	64%
	TOP + OD	5:55	74%
FIELDS, DANIEL J	TOP	:	
	TOP + OD	:	
GOLDSTEIN, JESSE E	TOP	4:37	58%
	TOP + OD	5:59	75%
GREENROYD, JASMIN	TOP	:	
	TOP + OD	:	
HAUTH, LINDSAY A	TOP	5:06	64%
	TOP + OD	5:57	74%
HOWARD, ETHAN MA	TOP	3:33	44%
	TOP + OD	6:27	81%
LAUER, ANDREW P	TOP	4:18	54%
	TOP + OD	6:08	77%
MAGEE, ASHLEY L	TOP	5:13	65%
	TOP + OD	5:55	74%
MARQUEZ, NICHOLA	TOP	4:33	57%
	TOP + OD	6:01	75%
MCADORY, CRYSTAL	TOP	4:38	58%
	TOP + OD	5:57	74%
RUSH, OLGA D	TOP	4:46	60%
	TOP + OD	5:52	73%
SCHNEIDER, LISA A	TOP	4:18	54%
	TOP + OD	6:00	75%
STOKES, CHARETT R	TOP	4:55	61%
	TOP + OD	5:43	72%
TOWNSEND, NIKOLE	TOP	4:42	59%
	TOP + OD	5:57	74%
WALKER, MIRANDA C	TOP	2:00	25%
	TOP + OD	6:18	79%

TOP		TOP + OD	
:	:	:	:
Mid Shift Starts between 2200-0259			
BROWN, ADRIENNE H	TOP	:	
	TOP + OD	:	
FIELDS, DANIEL J	TOP	:	
	TOP + OD	:	

TOP		TOP + OD	
4:35	57.26%	5:58	74.68%
Morning Starts between 0500-0959			
BROWN, ADRIENNE H	TOP	:	
	TOP + OD	:	
CERRONE, JUSTICE L	TOP	4:40	58%
	TOP + OD	5:53	74%
FIELDS, DANIEL J	TOP	:	
	TOP + OD	:	
GOLDSTEIN, JESSE E	TOP	5:14	65%
	TOP + OD	5:49	73%
GREENROYD, JASMIN	TOP	:	
	TOP + OD	:	
HAUTH, LINDSAY A	TOP	4:48	60%
	TOP + OD	5:50	73%
HOWARD, ETHAN MA	TOP	4:23	55%
	TOP + OD	5:59	75%
LAUER, ANDREW P	TOP	3:52	48%
	TOP + OD	6:15	78%
MAGEE, ASHLEY L	TOP	4:50	61%
	TOP + OD	6:04	76%
MARQUEZ, NICHOLA	TOP	5:07	64%
	TOP + OD	5:50	73%
MCADORY, CRYSTAL	TOP	3:55	49%
	TOP + OD	6:18	79%
MCGOWAN, SAMUEL	TOP	:	
	TOP + OD	8:00	100%
RUSH, OLGA D	TOP	4:55	61%
	TOP + OD	5:49	73%
SCHNEIDER, LISA A	TOP	4:41	58%
	TOP + OD	5:40	71%
STOKES, CHARETT R	TOP	4:21	54%
	TOP + OD	5:58	75%
TOWNSEND, NIKOLE	TOP	4:59	62%
	TOP + OD	5:54	74%
WALKER, MIRANDA C	TOP	0:49	10%
	TOP + OD	7:23	92%

Area-zADMIN Staffing Category(s) included: ATM;CPC;CPCIT;DEV;(

TOP		TOP + OD	
0:16	3.36%	7:36	94.95%
Morning Starts between 0500-0959			
HOWARD, ETHAN MA	TOP	1:04	13%
	TOP + OD	7:11	90%
WALKER, MIRANDA C	TOP	:	
	TOP + OD	7:44	97%

5/18/22 to 11/19/22 # Days-186

Area-OPERATIONS Staffing Category(s) included: ATM;CPC;CPCIT;DEV;OS/FLM

Day Starts between 0400-1259

Avg TOP for Shift-4:35 57%

BROWN, ADRIENNE H	Day	:	
CERRONE, JUSTICE D	Day	4:44	59%
FIELDS, DANIEL J	Day	:	
GOLDSTEIN, JESSE F	Day	5:10	65%
GREENROYD, JASMINE C	Day	:	
HAUTH, LINDSAY A	Day	4:49	60%
HOWARD, ETHAN MATTH	Day	4:16	53%
LAUER, ANDREW P	Day	3:59	50%
MAGEE, ASHLEY L	Day	4:53	61%
MARQUEZ, NICHOLAS I	Day	5:04	63%
MCADORY, CRYSTAL J	Day	3:59	50%
MCGOWAN, SAMUEL C	Day	:	
RUSH, OLGA D	Day	4:54	61%
SCHNEIDER, LISA A	Day	4:39	58%
STOKES, CHARETT R	Day	4:23	55%
TOWNSEND, NIKOLETT	Day	4:55	61%
WALKER, MIRANDA C	Day	0:58	12%
Average		4:35	55%

Evening Starts between 1300-2159

Avg TOP for Shift-5:03 63%

BROWN, ADRIENNE H	Eve	:	
CERRONE, JUSTICE D	Eve	4:58	62%
FIELDS, DANIEL J	Eve	:	
GOLDSTEIN, JESSE F	Eve	5:08	64%
GREENROYD, JASMINE C	Eve	:	
HAUTH, LINDSAY A	Eve	5:05	64%
HOWARD, ETHAN MATTH	Eve	4:10	52%
LAUER, ANDREW P	Eve	5:04	63%
MAGEE, ASHLEY L	Eve	5:15	66%
MARQUEZ, NICHOLAS I	Eve	5:14	65%
MCADORY, CRYSTAL J	Eve	5:00	63%
RUSH, OLGA D	Eve	5:05	64%
SCHNEIDER, LISA A	Eve	4:47	60%
STOKES, CHARETT R	Eve	4:59	62%
TOWNSEND, NIKOLETT	Eve	5:05	64%
Average		5:03	62%

Mid-Shift Starts between 2200-0359

Avg TOP for Shift:-

BROWN, ADRIENNE H	Mid	:	
FIELDS, DANIEL J	Mid	:	
Average		:	

Area-zADMIN Staffing Category(s) included: ATM;CPC;CPCIT;DEV;OS/FLM

Day Starts between 0400-1259

Avg TOP for Shift-0:16 03%

HOWARD, ETHAN MATTH	Day	1:04	13%
WALKER, MIRANDA C	Day	:	
Average		0:16	13%

5/18/22 to 11/19/22 # Days-186

Area-OPERATIONS

Staffing Category(s) included: ATM;CPC;CPCIT;DEV;OS/FLM

Avg TOP 4:45

59%

	Day		Eve		Mid	
BROWN, ADRIENNE H	:		:		:	
CERRONE, JUSTICE D	4:44	59%	4:58	62%	:	
FIELDS, DANIEL J	:		:		:	
GOLDSTEIN, JESSE F	5:10	65%	5:08	64%	:	
GREENROYD, JASMINE C	:		:		:	
HAUTH, LINDSAY A	4:49	60%	5:05	64%	:	
HOWARD, ETHAN MATTH	4:16	53%	4:10	52%	:	
LAUER, ANDREW P	3:59	50%	5:04	63%	:	
MAGEE, ASHLEY L	4:53	61%	5:15	66%	:	
MARQUEZ, NICHOLAS I	5:04	63%	5:14	65%	:	
MCADORY, CRYSTAL J	3:59	50%	5:00	63%	:	
MCGOWAN, SAMUEL C	:		:		:	
RUSH, OLGA D	4:54	61%	5:05	64%	:	
SCHNEIDER, LISA A	4:39	58%	4:47	60%	:	
STOKES, CHARETT R	4:23	55%	4:59	62%	:	
TOWNSEND, NIKOLETT	4:55	61%	5:05	64%	:	
WALKER, MIRANDA C	0:58	12%	:		:	
Average	4:35	55%	5:03	62%	:	

Area-zADMIN

Staffing Category(s) included: ATM;CPC;CPCIT;DEV;OS/FLM

Avg TOP 0:16

03%

	Day	
HOWARD, ETHAN MATTH	1:04	13%
WALKER, MIRANDA C	:	
Average	0:16	13%

5/18/22 to 11/19/22 # Days-186

Area-OPERATIONS Staffing Category(s) included: ATM;CPC;CPCIT;DEV;OS/FLM

Avg TOP-4:45

59%

BROWN, ADRIENNE H	Day	:	
BROWN, ADRIENNE H	Eve	:	
BROWN, ADRIENNE H	Mid	:	
CERRONE, JUSTICE D	Day	4:44	59%
CERRONE, JUSTICE D	Eve	4:58	62%
FIELDS, DANIEL J	Day	:	
FIELDS, DANIEL J	Eve	:	
FIELDS, DANIEL J	Mid	:	
GOLDSTEIN, JESSE F	Day	5:10	65%
GOLDSTEIN, JESSE F	Eve	5:08	64%
GREENROYD, JASMINE C	Day	:	
GREENROYD, JASMINE C	Eve	:	
HAUTH, LINDSAY A	Day	4:49	60%
HAUTH, LINDSAY A	Eve	5:05	64%
HOWARD, ETHAN MATTH	Day	4:16	53%
HOWARD, ETHAN MATTH	Eve	4:10	52%
LAUER, ANDREW P	Day	3:59	50%
LAUER, ANDREW P	Eve	5:04	63%
MAGEE, ASHLEY L	Day	4:53	61%
MAGEE, ASHLEY L	Eve	5:15	66%
MARQUEZ, NICHOLAS I	Day	5:04	63%
MARQUEZ, NICHOLAS I	Eve	5:14	65%
MCADORY, CRYSTAL J	Day	3:59	50%
MCADORY, CRYSTAL J	Eve	5:00	63%
MCGOWAN, SAMUEL C	Day	:	
RUSH, OLGA D	Day	4:54	61%
RUSH, OLGA D	Eve	5:05	64%
SCHNEIDER, LISA A	Day	4:39	58%
SCHNEIDER, LISA A	Eve	4:47	60%
STOKES, CHARETT R	Day	4:23	55%
STOKES, CHARETT R	Eve	4:59	62%
TOWNSEND, NIKOLETT	Day	4:55	61%
TOWNSEND, NIKOLETT	Eve	5:05	64%
WALKER, MIRANDA C	Day	0:58	12%
Average		4:45	58%

Area-zADMIN

Staffing Category(s) included: ATM;CPC;CPCIT;DEV;OS/FLM

Avg TOP-0:16

03%

HOWARD, ETHAN MATTH	Day	1:04	13%
WALKER, MIRANDA C	Day	:	
Average		0:16	13%

Area-OPERATIONS

5/18/22 to 11/19/22 # Days-186
Staffing Category(s) included: ATM;CPC;CPCIT;DEV;OS/FLM

Evening Starts between 1300-1659			
Avg TOP for Shift-5:03		63%	
BROWN, ADRIENNE H	TOP	:	
CERRONE, JUSTICE D	TOP	4:58	62%
FIELDS, DANIEL J	TOP	:	
GOLDSTEIN, JESSE F	TOP	5:08	64%
GREENROYD, JASMINE C	TOP	:	
HAUTH, LINDSAY A	TOP	5:05	64%
HOWARD, ETHAN MATTH	TOP	4:10	52%
LAUER, ANDREW P	TOP	5:04	63%
MAGEE, ASHLEY L	TOP	5:15	66%
MARQUEZ, NICHOLAS I	TOP	5:14	65%
MCADORY, CRYSTAL J	TOP	5:00	63%
RUSH, OLGA D	TOP	5:05	64%
SCHNEIDER, LISA A	TOP	4:47	60%
STOKES, CHARETT R	TOP	4:59	62%
TOWNSEND, NIKOLETT	TOP	5:05	64%
Average		5:03	62%

Late Evening Starts between 1700-2159			
Avg TOP for Shift-5:40		71%	
BROWN, ADRIENNE H	TOP	:	
FIELDS, DANIEL J	TOP	:	
MAGEE, ASHLEY L	TOP	5:40	71%
Average		5:40	71%

Mid-Day Starts between 1000-1259			
Avg TOP for Shift-4:36		58%	
BROWN, ADRIENNE H	TOP	:	
CERRONE, JUSTICE D	TOP	5:06	64%
FIELDS, DANIEL J	TOP	:	
GOLDSTEIN, JESSE F	TOP	4:37	58%
GREENROYD, JASMINE C	TOP	:	
HAUTH, LINDSAY A	TOP	5:06	64%

HOWARD, ETHAN MATTH	TOP	3:33	44%
LAUER, ANDREW P	TOP	4:18	54%
MAGEE, ASHLEY L	TOP	5:13	65%
MARQUEZ, NICHOLAS I	TOP	4:33	57%
MCADORY, CRYSTAL J	TOP	4:38	58%
RUSH, OLGA D	TOP	4:46	60%
SCHNEIDER, LISA A	TOP	4:18	54%
STOKES, CHARETT R	TOP	4:55	61%
TOWNSEND, NIKOLETT	TOP	4:42	59%
WALKER, MIRANDA C	TOP	2:00	25%
Average		4:36	56%

Mid Shift Starts between 2200-0259			
Avg TOP for Shift-:			
BROWN, ADRIENNE H	TOP	:	
FIELDS, DANIEL J	TOP	:	
Average		:	

Morning Starts between 0500-0959			
Avg TOP for Shift-4:35		57%	
BROWN, ADRIENNE H	TOP	:	
CERRONE, JUSTICE D	TOP	4:40	58%
FIELDS, DANIEL J	TOP	:	
GOLDSTEIN, JESSE F	TOP	5:14	65%
GREENROYD, JASMINE C	TOP	:	
HAUTH, LINDSAY A	TOP	4:48	60%
HOWARD, ETHAN MATTH	TOP	4:23	55%
LAUER, ANDREW P	TOP	3:52	48%
MAGEE, ASHLEY L	TOP	4:50	61%
MARQUEZ, NICHOLAS I	TOP	5:07	64%
MCADORY, CRYSTAL J	TOP	3:55	49%
MCGOWAN, SAMUEL C	TOP	:	
RUSH, OLGA D	TOP	4:55	61%
SCHNEIDER, LISA A	TOP	4:41	58%
STOKES, CHARETT R	TOP	4:21	54%
TOWNSEND, NIKOLETT	TOP	4:59	62%
WALKER, MIRANDA C	TOP	0:49	10%

Average		4:35	54%
---------	--	------	-----

Area-zADMIN

Staffing Category(s) included: ATM;CPC;CPCIT;DEV;OS/FLM

Morning Starts between 0500-0959			
Avg TOP for Shift-0:16	03%		
HOWARD, ETHAN MATTH	TOP	1:04	13%
WALKER, MIRANDA C	TOP	:	
Average		0:16	13%

Area-OPERATIONS

5/18/22 to 11/19/22 # Days-186
Staffing Category(s) included: ATM;CPC;CPCIT;DEV;OS/FLM

Evening Starts between 1300-1659			
Avg TOP for Shift-5:54		63%	
BROWN, ADRIENNE H	TOP + OD	:	
CERRONE, JUSTICE D	TOP + OD	5:49	73%
FIELDS, DANIEL J	TOP + OD	:	
GOLDSTEIN, JESSE F	TOP + OD	5:52	73%
GREENROYD, JASMINE C	TOP + OD	:	
HAUTH, LINDSAY A	TOP + OD	5:50	73%
HOWARD, ETHAN MATTH	TOP + OD	6:12	77%
LAUER, ANDREW P	TOP + OD	5:57	74%
MAGEE, ASHLEY L	TOP + OD	6:02	75%
MARQUEZ, NICHOLAS I	TOP + OD	5:54	74%
MCADORY, CRYSTAL J	TOP + OD	5:59	75%
RUSH, OLGA D	TOP + OD	5:48	73%
SCHNEIDER, LISA A	TOP + OD	5:52	73%
STOKES, CHARETT R	TOP + OD	5:53	74%
TOWNSEND, NIKOLETT	TOP + OD	5:52	73%
Average		5:54	74%

Late Evening Starts between 1700-2159			
Avg TOP for Shift-6:33		71%	
BROWN, ADRIENNE H	TOP + OD	:	
FIELDS, DANIEL J	TOP + OD	:	
MAGEE, ASHLEY L	TOP + OD	6:33	82%
Average		6:33	82%

Mid-Day Starts between 1000-1259			
Avg TOP for Shift-6:00		58%	
BROWN, ADRIENNE H	TOP + OD	:	
CERRONE, JUSTICE D	TOP + OD	5:55	74%
FIELDS, DANIEL J	TOP + OD	:	
GOLDSTEIN, JESSE F	TOP + OD	5:59	75%
GREENROYD, JASMINE C	TOP + OD	:	
HAUTH, LINDSAY A	TOP + OD	5:57	74%

HOWARD, ETHAN MATTH	TOP + OD	6:27	81%
LAUER, ANDREW P	TOP + OD	6:08	77%
MAGEE, ASHLEY L	TOP + OD	5:55	74%
MARQUEZ, NICHOLAS I	TOP + OD	6:01	75%
MCADORY, CRYSTAL J	TOP + OD	5:57	74%
RUSH, OLGA D	TOP + OD	5:52	73%
SCHNEIDER, LISA A	TOP + OD	6:00	75%
STOKES, CHARETT R	TOP + OD	5:43	72%
TOWNSEND, NIKOLETT	TOP + OD	5:57	74%
WALKER, MIRANDA C	TOP + OD	6:18	79%
Average		6:00	75%

Mid Shift Starts between 2200-0259			
Avg TOP for Shift-:			
BROWN, ADRIENNE H	TOP + OD	:	
FIELDS, DANIEL J	TOP + OD	:	
Average		:	

Morning Starts between 0500-0959			
Avg TOP for Shift-5:58		57%	
BROWN, ADRIENNE H	TOP + OD	:	
CERRONE, JUSTICE D	TOP + OD	5:53	74%
FIELDS, DANIEL J	TOP + OD	:	
GOLDSTEIN, JESSE F	TOP + OD	5:49	73%
GREENROYD, JASMINE C	TOP + OD	:	
HAUTH, LINDSAY A	TOP + OD	5:50	73%
HOWARD, ETHAN MATTH	TOP + OD	5:59	75%
LAUER, ANDREW P	TOP + OD	6:15	78%
MAGEE, ASHLEY L	TOP + OD	6:04	76%
MARQUEZ, NICHOLAS I	TOP + OD	5:50	73%
MCADORY, CRYSTAL J	TOP + OD	6:18	79%
MCGOWAN, SAMUEL C	TOP + OD	8:00	100%
RUSH, OLGA D	TOP + OD	5:49	73%
SCHNEIDER, LISA A	TOP + OD	5:40	71%
STOKES, CHARETT R	TOP + OD	5:58	75%
TOWNSEND, NIKOLETT	TOP + OD	5:54	74%
WALKER, MIRANDA C	TOP + OD	7:23	92%

Average		5:58	77%
---------	--	------	-----

Area-zADMIN Staffing Category(s) included: ATM;CPC;CPCIT;DEV;OS/FLM

Morning Starts between 0500-0959			
Avg TOP for Shift-7:36	03%		
HOWARD, ETHAN MATTH	TOP + OD	7:11	90%
WALKER, MIRANDA C	TOP + OD	7:44	97%
Average		7:36	93%

5/18/22 to 11/19/22 # Days-186

Area-OPERATIONS Staffing Category(s) included: ATM;CPC;CPCIT;DEV

TOP		TOP + OD	
5:03	63.06%	5:54	73.81%
Evening Starts between 1300-1659			
BROWN, ADRIENNE K	TOP	:	
	TOP + OD	:	
CERRONE, JUSTICE M	TOP	4:58	62%
	TOP + OD	5:49	73%
FIELDS, DANIEL J	TOP	:	
	TOP + OD	:	
GOLDSTEIN, JESSE F	TOP	5:08	64%
	TOP + OD	5:52	73%
GREENROYD, JASMINE	TOP	:	
	TOP + OD	:	
HAUTH, LINDSAY A	TOP	5:05	64%
	TOP + OD	5:50	73%
HOWARD, ETHAN MA	TOP	4:10	52%
	TOP + OD	6:12	77%
LAUER, ANDREW P	TOP	5:04	63%
	TOP + OD	5:57	74%
MAGEE, ASHLEY L	TOP	5:15	66%
	TOP + OD	6:02	75%
MARQUEZ, NICHOLA	TOP	5:14	65%
	TOP + OD	5:54	74%
MCADORY, CRYSTAL	TOP	5:00	63%
	TOP + OD	5:59	75%
RUSH, OLGA D	TOP	5:05	64%
	TOP + OD	5:48	73%
SCHNEIDER, LISA A	TOP	4:47	60%

SCHNEIDER, LISA A	TOP + OD	5:52	73%
	TOP	4:59	62%
STOKES, CHARETT R	TOP + OD	5:53	74%
	TOP	5:05	64%
TOWNSEND, NIKOLE	TOP + OD	5:52	73%

TOP		TOP + OD	
5:40	70.91%	6:33	81.82%
Late Evening Starts between 1700-2159			
BROWN, ADRIENNE K	TOP	:	
	TOP + OD	:	
FIELDS, DANIEL J	TOP	:	
	TOP + OD	:	
MAGEE, ASHLEY L	TOP	5:40	71%
	TOP + OD	6:33	82%

TOP		TOP + OD	
4:36	57.58%	6:00	75.04%
Mid-Day Starts between 1000-1259			
BROWN, ADRIENNE K	TOP	:	
	TOP + OD	:	
CERRONE, JUSTICE M	TOP	5:06	64%
	TOP + OD	5:55	74%
FIELDS, DANIEL J	TOP	:	
	TOP + OD	:	
GOLDSTEIN, JESSE F	TOP	4:37	58%
	TOP + OD	5:59	75%
GREENROYD, JASMIN	TOP	:	
	TOP + OD	:	
HAUTH, LINDSAY A	TOP	5:06	64%

HART, LINDA A	TOP + OD	5:57	74%
	TOP	3:33	44%
HOWARD, ETHAN MA	TOP + OD	6:27	81%
	TOP	4:18	54%
LAUER, ANDREW P	TOP + OD	6:08	77%
	TOP	5:13	65%
MAGEE, ASHLEY L	TOP + OD	5:55	74%
	TOP	4:33	57%
MARQUEZ, NICHOLA	TOP + OD	6:01	75%
	TOP	4:38	58%
MCADORY, CRYSTAL	TOP + OD	5:57	74%
	TOP	4:46	60%
RUSH, OLGA D	TOP + OD	5:52	73%
	TOP	4:18	54%
SCHNEIDER, LISA A	TOP + OD	6:00	75%
	TOP	4:55	61%
STOKES, CHARETT R	TOP + OD	5:43	72%
	TOP	4:42	59%
TOWNSEND, NIKOLE	TOP + OD	5:57	74%
	TOP	2:00	25%
WALKER, MIRANDA C	TOP + OD	6:18	79%

TOP		TOP + OD	
:		:	
Mid Shift Starts between 2200-0259			
BROWN, ADRIENNE M	TOP	:	
	TOP + OD	:	
FIELDS, DANIEL J	TOP	:	
	TOP + OD	:	

TOP		TOP + OD	
4:35	57.26%	5:58	74.68%
Morning Starts between 0500-0959			
BROWN, ADRIENNE K	TOP	:	
	TOP + OD	:	
CERRONE, JUSTICE	TOP	4:40	58%
	TOP + OD	5:53	74%
FIELDS, DANIEL J	TOP	:	
	TOP + OD	:	
GOLDSTEIN, JESSE P	TOP	5:14	65%
	TOP + OD	5:49	73%
GREENROYD, JASMIN	TOP	:	
	TOP + OD	:	
HAUTH, LINDSAY A	TOP	4:48	60%
	TOP + OD	5:50	73%
HOWARD, ETHAN MA	TOP	4:23	55%
	TOP + OD	5:59	75%
LAUER, ANDREW P	TOP	3:52	48%
	TOP + OD	6:15	78%
MAGEE, ASHLEY L	TOP	4:50	61%
	TOP + OD	6:04	76%
MARQUEZ, NICHOLA	TOP	5:07	64%
	TOP + OD	5:50	73%
MCADORY, CRYSTAL	TOP	3:55	49%
	TOP + OD	6:18	79%
MCGOWAN, SAMUEL	TOP	:	
	TOP + OD	8:00	100%
RUSH, OLGA D	TOP	4:55	61%
	TOP + OD	5:49	73%
SCHNEIDER, LISA A	TOP	4:41	58%

SCHNEIDER, LISA A	TOP + OD	5:40	71%
	TOP	4:21	54%
STOKES, CHARETT R	TOP + OD	5:58	75%
	TOP	4:59	62%
TOWNSEND, NIKOLE	TOP + OD	5:54	74%
	TOP	0:49	10%
WALKER, MIRANDA C	TOP + OD	7:23	92%

Area-zADMIN Staffing Category(s) included: ATM;CPC;CPCIT;DEV

TOP		TOP + OD	
0:16	3.36%	7:36	94.95%
Morning Starts between 0500-0959			
HOWARD, ETHAN MA	TOP	1:04	13%
	TOP + OD	7:11	90%
WALKER, MIRANDA C	TOP	:	
	TOP + OD	7:44	97%

You are in area: OPS

Today's date: 11/21/2022

Friday, November 18, 2022
OPS

Day	Mid Day	Swing	Mid
3	1	3	0
2	1	2	

Select Pay Period: 242022 ▼ Area: OPS ▼ ?

SUN ? MON TUE WED THU FRI SAT SUN MON TUE WED THU FRI SAT
11/06/2022 11/07/2022 11/08/2022 11/09/2022 11/10/2022 11/11/2022 11/12/2022 11/13/2022 11/14/2022 11/15/2022 11/16/2022 11/17/2022 11/18/2022 11/19/2022

Scheduled Shifts ?

Shift	Sup	CPC	Dev
0545	AZ	OJ\$ HE\$	EZ
0545A			
0615			
0615A			
0645			
0645A			
0900A			
0900		MZ	
0915A			
1015			
1015A			
1115			
1115A			
1215	FS\$	SS CZ	

Requests ?

CPC	TYPE	FROM	TO	WITH	STATUS	INI	REQUEST DATE
LA	LWOP	Shift			Approved!	FS	
LH	COS	Shift			Approved!	AB	
NT	COS	Shift			Approved!	AB	
MZ	Sick	15:44	16:14		Approved!	FS	
MZ	Sick	16:14	16:44		Approved!	FS	

XTE / CTE / Shift Swaps ?

CPC	TYPE	FROM	TO	WITH	STATUS	INI	REQUEST DATE
-----	------	------	----	------	--------	-----	--------------

SUP Requests ?

CPC	TYPE	FROM	TO	WITH	STATUS	INI	REQUEST DATE
-----	------	------	----	------	--------	-----	--------------

Team Brief ?

-

OT ?

Initials	Type	Hours	Reason	Assigned by
AZ	Holdover	2.5	Edit OT Facility QC - 100	AB
OJ	Holdover	2.5	Edit OT Facility QC - 100<append remark here>	AB
MZ	Holdover	2	Edit OT AOB Staffing Shortage - 94	AB
OJ	Scheduled	8	Edit OT AOB Staffing Shortage - 94	AZ
HE	Scheduled	8	Edit LOT PPL - 280	AZ
FS	Scheduled	8	Edit OT FLM Coverage - 99	AZ

Detail ?

Initials	Shift Number	WorkType
----------	--------------	----------

Notes ?

<Add Shift Notes>	
Delete -	AZ - Holdover OT for OT Facility QC - 100 - Entered by AB
Delete -	OJ - Holdover OT for OT Facility QC - 100<append remark here> - Entered by AB
Delete -	AB - ECV
Delete -	AZ - 2 SUU helicopters, 13 students, ~0800L
Delete -	AB - LVMPD UAS over Texas Station site sunrise-1600L @400'. Put on ATIS. Will yield to manned aircraft.
Delete -	AB - ECV Out-Brief: 0830L

Furlough ?

--

RDO ?

CW AR
Click here for OT List ?



Facility VGT

Area OPERATIONS

Date 18 Nov, 2022

Time 1816

☐ Local ☒ Zulu

Get Report

Quick Update

Time

Event

History

Time	Op	From	To
1525	OJ	Available CIC	
1525	AZ	Watch Desk Other Duties	
1558	OJ	Concurrent On Position	
1558	AZ	Other Duties Watch Desk	
1558	OJ	CIC On Position	
1601	EZ	On Position On Position	
1601	HE	On Position Other Duties	
1603	HE	Other Duties Available	
1634	HE	Available On Position	
1634	EZ	On Position Other Duties	
1636	EZ	Other Duties Available	
1704	MZ	Sign-In Available	
1704	EZ	Available On Position	
1709	MZ	Available On Position	
1709	OJ	On Position Other Duties	
1711	OJ	Other Duties Available	
1742	HE	On Position Available	
1742	OJ	Available On Position	
1743	HE	Available Other Duties	
1745	OJ	On Position CIC	
1745	OJ	CIC Concurrent	
1745	HE	Other Duties Available	
1745	AZ	Watch Desk Other Duties	
1815	AZ	Other Duties Watch Desk	
1815	EZ	On Position Other Duties	
1815	OJ	CIC On Position	
1815	OJ	Concurrent On Position	
1815	AZ	CIC Concurrent	
1816	EZ	Other Duties Available	

On Position

On	Elapsed	Op	Last Name	Pos ID
1815	00+02	AZ	GREENROYD	GC-1
1709	01+08	MZ	MARQUEZ	LC-1
1815	00+02	OJ	RUSH	LC-2

Available List

On	Elapsed	Op	Last Name
1745	00+32	HE	HOWARD
1816	00+01	EZ	LAUER

Operations Supervisor / CIC

On	Elapsed	Op	Last Name	Pos ID
1815	00+02	AZ	GREENROYD	CIC

Other Duties

On	Elapsed	Op	Last Name	Task Name
1345	04+32	LA	SCHNEIDER	Leave
1445	03+32	LH	HAUTH	Leave



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Release 5.6

Last Updated: 10:00 PM ET, November 02, 2021

Contact Us

Federal Aviation
Administration

Select Pay Period: 112022 ▼ Select Area: OPS ▼ ?

Sort By : RDOs ▼ ? Sort Order : ASC ▼ ?

Published Pay Period 112022 ?														
Name ?	Sun 05/08/2022	Mon 05/09/2022	Tue 05/10/2022	Wed 05/11/2022	Thu 05/12/2022	Fri 05/13/2022	Sat 05/14/2022	Sun 05/15/2022	Mon 05/16/2022	Tue 05/17/2022	Wed 05/18/2022	Thu 05/19/2022	Fri 05/20/2022	Sat 05/21/2022
?														
Mid														
Day	3	4	4	4	4	3	4	3	3	4	4	5	4	4
Mid-Day						1		1						
Swing	3	3	2	3	3	3	3	3	3	3	4	3	3	3
AR - Magee	A<1315>	1315	0615	0545	0545	X	X	1315	1315	0645	0545	0545	X	1315\$
GO - Goldstein	C1315\$	C1315	0645	0545	0545	0545	X	0900\$	C1315	1215	0645	C0545	0545	X
	Sun 05/08/2022	Mon 05/09/2022	Tue 05/10/2022	Wed 05/11/2022	Thu 05/12/2022	Fri 05/13/2022	Sat 05/14/2022	Sun 05/15/2022	Mon 05/16/2022	Tue 05/17/2022	Wed 05/18/2022	Thu 05/19/2022	Fri 05/20/2022	Sat 05/21/2022
MZ - Marquez	X	X	SL	1315	1315	1215	0545	X	X	1315	1315	0645	0645	0545
LA - Schneider	0545\$	X	1315	0645	D0645	0645	0545	X	X	TOA	1215	0645	0645	0545
EZ - Lauer	0645A	0545A	X	X	X	C1115A	C1115A	0645A	0545A	X	X	X	1115A	1115A
	Sun 05/08/2022	Mon 05/09/2022	Tue 05/10/2022	Wed 05/11/2022	Thu 05/12/2022	Fri 05/13/2022	Sat 05/14/2022	Sun 05/15/2022	Mon 05/16/2022	Tue 05/17/2022	Wed 05/18/2022	Thu 05/19/2022	Fri 05/20/2022	Sat 05/21/2022
LH - Hauth	C0545	X	0545\$	1315	1315	1315	0645	0545	X	X	1315	1315	1315	0645
	Sun 05/08/2022	Mon 05/09/2022	Tue 05/10/2022	Wed 05/11/2022	Thu 05/12/2022	Fri 05/13/2022	Sat 05/14/2022	Sun 05/15/2022	Mon 05/16/2022	Tue 05/17/2022	Wed 05/18/2022	Thu 05/19/2022	Fri 05/20/2022	Sat 05/21/2022
NT - Townsend	X	0645\$	1215	1215	1215	0645	0645	X	0645\$	1315	1015	1215	1215	0645
SS - Stokes	0545	0545	X	X	C1315	1315	1215	0545	0545	X	X	1315	C1315	1215
FS - Fields	A<0545>	0545	@D<0645>	@D<0645>	0545	X	X	0545	0545	0545	0545	1315	X	X
	Sun 05/08/2022	Mon 05/09/2022	Tue 05/10/2022	Wed 05/11/2022	Thu 05/12/2022	Fri 05/13/2022	Sat 05/14/2022	Sun 05/15/2022	Mon 05/16/2022	Tue 05/17/2022	Wed 05/18/2022	Thu 05/19/2022	Fri 05/20/2022	Sat 05/21/2022
LB - Covington	ADMIN	ADMIN	ADMIN	X	X	ADMIN	ADMIN	ADMIN	ADMIN	ADMIN	X	X	ADMIN	ADMIN

CZ - Cerrone	1315\$	1315	0645	0645	0645	SL	X	1315\$	1315	0645	0645	0645	0545	X
	Sun 05/08/2022	Mon 05/09/2022	Tue 05/10/2022	Wed 05/11/2022	Thu 05/12/2022	Fri 05/13/2022	Sat 05/14/2022	Sun 05/15/2022	Mon 05/16/2022	Tue 05/17/2022	Wed 05/18/2022	Thu 05/19/2022	Fri 05/20/2022	Sat 05/21/2022
CW - McAdory	1215	0645	@D<0645>	@D<0645>	X	0900\$	1315	1215	FSL	0545	D<0545>	X	X	C1315
	Sun 05/08/2022	Mon 05/09/2022	Tue 05/10/2022	Wed 05/11/2022	Thu 05/12/2022	Fri 05/13/2022	Sat 05/14/2022	Sun 05/15/2022	Mon 05/16/2022	Tue 05/17/2022	Wed 05/18/2022	Thu 05/19/2022	Fri 05/20/2022	Sat 05/21/2022
AZ - Greenroyd	0645\$	X	1315	1315	0645	0545	0545	X	X	1315	1315	0615	0545	0545
OJ - Rush	1315	1215	C0545	C0545	0545	X	1315\$	C1315	1215	0545	0545	0545	X	X
Name ?	Sun 05/08/2022	Mon 05/09/2022	Tue 05/10/2022	Wed 05/11/2022	Thu 05/12/2022	Fri 05/13/2022	Sat 05/14/2022	Sun 05/15/2022	Mon 05/16/2022	Tue 05/17/2022	Wed 05/18/2022	Thu 05/19/2022	Fri 05/20/2022	Sat 05/21/2022
?														
Mid														
Day	3	4	4	4	4	3	4	3	3	4	4	5	4	4
Mid-Day						1		1						
Swing	3	3	2	3	3	3	3	3	3	3	4	3	3	3

Select Pay Period: 122022 ▼ Select Area: OPS ▼ ?

Sort By : RDOs ▼ ? Sort Order : ASC ▼ ?

Published Pay Period 122022 ?														
Name ?	Sun 05/22/2022	Mon 05/23/2022	Tue 05/24/2022	Wed 05/25/2022	Thu 05/26/2022	Fri 05/27/2022	Sat 05/28/2022	Sun 05/29/2022	Mon 05/30/2022	Tue 05/31/2022	Wed 06/01/2022	Thu 06/02/2022	Fri 06/03/2022	Sat 06/04/2022
?														
Mid														
Day	4	4	4	3	4	4	4	4	4	3	4	4	3	3
Mid-Day														
Swing	3	3	3	3	3	3	3	2	3	3	3	3	2	1
AR - Magee	1315	1315	1215	FSL	0545	X	X	SL	1315	SL	0545	0545	X	X
GO - Goldstein	C1315\$	C1315	1315	0645	0545	0545	X	C1315\$	1315	A<1215>	0645	C0545	FSL	X
	Sun 05/22/2022	Mon 05/23/2022	Tue 05/24/2022	Wed 05/25/2022	Thu 05/26/2022	Fri 05/27/2022	Sat 05/28/2022	Sun 05/29/2022	Mon 05/30/2022	Tue 05/31/2022	Wed 06/01/2022	Thu 06/02/2022	Fri 06/03/2022	Sat 06/04/2022
LA - Schneider	X	0645\$	C1315	1215	0645	0545	0545	X	X	1315	1215	0645	0545	0545
MZ - Marquez	1315\$	X	1315	1315	1215	0645	0545	X	C0545\$	1315	1315	0645	ADMIN	ADMIN
EZ - Lauer	0645A	0545A	0545\$	X	X	C1115A	1115A	0645A	0545A	0545\$	0545\$	X	FSL	FSL
	Sun 05/22/2022	Mon 05/23/2022	Tue 05/24/2022	Wed 05/25/2022	Thu 05/26/2022	Fri 05/27/2022	Sat 05/28/2022	Sun 05/29/2022	Mon 05/30/2022	Tue 05/31/2022	Wed 06/01/2022	Thu 06/02/2022	Fri 06/03/2022	Sat 06/04/2022
LH - Hauth	0545	1215\$	X	C1315	C1315	0645	0645	0545	X	1215\$	1315	1315	0645	0645
	Sun 05/22/2022	Mon 05/23/2022	Tue 05/24/2022	Wed 05/25/2022	Thu 05/26/2022	Fri 05/27/2022	Sat 05/28/2022	Sun 05/29/2022	Mon 05/30/2022	Tue 05/31/2022	Wed 06/01/2022	Thu 06/02/2022	Fri 06/03/2022	Sat 06/04/2022
NT - Townsend	X	0645	0545	X	1315	1215	0645	0545	0645	X	X	1315	0645	SL
SS - Stokes	0545	0545	X	1315\$	1315	1315	1215	0645	0545	X	X	C1315	1315	0645
FS - Fields	0545	0545	0545	0545	0900	X	X	SL	SL	SL	SL	SL	X	X
	Sun 05/22/2022	Mon 05/23/2022	Tue 05/24/2022	Wed 05/25/2022	Thu 05/26/2022	Fri 05/27/2022	Sat 05/28/2022	Sun 05/29/2022	Mon 05/30/2022	Tue 05/31/2022	Wed 06/01/2022	Thu 06/02/2022	Fri 06/03/2022	Sat 06/04/2022
LB - Covington	ADMIN	ADMIN	ADMIN	X	X	ADMIN	ADMIN	ADMIN	ADMIN	ADMIN	X	X	ADMIN	ADMIN

CZ - Cerrone	0645	FSL	FSL	X	X	1315	1315	1215	0545	0545	X	1315\$	1315	1315
	Sun 05/22/2022	Mon 05/23/2022	Tue 05/24/2022	Wed 05/25/2022	Thu 05/26/2022	Fri 05/27/2022	Sat 05/28/2022	Sun 05/29/2022	Mon 05/30/2022	Tue 05/31/2022	Wed 06/01/2022	Thu 06/02/2022	Fri 06/03/2022	Sat 06/04/2022
CW - McAdory	1215	1315	0645	0545	X	X	A<1315>	A<1215>	1215	C0545	C0545	X	C1315\$	A<1315>
	Sun 05/22/2022	Mon 05/23/2022	Tue 05/24/2022	Wed 05/25/2022	Thu 05/26/2022	Fri 05/27/2022	Sat 05/28/2022	Sun 05/29/2022	Mon 05/30/2022	Tue 05/31/2022	Wed 06/01/2022	Thu 06/02/2022	Fri 06/03/2022	Sat 06/04/2022
AZ - Greenroyd	X	X	A<1315>	A<1215>	0545	0545	0545	0545\$	X	1315	1315	0645	0545	0545
OJ - Rush	SL-2	SL-2	0645	0545	0545	X	C1315\$	1315	C1315	0645	0545	0545	X	C1315\$
Name ?	Sun 05/22/2022	Mon 05/23/2022	Tue 05/24/2022	Wed 05/25/2022	Thu 05/26/2022	Fri 05/27/2022	Sat 05/28/2022	Sun 05/29/2022	Mon 05/30/2022	Tue 05/31/2022	Wed 06/01/2022	Thu 06/02/2022	Fri 06/03/2022	Sat 06/04/2022
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Mid														
Day	4	4	4	3	4	4	4	4	4	3	4	4	3	3
Mid-Day														
Swing	3	3	3	3	3	3	3	2	3	3	3	3	2	1

Select Pay Period: 132022 ▼ Select Area: OPS ▼ ?

Sort By : RDOs ▼ ? Sort Order : ASC ▼ ?

Published Pay Period 132022 ?														
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?														
Mid														
Day	4	4	3	3	2	3	3	3	3	3	3	4	3	3
Mid-Day														
Swing	2	2	2	1	2	3	2	3	2	3	3	2	3	3
AR - Magee	ADMIN	ADMIN	ADMIN	ADMIN	ADMIN	X	X	ADMIN	ADMIN	ADMIN	ADMIN	ADMIN	X	X
GO - Goldstein	SL	1315	1215	0645	C0545	0545	X	C1315\$	1315	1215	0645	0545	A<0545>	X
	Sun 06/05/2022	Mon 06/06/2022	Tue 06/07/2022	Wed 06/08/2022	Thu 06/09/2022	Fri 06/10/2022	Sat 06/11/2022	Sun 06/12/2022	Mon 06/13/2022	Tue 06/14/2022	Wed 06/15/2022	Thu 06/16/2022	Fri 06/17/2022	Sat 06/18/2022
MZ - Marquez	X	X	ADMIN	ADMIN	ADMIN	ADMIN	ADMIN	1315\$	X	1315	1315	0645	0545	0545
LA - Schneider	X	C0545\$	SL	1215	0645	0545	0545	X	SL	C1315	1215	0645	0545	0545
EZ - Lauer	0645A	0545A	C0545\$	0545\$	X	1115A	1115A	0645A	0545A	0545\$	0545\$	X	1115A	1115A
	Sun 06/05/2022	Mon 06/06/2022	Tue 06/07/2022	Wed 06/08/2022	Thu 06/09/2022	Fri 06/10/2022	Sat 06/11/2022	Sun 06/12/2022	Mon 06/13/2022	Tue 06/14/2022	Wed 06/15/2022	Thu 06/16/2022	Fri 06/17/2022	Sat 06/18/2022
LH - Hauth	0545	X	SL	SL	C1315	0645	0545	0545	X	1315\$	C1315	1215	0545	0545
	Sun 06/05/2022	Mon 06/06/2022	Tue 06/07/2022	Wed 06/08/2022	Thu 06/09/2022	Fri 06/10/2022	Sat 06/11/2022	Sun 06/12/2022	Mon 06/13/2022	Tue 06/14/2022	Wed 06/15/2022	Thu 06/16/2022	Fri 06/17/2022	Sat 06/18/2022
SS - Stokes	0545	A<0545>	X	X	A<1315>	A<1215>	A<0645>	A<0545>	SL	0645\$	X	1315	1215	1215
NT - Townsend	0645	0545	1315\$	X	1315	1315	0645	1315	0645	X	1315\$	ADMIN	ADMIN	ADMIN
FS - Fields	SL	SL	SL	SL	SL	1315\$	X	0545	0545	0545	0545	1315	1315\$	X
	Sun 06/05/2022	Mon 06/06/2022	Tue 06/07/2022	Wed 06/08/2022	Thu 06/09/2022	Fri 06/10/2022	Sat 06/11/2022	Sun 06/12/2022	Mon 06/13/2022	Tue 06/14/2022	Wed 06/15/2022	Thu 06/16/2022	Fri 06/17/2022	Sat 06/18/2022
LB - Covington	ADMIN	ADMIN	ADMIN	X	X	ADMIN	ADMIN	ADMIN	ADMIN	ADMIN	X	X	ADMIN	ADMIN

CZ - Cerrone	1315	0645	0545	X	1215\$	1315	1315	0645	0645	0545	X	0545\$	1315	1315
	Sun 06/05/2022	Mon 06/06/2022	Tue 06/07/2022	Wed 06/08/2022	Thu 06/09/2022	Fri 06/10/2022	Sat 06/11/2022	Sun 06/12/2022	Mon 06/13/2022	Tue 06/14/2022	Wed 06/15/2022	Thu 06/16/2022	Fri 06/17/2022	Sat 06/18/2022
CW - McAdory	1315	0645	0545	C0545	X	X	C1315	1215	1215	SL	0545	FSL	X	C1315
	Sun 06/05/2022	Mon 06/06/2022	Tue 06/07/2022	Wed 06/08/2022	Thu 06/09/2022	Fri 06/10/2022	Sat 06/11/2022	Sun 06/12/2022	Mon 06/13/2022	Tue 06/14/2022	Wed 06/15/2022	Thu 06/16/2022	Fri 06/17/2022	Sat 06/18/2022
AZ - Greenroyd	X	1315\$	1315	1315	FSL	0545	0545	X	1315\$	@D<0645>	@D<0645>	@D<0645>	0545	0545
OJ - Rush	C1315	1215	0645	0545	0545	X	X	A<1315>	A<1215>	A<0645>	A<0545>	A<0545>	X	X
Name ?	Sun 06/05/2022	Mon 06/06/2022	Tue 06/07/2022	Wed 06/08/2022	Thu 06/09/2022	Fri 06/10/2022	Sat 06/11/2022	Sun 06/12/2022	Mon 06/13/2022	Tue 06/14/2022	Wed 06/15/2022	Thu 06/16/2022	Fri 06/17/2022	Sat 06/18/2022
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Mid														
Day	4	4	3	3	2	3	3	3	3	3	3	4	3	3
Mid-Day														
Swing	2	2	2	1	2	3	2	3	2	3	3	2	3	3

Select Pay Period: 142022 ▼ Select Area: OPS ▼ ?

Sort By : RDOs ▼ ? Sort Order : ASC ▼ ?

Published Pay Period 142022 ?														
Name ?	Sun 06/19/2022	Mon 06/20/2022	Tue 06/21/2022	Wed 06/22/2022	Thu 06/23/2022	Fri 06/24/2022	Sat 06/25/2022	Sun 06/26/2022	Mon 06/27/2022	Tue 06/28/2022	Wed 06/29/2022	Thu 06/30/2022	Fri 07/01/2022	Sat 07/02/2022
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Mid														
Day	3	3	4	4	3	3	4	2	1	1	1	2	3	3
Mid-Day														
Swing	3	3	2	2	3	2		1		2	2	3	3	3
GO - Goldstein	X	1315	1215	0645	0545	0545	0645\$	X	SL	1215	0645	C0545	ADMIN	X
AR - Magee	1315	C1315	0645	0645	FSL	X	X	ADMIN	ADMIN	ADMIN	ADMIN	ADMIN	X	X
	Sun 06/19/2022	Mon 06/20/2022	Tue 06/21/2022	Wed 06/22/2022	Thu 06/23/2022	Fri 06/24/2022	Sat 06/25/2022	Sun 06/26/2022	Mon 06/27/2022	Tue 06/28/2022	Wed 06/29/2022	Thu 06/30/2022	Fri 07/01/2022	Sat 07/02/2022
LA - Schneider	X	X	HL	A<1215>	TOA	0545	0545	X	X	C1315	1215	0645	0545	0545
MZ - Marquez	0545\$	X	1315	C1315	0645	0645	0545	1215\$	X	1315	1315	0615	0645	0545
EZ - Lauer	0645A	0545A	X	1215\$	X	A<1115A>	A<1115A>	A<0645A>	A<0545A>	A<0545>	A<1315>	X	0645A	C1115A
	Sun 06/19/2022	Mon 06/20/2022	Tue 06/21/2022	Wed 06/22/2022	Thu 06/23/2022	Fri 06/24/2022	Sat 06/25/2022	Sun 06/26/2022	Mon 06/27/2022	Tue 06/28/2022	Wed 06/29/2022	Thu 06/30/2022	Fri 07/01/2022	Sat 07/02/2022
LH - Hauth	C0545	X	X	1315	1215	1245	0545	0545	SL	X	C1315	1215	1315	0645
	Sun 06/19/2022	Mon 06/20/2022	Tue 06/21/2022	Wed 06/22/2022	Thu 06/23/2022	Fri 06/24/2022	Sat 06/25/2022	Sun 06/26/2022	Mon 06/27/2022	Tue 06/28/2022	Wed 06/29/2022	Thu 06/30/2022	Fri 07/01/2022	Sat 07/02/2022
NT - Townsend	ADMIN	ADMIN	X	X	ADMIN	ADMIN	ADMIN	ADMIN	ADMIN	X	X	1315	1215	1315
SS - Stokes	0545	0545	SL	X	1315	1315	ADMIN	0615	0545	0545\$	X	1315	C1315	1215
FS - Fields	HL	0545	0545	0545	1315	1315\$	X	0545	0545	0545	0545	1315	X	X
	Sun 06/19/2022	Mon 06/20/2022	Tue 06/21/2022	Wed 06/22/2022	Thu 06/23/2022	Fri 06/24/2022	Sat 06/25/2022	Sun 06/26/2022	Mon 06/27/2022	Tue 06/28/2022	Wed 06/29/2022	Thu 06/30/2022	Fri 07/01/2022	Sat 07/02/2022
LB - Covington	HL	ADMIN	ADMIN	X	X	ADMIN	ADMIN	ADMIN	ADMIN	ADMIN	X	X	ADMIN	ADMIN

CZ - Cerrone	1315	0645	0545	X	X	A<1315>	A<1315>	A<1215>	A<0645>	A<0545>	X	X	1315	1315
	Sun 06/19/2022	Mon 06/20/2022	Tue 06/21/2022	Wed 06/22/2022	Thu 06/23/2022	Fri 06/24/2022	Sat 06/25/2022	Sun 06/26/2022	Mon 06/27/2022	Tue 06/28/2022	Wed 06/29/2022	Thu 06/30/2022	Fri 07/01/2022	Sat 07/02/2022
CW - McAdory	1215	1215	0545	0545	1315\$	X	A<1315>	FSL	FSL	ADMIN	SL	X	X	ADMIN
	Sun 06/19/2022	Mon 06/20/2022	Tue 06/21/2022	Wed 06/22/2022	Thu 06/23/2022	Fri 06/24/2022	Sat 06/25/2022	Sun 06/26/2022	Mon 06/27/2022	Tue 06/28/2022	Wed 06/29/2022	Thu 06/30/2022	Fri 07/01/2022	Sat 07/02/2022
AZ - Greenroyd	X	0645\$	1315	FSL	0645	0545	0545	X	X	A<1315>	A<1315>	A<0645>	0545	0545
OJ - Rush	C1315	1315	0645	0545	0545	X	X	SL	SL	SL	SL	SL	X	X
Name ?	Sun 06/19/2022	Mon 06/20/2022	Tue 06/21/2022	Wed 06/22/2022	Thu 06/23/2022	Fri 06/24/2022	Sat 06/25/2022	Sun 06/26/2022	Mon 06/27/2022	Tue 06/28/2022	Wed 06/29/2022	Thu 06/30/2022	Fri 07/01/2022	Sat 07/02/2022
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Mid														
Day	3	3	4	4	3	3	4	2	1	1	1	2	3	3
Mid-Day														
Swing	3	3	2	2	3	2		1		2	2	3	3	3

Select Pay Period: 152022 ▼ Select Area: OPS ▼ ?

Sort By : RDOs ▼ ? 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														
Day	3	3	2	4	3	3	4	4	2	3	1	2	2	3
Mid-Day									1					
Swing	2		2	3	3	3	3	3	2	3	3	2	2	3
GO - Goldstein	X	HL	ADMIN	ADMIN	ADMIN	ADMIN	X	X	A<1315>	A<1215>	A<0645>	A<0645>	A<0545>	X
AR - Magee	ADMIN	ADMIN	ADMIN	0645	C0545	X	1315\$	1315	1315	0645	0645	0545	X	1315\$
	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 - Schneider	X	X	1315	1215	0545	0545	0545	X	X	1315	1215	0645	0545	0545
MZ - Marquez	X	X	A<1315>	1315	0645	0545	0545	0645\$	X	1315	1315	1215	0545	C0545
EZ - Lauer	1115A	0645A	0645A\$	0645\$	X	A<1115A>	A<1115A>	A<0645A>	A<0545A>	X	1115\$	X	C1115A	1115A
	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
LH - Hauth	0545	SL	X	1315	1215	0645	0645	0545	X	X	A<1315>	A<1315>	A<0645>	A<0645>
	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
SS - Stokes	0545	C0545	SL	X	1315	1315	0645	0545	0545	SL	X	1315	1315	0645
NT - Townsend	1215	0545	1315\$	X	1315	1215	1215	0645	0545	1215\$	X	FSL	1315	1215
FS - Fields	1315	HL	0545	0545	1315	1315\$	X	0545	0545	D0645	0545	1315	0645\$	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
LB - Covington	ADMIN	ADMIN	ADMIN	X	X	ADMIN	ADMIN	ADMIN	ADMIN	ADMIN	X	X	ADMIN	ADMIN

CZ - Cerrone	0645	0615	0615	0545\$	X	1315	1315	1215	0900	FSL	X	SL	SL	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
CW - McAdory	ADMIN	ADMIN	ADMIN	ADMIN	X	X	A<1315>	A<1215>	1215	0545	SL	D<0545\$>	X	C1315
	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
AZ - Greenroyd	0545\$	X	1315	1315	0645	0545	0545	1315\$	X	1315	1215	D0645	0545	SL
OJ - Rush	ADMIN	ADMIN	ADMIN	0545	0545	X	C1315\$	1315	C1315	0645	A-2<0545>	C0545	X	0545\$
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
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Mid														
Day	3	3	2	4	3	3	4	4	2	3	1	2	2	3
Mid-Day									1					
Swing	2		2	3	3	3	3	3	2	3	3	2	2	3

Select Pay Period: 162022 ▼ Select Area: OPS ▼ ?

Sort By : RDOs ▼ ? Sort Order : ASC ▼ ?

Published Pay Period 162022 ?														
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?														
Mid														
Day	4	1	3	2	2	1	3	1	1	3	4	3	3	2
Mid-Day														
Swing	2	2	3	2	2	2	2	2	3	3	2	1	1	2
GO - Goldstein	X	C1315	1215	0645	0545	0545	1315\$	X	1315	1215	0645	0545	0545	X
AR - Magee	C1315	1315	0645	C0545	0545	X	C1315\$	C1315	1315	0645	0645	C0545	X	1215\$
	Sun 07/17/2022	Mon 07/18/2022	Tue 07/19/2022	Wed 07/20/2022	Thu 07/21/2022	Fri 07/22/2022	Sat 07/23/2022	Sun 07/24/2022	Mon 07/25/2022	Tue 07/26/2022	Wed 07/27/2022	Thu 07/28/2022	Fri 07/29/2022	Sat 07/30/2022
LA - Schneider	X	X	1315	1215	SL	SL	0545	X	X	1315	1215	0645	0545	0545
MZ - Marquez	0545\$	X	1315	SL	SL	SL	0545	1315\$	X	1315	1315	1215	0645	0545
EZ - Lauer	0645A	ADMIN	D1015\$	X	X	ADMIN	ADMIN	ADMIN	ADMIN	X	X	X	ADMIN	ADMIN
	Sun 07/17/2022	Mon 07/18/2022	Tue 07/19/2022	Wed 07/20/2022	Thu 07/21/2022	Fri 07/22/2022	Sat 07/23/2022	Sun 07/24/2022	Mon 07/25/2022	Tue 07/26/2022	Wed 07/27/2022	Thu 07/28/2022	Fri 07/29/2022	Sat 07/30/2022
LH - Hauth	A<0545>	X	X	1315	A<1215>	ADMIN	ADMIN	ADMIN	X	X	ADMIN	ADMIN	ADMIN	ADMIN
	Sun 07/17/2022	Mon 07/18/2022	Tue 07/19/2022	Wed 07/20/2022	Thu 07/21/2022	Fri 07/22/2022	Sat 07/23/2022	Sun 07/24/2022	Mon 07/25/2022	Tue 07/26/2022	Wed 07/27/2022	Thu 07/28/2022	Fri 07/29/2022	Sat 07/30/2022
SS - Stokes	0545	SL	X	SL	1315	1315	0645	0545	0545	X	X	ADMIN	ADMIN	ADMIN
NT - Townsend	0645	0545	0545\$	X	1315	1315	1215	A<0645>	A<0645>	X	X	A<1315>	A<1315>	A<1215>
FS - Fields	0545	0545	0545	A<0545>	0900	1315\$	X	0545	0545	SL	COS	1315	SL	X
	Sun 07/17/2022	Mon 07/18/2022	Tue 07/19/2022	Wed 07/20/2022	Thu 07/21/2022	Fri 07/22/2022	Sat 07/23/2022	Sun 07/24/2022	Mon 07/25/2022	Tue 07/26/2022	Wed 07/27/2022	Thu 07/28/2022	Fri 07/29/2022	Sat 07/30/2022
CZ - Cerrone	X	A<0645>	A<0545>	A	A	A<1315>	X	X	A<0645>	0545	0545	X	1215	1315

	Sun 07/17/2022	Mon 07/18/2022	Tue 07/19/2022	Wed 07/20/2022	Thu 07/21/2022	Fri 07/22/2022	Sat 07/23/2022	Sun 07/24/2022	Mon 07/25/2022	Tue 07/26/2022	Wed 07/27/2022	Thu 07/28/2022	Fri 07/29/2022	Sat 07/30/2022
CW - McAdory	1215	SL	ADMIN	ADMIN	X	X	XTU	A<1215>	A<0645>	0545	C0545	X	X	C1315
	Sun 07/17/2022	Mon 07/18/2022	Tue 07/19/2022	Wed 07/20/2022	Thu 07/21/2022	Fri 07/22/2022	Sat 07/23/2022	Sun 07/24/2022	Mon 07/25/2022	Tue 07/26/2022	Wed 07/27/2022	Thu 07/28/2022	Fri 07/29/2022	Sat 07/30/2022
AZ - Greenroyd	SL	X	1315	1215	0645	0545	0545	X	1315\$	1315	1315	SL	0545	0545
OJ - Rush	1315	1115	0645	0545	C0545	X	X	1115	1015	A-2<0645>	0545	0545	C1315\$	X
Name ?	Sun 07/17/2022	Mon 07/18/2022	Tue 07/19/2022	Wed 07/20/2022	Thu 07/21/2022	Fri 07/22/2022	Sat 07/23/2022	Sun 07/24/2022	Mon 07/25/2022	Tue 07/26/2022	Wed 07/27/2022	Thu 07/28/2022	Fri 07/29/2022	Sat 07/30/2022
?														
Mid														
Day	4	1	3	2	2	1	3	1	1	3	4	3	3	2
Mid-Day														
Swing	2	2	3	2	2	2	2	2	3	3	2	1	1	2

Select Pay Period: 172022 ▼ Select Area: OPS ▼ ?

Sort By : RDOs ▼ ? Sort Order : ASC ▼ ?

Published Pay Period 172022 ?														
Name ?	Sun 07/31/2022	Mon 08/01/2022	Tue 08/02/2022	Wed 08/03/2022	Thu 08/04/2022	Fri 08/05/2022	Sat 08/06/2022	Sun 08/07/2022	Mon 08/08/2022	Tue 08/09/2022	Wed 08/10/2022	Thu 08/11/2022	Fri 08/12/2022	Sat 08/13/2022
?														
Mid														
Day	2	2	5	4	3	3	4	2	4	4	4	3	4	3
Mid-Day														
Swing	3	3	3	3	3	3	3	3	3	3	3	3	2	2
AR - Magee	C1315	C1115	0645	0645	C0545	X	1215\$	C1315	1315	0645	0645	A<0545>	X	X
GO - Goldstein	1315\$	1115	1115	0645	0545	0545	X	FSL	1315	1215	0645	0545	0545	X
	Sun 07/31/2022	Mon 08/01/2022	Tue 08/02/2022	Wed 08/03/2022	Thu 08/04/2022	Fri 08/05/2022	Sat 08/06/2022	Sun 08/07/2022	Mon 08/08/2022	Tue 08/09/2022	Wed 08/10/2022	Thu 08/11/2022	Fri 08/12/2022	Sat 08/13/2022
LA - Schneider	X	X	1115	1115	0645	0545	0545	X	X	1315	1215	0645	0545	0545
MZ - Marquez	0545\$	X	1115	1115	1215	SL	0545	X	0645\$	1315	1315	0645	0645	0545
EZ - Lauer	ADMIN	ADMIN	X	X	X	ADMIN	ADMIN	ADMIN	ADMIN	X	X	X	ADMIN	ADMIN
	Sun 07/31/2022	Mon 08/01/2022	Tue 08/02/2022	Wed 08/03/2022	Thu 08/04/2022	Fri 08/05/2022	Sat 08/06/2022	Sun 08/07/2022	Mon 08/08/2022	Tue 08/09/2022	Wed 08/10/2022	Thu 08/11/2022	Fri 08/12/2022	Sat 08/13/2022
LH - Hauth	ADMIN	X	X	ADMIN	ADMIN	0645	A<0645>	SL	X	X	1315	1215	0645	0645
	Sun 07/31/2022	Mon 08/01/2022	Tue 08/02/2022	Wed 08/03/2022	Thu 08/04/2022	Fri 08/05/2022	Sat 08/06/2022	Sun 08/07/2022	Mon 08/08/2022	Tue 08/09/2022	Wed 08/10/2022	Thu 08/11/2022	Fri 08/12/2022	Sat 08/13/2022
NT - Townsend	X	0545	0545	X	1315	1315	0645	0645	0545	X	X	1315	1315	1215
SS - Stokes	ADMIN	ADMIN	X	X	1315	C1315	0645	0545	0545	X	X	1315	D1315	SL
FS - Fields	0545	0545	0545	0545	1315	X	X	0545	0545	0545	0545	1315	C1315\$	X
	Sun 07/31/2022	Mon 08/01/2022	Tue 08/02/2022	Wed 08/03/2022	Thu 08/04/2022	Fri 08/05/2022	Sat 08/06/2022	Sun 08/07/2022	Mon 08/08/2022	Tue 08/09/2022	Wed 08/10/2022	Thu 08/11/2022	Fri 08/12/2022	Sat 08/13/2022
CZ - Cerrone	1215	0645	0545	1115A\$	X	1215	1315	1215	0645	0545	X	X	1215	1315

[illegible]

Select Pay Period: 182022 ▼ Select Area: OPS ▼ ?

Sort By : RDOs ▼ ? Sort Order : ASC ▼ ?

Published Pay Period 182022 ?														
Name ?	Sun 08/14/2022	Mon 08/15/2022	Tue 08/16/2022	Wed 08/17/2022	Thu 08/18/2022	Fri 08/19/2022	Sat 08/20/2022	Sun 08/21/2022	Mon 08/22/2022	Tue 08/23/2022	Wed 08/24/2022	Thu 08/25/2022	Fri 08/26/2022	Sat 08/27/2022
?														
Mid														
Day	2	1	4	4	3	2	3	2	2	4	4	3	3	2
Mid-Day														
Swing	2	3	1	2	2	2	2	2	2	2	3	3	3	2
GO - Goldstein	X	A<1315>	A<1215>	A<0645>	A<0645>	A<0545>	X	X	A<1315>	A<1215>	A<0645>	A<0645>	A<0545>	X
AR - Magee	1315	C1315	0645	0645	C0545	FSL	X	C1315	1115	0645	0645	C0545	0545\$	X
	Sun 08/14/2022	Mon 08/15/2022	Tue 08/16/2022	Wed 08/17/2022	Thu 08/18/2022	Fri 08/19/2022	Sat 08/20/2022	Sun 08/21/2022	Mon 08/22/2022	Tue 08/23/2022	Wed 08/24/2022	Thu 08/25/2022	Fri 08/26/2022	Sat 08/27/2022
LA - Schneider	X	X	ADMIN	ADMIN	ADMIN	ADMIN	ADMIN	X	X	ADMIN	ADMIN	ADMIN	ADMIN	ADMIN
MZ - Marquez	X	X	1315	C1315	0645	0645	0545	0545\$	X	1315	1315	0645	0645	SL
EZ - Lauer	ADMIN	ADMIN	ADMIN	X	X	ADMIN	ADMIN	ADMIN	ADMIN	X	X	X	ADMIN	ADMIN
	Sun 08/14/2022	Mon 08/15/2022	Tue 08/16/2022	Wed 08/17/2022	Thu 08/18/2022	Fri 08/19/2022	Sat 08/20/2022	Sun 08/21/2022	Mon 08/22/2022	Tue 08/23/2022	Wed 08/24/2022	Thu 08/25/2022	Fri 08/26/2022	Sat 08/27/2022
LH - Hauth	0545	X	C1315\$	1315	1215	C1245	0545	C0545	X	1315\$	1315	1215	1245	0545
	Sun 08/14/2022	Mon 08/15/2022	Tue 08/16/2022	Wed 08/17/2022	Thu 08/18/2022	Fri 08/19/2022	Sat 08/20/2022	Sun 08/21/2022	Mon 08/22/2022	Tue 08/23/2022	Wed 08/24/2022	Thu 08/25/2022	Fri 08/26/2022	Sat 08/27/2022
SS - Stokes	D0545	D0545	X	X	@D0645	@D0645	@D0645	X	@D0645	@D0645	X	1315	C1315	1315
NT - Townsend	0645	0545	X	1315\$	1315	1215	0645	0645	0545	X	1215\$	1315	1215	0645
FS - Fields	0545	0545	0545	0545	1315	X	C1315\$	0615	SL	0545	0545	1315	X	1315\$
	Sun 08/14/2022	Mon 08/15/2022	Tue 08/16/2022	Wed 08/17/2022	Thu 08/18/2022	Fri 08/19/2022	Sat 08/20/2022	Sun 08/21/2022	Mon 08/22/2022	Tue 08/23/2022	Wed 08/24/2022	Thu 08/25/2022	Fri 08/26/2022	Sat 08/27/2022
CZ - Cerrone	1215	1215	0545	0645\$	X	1315	1115	1215	0645	0545	0545\$	X	1315	SL

	Sun 08/14/2022	Mon 08/15/2022	Tue 08/16/2022	Wed 08/17/2022	Thu 08/18/2022	Fri 08/19/2022	Sat 08/20/2022	Sun 08/21/2022	Mon 08/22/2022	Tue 08/23/2022	Wed 08/24/2022	Thu 08/25/2022	Fri 08/26/2022	Sat 08/27/2022
CW - McAdory	C1315	1245	0545	0545	0545\$	X	1315	SL	1115	0545	0545	0545\$	X	1315
	Sun 08/14/2022	Mon 08/15/2022	Tue 08/16/2022	Wed 08/17/2022	Thu 08/18/2022	Fri 08/19/2022	Sat 08/20/2022	Sun 08/21/2022	Mon 08/22/2022	Tue 08/23/2022	Wed 08/24/2022	Thu 08/25/2022	Fri 08/26/2022	Sat 08/27/2022
AZ - Greenroyd	X	0645\$	A<1315>	A<1315>	A<0645>	0545	0545	X	0900\$	1315	1315	0645	0545	0545
OJ - Rush	A-2<1315>	1315	0645	0545	0545	0545\$	X	1315	C0900	0645	0545	0545	0545\$	X
	Sun 08/14/2022	Mon 08/15/2022	Tue 08/16/2022	Wed 08/17/2022	Thu 08/18/2022	Fri 08/19/2022	Sat 08/20/2022	Sun 08/21/2022	Mon 08/22/2022	Tue 08/23/2022	Wed 08/24/2022	Thu 08/25/2022	Fri 08/26/2022	Sat 08/27/2022
HE - Howard	T1315	T1215	T0645	T0645	T0545	X	X	T1315	T1215	T0645	T0645	T0545	X	X
Name ?	Sun 08/14/2022	Mon 08/15/2022	Tue 08/16/2022	Wed 08/17/2022	Thu 08/18/2022	Fri 08/19/2022	Sat 08/20/2022	Sun 08/21/2022	Mon 08/22/2022	Tue 08/23/2022	Wed 08/24/2022	Thu 08/25/2022	Fri 08/26/2022	Sat 08/27/2022
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Mid														
Day	2	1	4	4	3	2	3	2	2	4	4	3	3	2
Mid-Day														
Swing	2	3	1	2	2	2	2	2	2	2	3	3	3	2

Select Pay Period: 192022 ▼ Select Area: OPS ▼ ?

Sort By : RDOs ▼ ? Sort Order : ASC ▼ ?

Published Pay Period 192022 ?														
Name ?	Sun 08/28/2022	Mon 08/29/2022	Tue 08/30/2022	Wed 08/31/2022	Thu 09/01/2022	Fri 09/02/2022	Sat 09/03/2022	Sun 09/04/2022	Mon 09/05/2022	Tue 09/06/2022	Wed 09/07/2022	Thu 09/08/2022	Fri 09/09/2022	Sat 09/10/2022
?														
Mid														
Day	1	3	2	3	1	3	2	4	3	4	4	2	4	4
Mid-Day	1				1		1				1			
Swing	2	2	2	3	2	3	2	2	3	3	2	3	2	3
AR - Magee	1315	C1315	0645	0645	C0545	0545\$	X	C1315	1315	0645	0645	C0545	X	1215\$
	Sun 08/28/2022	Mon 08/29/2022	Tue 08/30/2022	Wed 08/31/2022	Thu 09/01/2022	Fri 09/02/2022	Sat 09/03/2022	Sun 09/04/2022	Mon 09/05/2022	Tue 09/06/2022	Wed 09/07/2022	Thu 09/08/2022	Fri 09/09/2022	Sat 09/10/2022
LA - Schneider	X	X	ADMIN	ADMIN	ADMIN	ADMIN	HL	X	X	ADMIN	ADMIN	ADMIN	ADMIN	ADMIN
MZ - Marquez	X	1315\$	1315	1245	0545	0645	0545	X	X	1315	1315	0645	0545	0545
EZ - Lauer	ADMIN	ADMIN	X	X	X	D1115A	D1115A	X	HL	A<0645>	@D0645	@D0645	SL	X
	Sun 08/28/2022	Mon 08/29/2022	Tue 08/30/2022	Wed 08/31/2022	Thu 09/01/2022	Fri 09/02/2022	Sat 09/03/2022	Sun 09/04/2022	Mon 09/05/2022	Tue 09/06/2022	Wed 09/07/2022	Thu 09/08/2022	Fri 09/09/2022	Sat 09/10/2022
LH - Hauth	C0545	X	1315\$	1315	0900	1315	0615	0545	X	1315\$	1315	1215	0645	0545
	Sun 08/28/2022	Mon 08/29/2022	Tue 08/30/2022	Wed 08/31/2022	Thu 09/01/2022	Fri 09/02/2022	Sat 09/03/2022	Sun 09/04/2022	Mon 09/05/2022	Tue 09/06/2022	Wed 09/07/2022	Thu 09/08/2022	Fri 09/09/2022	Sat 09/10/2022
NT - Townsend	0900	0545	X	1215\$	1315	1215	1315	0645	0545	X	0900\$	1315	1115	1315
SS - Stokes	0545	0545	SL	X	1315	C1315	0900	0545	0545	1215\$	X	1315	0645	1115
FS - Fields	0615	0545	SL	0545	1315	X	X	0545	0545	0545	0545	1315	1115\$	X
	Sun 08/28/2022	Mon 08/29/2022	Tue 08/30/2022	Wed 08/31/2022	Thu 09/01/2022	Fri 09/02/2022	Sat 09/03/2022	Sun 09/04/2022	Mon 09/05/2022	Tue 09/06/2022	Wed 09/07/2022	Thu 09/08/2022	Fri 09/09/2022	Sat 09/10/2022
CZ - Cerrone	1315	0645	0545	0545\$	X	1315	1215	0645	0645	0545	0645\$	X	1115	0545
	Sun 08/28/2022	Mon 08/29/2022	Tue 08/30/2022	Wed 08/31/2022	Thu 09/01/2022	Fri 09/02/2022	Sat 09/03/2022	Sun 09/04/2022	Mon 09/05/2022	Tue 09/06/2022	Wed 09/07/2022	Thu 09/08/2022	Fri 09/09/2022	Sat 09/10/2022

CW - McAdory	C1315	1215	C0545	0545	X	0545\$	C1315	1315	1215	0545	0545	X	X	C1315
	Sun 08/28/2022	Mon 08/29/2022	Tue 08/30/2022	Wed 08/31/2022	Thu 09/01/2022	Fri 09/02/2022	Sat 09/03/2022	Sun 09/04/2022	Mon 09/05/2022	Tue 09/06/2022	Wed 09/07/2022	Thu 09/08/2022	Fri 09/09/2022	Sat 09/10/2022
AZ - Greenroyd	X	SL	1315	1315	0615	0545	0545	X	1315\$	1315	1315	0615	0545	0545
OJ - Rush	A-2<1315>	A-2<1315>	SL-2	SL-2	SL-2	X	X	1315	1315	0645	0545	0545	0545\$	X
	Sun 08/28/2022	Mon 08/29/2022	Tue 08/30/2022	Wed 08/31/2022	Thu 09/01/2022	Fri 09/02/2022	Sat 09/03/2022	Sun 09/04/2022	Mon 09/05/2022	Tue 09/06/2022	Wed 09/07/2022	Thu 09/08/2022	Fri 09/09/2022	Sat 09/10/2022
HE - Howard	T1315	T1215	T0645	T0645	T0545	X	X	T1315	HL	T0645	T0645	T0545	X	0645\$
Name ?	Sun 08/28/2022	Mon 08/29/2022	Tue 08/30/2022	Wed 08/31/2022	Thu 09/01/2022	Fri 09/02/2022	Sat 09/03/2022	Sun 09/04/2022	Mon 09/05/2022	Tue 09/06/2022	Wed 09/07/2022	Thu 09/08/2022	Fri 09/09/2022	Sat 09/10/2022
?														
Mid														
Day	1	3	2	3	1	3	2	4	3	4	4	2	4	4
Mid-Day	1				1		1				1			
Swing	2	2	2	3	2	3	2	2	3	3	2	3	2	3

Select Pay Period: 202022 ▼ Select Area: OPS ▼ ?

Sort By : RDOs ▼ ? Sort Order : ASC ▼ ?

Published Pay Period 202022 ?														
Name ?	Sun 09/11/2022	Mon 09/12/2022	Tue 09/13/2022	Wed 09/14/2022	Thu 09/15/2022	Fri 09/16/2022	Sat 09/17/2022	Sun 09/18/2022	Mon 09/19/2022	Tue 09/20/2022	Wed 09/21/2022	Thu 09/22/2022	Fri 09/23/2022	Sat 09/24/2022
?														
Mid														
Day	3	3	4	3	2	3	3	3	2	3	3	1	3	2
Mid-Day									1			1		
Swing	3	3	2	3	2	4	1	3	2	2	2	2	3	2
AR - Magee	1315	C1315	0645	A<0645>	A<0545>	X	1215\$	C1315	C1115	0615	0545	C0545	X	FSL
	Sun 09/11/2022	Mon 09/12/2022	Tue 09/13/2022	Wed 09/14/2022	Thu 09/15/2022	Fri 09/16/2022	Sat 09/17/2022	Sun 09/18/2022	Mon 09/19/2022	Tue 09/20/2022	Wed 09/21/2022	Thu 09/22/2022	Fri 09/23/2022	Sat 09/24/2022
EZ - Lauer	X	@D0645	@D0645	@D0645	@D0645	@D0645	X	X	@D<0645>	@D<0645>	@D<0645>	@D0645	A<1115A>	X
LA - Schneider	X	X	ADMIN	ADMIN	ADMIN	ADMIN	ADMIN	X	X	ADMIN	ADMIN	ADMIN	ADMIN	ADMIN
MZ - Marquez	X	1315\$	1315	1315	0645	0645	0545	X	1315\$	1315	1315	0900	SL	SL
	Sun 09/11/2022	Mon 09/12/2022	Tue 09/13/2022	Wed 09/14/2022	Thu 09/15/2022	Fri 09/16/2022	Sat 09/17/2022	Sun 09/18/2022	Mon 09/19/2022	Tue 09/20/2022	Wed 09/21/2022	Thu 09/22/2022	Fri 09/23/2022	Sat 09/24/2022
LH - Hauth	0545	X	X	1315	1315	1215	0545	0545\$	X	C1315	C1215	1315	1245	0545
	Sun 09/11/2022	Mon 09/12/2022	Tue 09/13/2022	Wed 09/14/2022	Thu 09/15/2022	Fri 09/16/2022	Sat 09/17/2022	Sun 09/18/2022	Mon 09/19/2022	Tue 09/20/2022	Wed 09/21/2022	Thu 09/22/2022	Fri 09/23/2022	Sat 09/24/2022
NT - Townsend	0645	0545	X	1215\$	XTU	1315	TOA	0545	0545\$	X	1315	1315	1315	0645
SS - Stokes	0545	0545	1215\$	X	1315	1315	0645	0545	C0545	0545\$	X	C1315	C1315	1315
FS - Fields	0545	0545	0545	0545	1315	1315\$	X	TOA	TOA	A<0545>	A<0545>	A<1315>	X	X
	Sun 09/11/2022	Mon 09/12/2022	Tue 09/13/2022	Wed 09/14/2022	Thu 09/15/2022	Fri 09/16/2022	Sat 09/17/2022	Sun 09/18/2022	Mon 09/19/2022	Tue 09/20/2022	Wed 09/21/2022	Thu 09/22/2022	Fri 09/23/2022	Sat 09/24/2022
CZ - Cerrone	1215	0645	0545	0645\$	X	0545	SL	1215	0900	1215	0645\$	X	1315	1315
	Sun 09/11/2022	Mon 09/12/2022	Tue 09/13/2022	Wed 09/14/2022	Thu 09/15/2022	Fri 09/16/2022	Sat 09/17/2022	Sun 09/18/2022	Mon 09/19/2022	Tue 09/20/2022	Wed 09/21/2022	Thu 09/22/2022	Fri 09/23/2022	Sat 09/24/2022

CW - McAdory	C1315	1215	0545	0545	X	1315\$	C1315	1245	0545	C0545	C0545	X	0545\$	C1315
	Sun 09/11/2022	Mon 09/12/2022	Tue 09/13/2022	Wed 09/14/2022	Thu 09/15/2022	Fri 09/16/2022	Sat 09/17/2022	Sun 09/18/2022	Mon 09/19/2022	Tue 09/20/2022	Wed 09/21/2022	Thu 09/22/2022	Fri 09/23/2022	Sat 09/24/2022
AZ - Greenroyd	X	X	1315	1245	0545	0545	0545	0545\$	X	FSL	FSL	0615	0545	0545
OJ - Rush	1315	1315	0645	0545	0545	0545\$	X	1315	1115	0645	0545	0545	0545\$	X
	Sun 09/11/2022	Mon 09/12/2022	Tue 09/13/2022	Wed 09/14/2022	Thu 09/15/2022	Fri 09/16/2022	Sat 09/17/2022	Sun 09/18/2022	Mon 09/19/2022	Tue 09/20/2022	Wed 09/21/2022	Thu 09/22/2022	Fri 09/23/2022	Sat 09/24/2022
HE - Howard	T1215	T1215	T0645	T0645	SL	X	X	A<1215>	T1115	T0645	T0645	T0545	0645\$	X
Name ?	Sun 09/11/2022	Mon 09/12/2022	Tue 09/13/2022	Wed 09/14/2022	Thu 09/15/2022	Fri 09/16/2022	Sat 09/17/2022	Sun 09/18/2022	Mon 09/19/2022	Tue 09/20/2022	Wed 09/21/2022	Thu 09/22/2022	Fri 09/23/2022	Sat 09/24/2022
?														
Mid														
Day	3	3	4	3	2	3	3	3	2	3	3	1	3	2
Mid-Day									1			1		
Swing	3	3	2	3	2	4	1	3	2	2	2	2	3	2

Select Pay Period: 212022 ▼ Select Area: OPS ▼ ?

Sort By : RDOs ▼ ? Sort Order : ASC ▼ ?

Published Pay Period 212022 ?														
Name ?	Sun 09/25/2022	Mon 09/26/2022	Tue 09/27/2022	Wed 09/28/2022	Thu 09/29/2022	Fri 09/30/2022	Sat 10/01/2022	Sun 10/02/2022	Mon 10/03/2022	Tue 10/04/2022	Wed 10/05/2022	Thu 10/06/2022	Fri 10/07/2022	Sat 10/08/2022
?														
Mid														
Day	3	3	4	3	2	4	3	3	3	3	2	2	2	3
Mid-Day									1				1	
Swing	3	3	1	3	3	2	3	2	2	3	3	3	3	2
AR - Magee	1315	1315	0645	0645	C0545	X	1215\$	C1215	1215	1115	SL	SL	X	SL
	Sun 09/25/2022	Mon 09/26/2022	Tue 09/27/2022	Wed 09/28/2022	Thu 09/29/2022	Fri 09/30/2022	Sat 10/01/2022	Sun 10/02/2022	Mon 10/03/2022	Tue 10/04/2022	Wed 10/05/2022	Thu 10/06/2022	Fri 10/07/2022	Sat 10/08/2022
LA - Schneider	X	X	ADMIN	ADMIN	ADMIN	ADMIN	ADMIN	X	X	ADMIN	ADMIN	ADMIN	ADMIN	ADMIN
EZ - Lauer	X	A<0545A>	@D0645	@D0645	@D0645	T0645	X	X	X	T1215	T1115	T0645	T0545	T0545
MZ - Marquez	X	1315\$	1315	1315	0645	0545	A<0545>	X	X	A<1315>	1215	1115	0545	0545
	Sun 09/25/2022	Mon 09/26/2022	Tue 09/27/2022	Wed 09/28/2022	Thu 09/29/2022	Fri 09/30/2022	Sat 10/01/2022	Sun 10/02/2022	Mon 10/03/2022	Tue 10/04/2022	Wed 10/05/2022	Thu 10/06/2022	Fri 10/07/2022	Sat 10/08/2022
LH - Hauth	0545\$	X	SL	1215	1215	0645	0545	0545\$	X	1215	1115	0645	0545	0545
	Sun 09/25/2022	Mon 09/26/2022	Tue 09/27/2022	Wed 09/28/2022	Thu 09/29/2022	Fri 09/30/2022	Sat 10/01/2022	Sun 10/02/2022	Mon 10/03/2022	Tue 10/04/2022	Wed 10/05/2022	Thu 10/06/2022	Fri 10/07/2022	Sat 10/08/2022
NT - Townsend	0545	0545\$	X	1315	1315	0645	0645	0645	0645\$	X	SL	1215	0900	0645
SS - Stokes	SL	0545	SL	X	1315	1315	1115	0545	0545	1215\$	X	1215	1215	SL
FS - Fields	0545	0545	0545	0545	1315	1315\$	X	0545	0545	0545	0545	1215	1215\$	X
	Sun 09/25/2022	Mon 09/26/2022	Tue 09/27/2022	Wed 09/28/2022	Thu 09/29/2022	Fri 09/30/2022	Sat 10/01/2022	Sun 10/02/2022	Mon 10/03/2022	Tue 10/04/2022	Wed 10/05/2022	Thu 10/06/2022	Fri 10/07/2022	Sat 10/08/2022
CZ - Cerrone	0645	0645	0545	0645\$	X	SL	1215	1115	1215	0545	1215\$	X	1115	1115
	Sun 09/25/2022	Mon 09/26/2022	Tue 09/27/2022	Wed 09/28/2022	Thu 09/29/2022	Fri 09/30/2022	Sat 10/01/2022	Sun 10/02/2022	Mon 10/03/2022	Tue 10/04/2022	Wed 10/05/2022	Thu 10/06/2022	Fri 10/07/2022	Sat 10/08/2022

CW - McAdory	1215	1215	0545	0545	X	0545\$	C1215	1215	0900	0545	0545	X	C0545\$	C1215
	Sun 09/25/2022	Mon 09/26/2022	Tue 09/27/2022	Wed 09/28/2022	Thu 09/29/2022	Fri 09/30/2022	Sat 10/01/2022	Sun 10/02/2022	Mon 10/03/2022	Tue 10/04/2022	Wed 10/05/2022	Thu 10/06/2022	Fri 10/07/2022	Sat 10/08/2022
AZ - Greenroyd	1315\$	X	1315	1315	0615	0545	0545	X	1215\$	1215	1215	0545	FSL	0545
OJ - Rush	1315	C1315	0645	SL	0545	1215\$	X	A-2<1215>	0545	0645	0545	0545	1215\$	X
	Sun 09/25/2022	Mon 09/26/2022	Tue 09/27/2022	Wed 09/28/2022	Thu 09/29/2022	Fri 09/30/2022	Sat 10/01/2022	Sun 10/02/2022	Mon 10/03/2022	Tue 10/04/2022	Wed 10/05/2022	Thu 10/06/2022	Fri 10/07/2022	Sat 10/08/2022
HE - Howard	T1315	T1245	T0645	T0645	T0545	X	0545\$	T1215	T1215	T0645	T0645	T0545	X	1215\$
Name ?	Sun 09/25/2022	Mon 09/26/2022	Tue 09/27/2022	Wed 09/28/2022	Thu 09/29/2022	Fri 09/30/2022	Sat 10/01/2022	Sun 10/02/2022	Mon 10/03/2022	Tue 10/04/2022	Wed 10/05/2022	Thu 10/06/2022	Fri 10/07/2022	Sat 10/08/2022
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Mid														
Day	3	3	4	3	2	4	3	3	3	3	2	2	2	3
Mid-Day									1				1	
Swing	3	3	1	3	3	2	3	2	2	3	3	3	3	2

Select Pay Period: 222022 ▼ Select Area: OPS ▼ ?

Sort By : RDOs ▼ ? Sort Order : ASC ▼ ?

Published Pay Period 222022 ?														
Name ?	Sun 10/09/2022	Mon 10/10/2022	Tue 10/11/2022	Wed 10/12/2022	Thu 10/13/2022	Fri 10/14/2022	Sat 10/15/2022	Sun 10/16/2022	Mon 10/17/2022	Tue 10/18/2022	Wed 10/19/2022	Thu 10/20/2022	Fri 10/21/2022	Sat 10/22/2022
?														
Mid														
Day	3	3	3	3	2	2	2	3	2	2	2	1	2	2
Mid-Day					1	1	1		1	1			1	
Swing	2	3	3	2	2	1	2	3	2		1	2	2	1
AR - Magee	1215	C1215	1115	0645	C0545	X	1215\$	1215	C1215	C1215	SL	C0545	X	C1015\$
	Sun 10/09/2022	Mon 10/10/2022	Tue 10/11/2022	Wed 10/12/2022	Thu 10/13/2022	Fri 10/14/2022	Sat 10/15/2022	Sun 10/16/2022	Mon 10/17/2022	Tue 10/18/2022	Wed 10/19/2022	Thu 10/20/2022	Fri 10/21/2022	Sat 10/22/2022
LA - Schneider	X	X	ADMIN	ADMIN	ADMIN	ADMIN	ADMIN	X	X	ADMIN	ADMIN	ADMIN	ADMIN	ADMIN
EZ - Lauer	X	X	T1215	T1215	T0545	T0545	T0545	0545\$	X	T1215	T0545	T0545	T0545	T0545
MZ - Marquez	X	0545\$	C1215	C1215	0900	0545	C0545	X	0900A\$	@D<0645>	@D<0645>	@D<0645>	C0545	0545
	Sun 10/09/2022	Mon 10/10/2022	Tue 10/11/2022	Wed 10/12/2022	Thu 10/13/2022	Fri 10/14/2022	Sat 10/15/2022	Sun 10/16/2022	Mon 10/17/2022	Tue 10/18/2022	Wed 10/19/2022	Thu 10/20/2022	Fri 10/21/2022	Sat 10/22/2022
LH - Hauth	C0545\$	X	1215	1215	0545	0545	0545	SL	X	A<1215>	A<1215>	A<1115>	A<0900>	A<0645>
	Sun 10/09/2022	Mon 10/10/2022	Tue 10/11/2022	Wed 10/12/2022	Thu 10/13/2022	Fri 10/14/2022	Sat 10/15/2022	Sun 10/16/2022	Mon 10/17/2022	Tue 10/18/2022	Wed 10/19/2022	Thu 10/20/2022	Fri 10/21/2022	Sat 10/22/2022
NT - Townsend	0545	0645\$	X	1215	1215	0900	0900	0645	X	0900A\$	1215	1215	0545	0645
SS - Stokes	0645	0545	1215\$	X	1215	C1215	0545	0545	0545	SL	X	1015	1215	C0545
FS - Fields	SL	0545	0545	0545	1215	0545\$	X	0545	0545	0545	0545	1215	1215\$	X
	Sun 10/09/2022	Mon 10/10/2022	Tue 10/11/2022	Wed 10/12/2022	Thu 10/13/2022	Fri 10/14/2022	Sat 10/15/2022	Sun 10/16/2022	Mon 10/17/2022	Tue 10/18/2022	Wed 10/19/2022	Thu 10/20/2022	Fri 10/21/2022	Sat 10/22/2022
CZ - Cerrone	0645	1115	0645	SL	X	1215	1215	1115	0545	0545	0645\$	X	1215	1215
	Sun 10/09/2022	Mon 10/10/2022	Tue 10/11/2022	Wed 10/12/2022	Thu 10/13/2022	Fri 10/14/2022	Sat 10/15/2022	Sun 10/16/2022	Mon 10/17/2022	Tue 10/18/2022	Wed 10/19/2022	Thu 10/20/2022	Fri 10/21/2022	Sat 10/22/2022

CW - McAdory	C1215	1215	0545	0545	X	X	C1215	1215	1215	ADMIN	ADMIN	X	X	ADMIN
	Sun 10/09/2022	Mon 10/10/2022	Tue 10/11/2022	Wed 10/12/2022	Thu 10/13/2022	Fri 10/14/2022	Sat 10/15/2022	Sun 10/16/2022	Mon 10/17/2022	Tue 10/18/2022	Wed 10/19/2022	Thu 10/20/2022	Fri 10/21/2022	Sat 10/22/2022
AZ - Greenroyd	X	X	A<1215>	A<1215>	A<0645>	A<0545>	A<0545>	X	X	A<1215>	A<1215>	A<0645>	A<0545>	A<0545>
OJ - Rush	1215	1215	0545	0545	0545	FSL-2	X	C1215	1215	0545	0545	0545	0545\$	X
	Sun 10/09/2022	Mon 10/10/2022	Tue 10/11/2022	Wed 10/12/2022	Thu 10/13/2022	Fri 10/14/2022	Sat 10/15/2022	Sun 10/16/2022	Mon 10/17/2022	Tue 10/18/2022	Wed 10/19/2022	Thu 10/20/2022	Fri 10/21/2022	Sat 10/22/2022
MJ - Walker	X	X	T1115	T0645	T0645	T0545	T0545	X	X	COS	T0645	T0645	T0545	X
HE - Howard	SL	HL	T0645	T0645	T0545	X	X	T1215	T1115	T0645	T0645	T0545	0900\$	X
Name ?	Sun 10/09/2022	Mon 10/10/2022	Tue 10/11/2022	Wed 10/12/2022	Thu 10/13/2022	Fri 10/14/2022	Sat 10/15/2022	Sun 10/16/2022	Mon 10/17/2022	Tue 10/18/2022	Wed 10/19/2022	Thu 10/20/2022	Fri 10/21/2022	Sat 10/22/2022
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Mid														
Day	3	3	3	3	2	2	2	3	2	2	2	1	2	2
Mid-Day					1	1	1		1	1			1	
Swing	2	3	3	2	2	1	2	3	2		1	2	2	1

Select Pay Period: 232022 ▼ Select Area: OPS ▼ ?

Sort By : RDOs ▼ ? Sort Order : ASC ▼ ?

Published Pay Period 232022 ?														
Name ?	Sun 10/23/2022	Mon 10/24/2022	Tue 10/25/2022	Wed 10/26/2022	Thu 10/27/2022	Fri 10/28/2022	Sat 10/29/2022	Sun 10/30/2022	Mon 10/31/2022	Tue 11/01/2022	Wed 11/02/2022	Thu 11/03/2022	Fri 11/04/2022	Sat 11/05/2022
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Mid														
Day	2	2	2	1	2	2	3	3	2	3	3	3	1	2
Mid-Day	1	1		1	1	1			1	1	1			1
Swing	2	1	3	2	2	2	3	3	1	2	3	3	2	2
AR - Magee	1215	1215	C0545	0900	0545	X	1215\$	C1215	0545	0900	0645	0545	X	1215\$
	Sun 10/23/2022	Mon 10/24/2022	Tue 10/25/2022	Wed 10/26/2022	Thu 10/27/2022	Fri 10/28/2022	Sat 10/29/2022	Sun 10/30/2022	Mon 10/31/2022	Tue 11/01/2022	Wed 11/02/2022	Thu 11/03/2022	Fri 11/04/2022	Sat 11/05/2022
EZ - Lauer	X	X	T1215	T1115	T0900	T0545	T0545	X	X	T1215	T1215	T1215	T0545	T0545
LA - Schneider	X	X	ADMIN	ADMIN	ADMIN	ADMIN	ADMIN	X	X	ADMIN	ADMIN	LWOP	LWOP	LWOP
MZ - Marquez	X	0900\$	1215	1215	1215	0900	0545	X	1215\$	1215	1115	1115	SL	0545
	Sun 10/23/2022	Mon 10/24/2022	Tue 10/25/2022	Wed 10/26/2022	Thu 10/27/2022	Fri 10/28/2022	Sat 10/29/2022	Sun 10/30/2022	Mon 10/31/2022	Tue 11/01/2022	Wed 11/02/2022	Thu 11/03/2022	Fri 11/04/2022	Sat 11/05/2022
LH - Hauth	X	X	1215	1215	0900	0545	0545	0545\$	X	1215	1215	1215	0545	0545
	Sun 10/23/2022	Mon 10/24/2022	Tue 10/25/2022	Wed 10/26/2022	Thu 10/27/2022	Fri 10/28/2022	Sat 10/29/2022	Sun 10/30/2022	Mon 10/31/2022	Tue 11/01/2022	Wed 11/02/2022	Thu 11/03/2022	Fri 11/04/2022	Sat 11/05/2022
NT - Townsend	0545	X	SL	SL	SL	SL	0645	0545	X	X	1215	1215	1115	0900
SS - Stokes	0545	0545	0545\$	X	1215	1215	1115	0645	A<0545>	X	X	A<1215>	A<1115>	A<0900>
FS - Fields	0545	0545	SL	SL	1215	1215\$	X	0545	0545	0545	0545	1215	SL	X
	Sun 10/23/2022	Mon 10/24/2022	Tue 10/25/2022	Wed 10/26/2022	Thu 10/27/2022	Fri 10/28/2022	Sat 10/29/2022	Sun 10/30/2022	Mon 10/31/2022	Tue 11/01/2022	Wed 11/02/2022	Thu 11/03/2022	Fri 11/04/2022	Sat 11/05/2022
CZ - Cerrone	0900	0645	1115	0545\$	X	1215	1215	1115	0545	0545	0900\$	X	1215	1215
	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat

	10/23/2022	10/24/2022	10/25/2022	10/26/2022	10/27/2022	10/28/2022	10/29/2022	10/30/2022	10/31/2022	11/01/2022	11/02/2022	11/03/2022	11/04/2022	11/05/2022
CW - McAdory	ADMIN	A<0645>	A<0545>	A<0545>	X	X	C1215	1215	0900	0545	0545	0645\$	X	C1215
	Sun 10/23/2022	Mon 10/24/2022	Tue 10/25/2022	Wed 10/26/2022	Thu 10/27/2022	Fri 10/28/2022	Sat 10/29/2022	Sun 10/30/2022	Mon 10/31/2022	Tue 11/01/2022	Wed 11/02/2022	Thu 11/03/2022	Fri 11/04/2022	Sat 11/05/2022
AZ - Greenroyd	SL	X	1215	1215	0545	0545	0545	X	1215\$	1215	1215	0545	0545	0545
OJ - Rush	1215	C1215	0645	C0545	0545	0545\$	X	1215	A-2<1215>	0645	0545	0545	C1215\$	X
	Sun 10/23/2022	Mon 10/24/2022	Tue 10/25/2022	Wed 10/26/2022	Thu 10/27/2022	Fri 10/28/2022	Sat 10/29/2022	Sun 10/30/2022	Mon 10/31/2022	Tue 11/01/2022	Wed 11/02/2022	Thu 11/03/2022	Fri 11/04/2022	Sat 11/05/2022
HE - Howard	T1215	T1215	SL	T0645	T0545	X	X	T1215	T1115	SL	SL	SL	SL	X
Name ?	Sun 10/23/2022	Mon 10/24/2022	Tue 10/25/2022	Wed 10/26/2022	Thu 10/27/2022	Fri 10/28/2022	Sat 10/29/2022	Sun 10/30/2022	Mon 10/31/2022	Tue 11/01/2022	Wed 11/02/2022	Thu 11/03/2022	Fri 11/04/2022	Sat 11/05/2022
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Mid														
Day	2	2	2	1	2	2	3	3	2	3	3	3	1	2
Mid-Day	1	1		1	1	1			1	1	1			1
Swing	2	1	3	2	2	2	3	3	1	2	3	3	2	2

Select Pay Period: 242022 Select Area: OPS ?

Sort By : RDOs Sort Order : ASC ?

Published Pay Period 242022 ?														
Name ?	Sun 11/06/2022	Mon 11/07/2022	Tue 11/08/2022	Wed 11/09/2022	Thu 11/10/2022	Fri 11/11/2022	Sat 11/12/2022	Sun 11/13/2022	Mon 11/14/2022	Tue 11/15/2022	Wed 11/16/2022	Thu 11/17/2022	Fri 11/18/2022	Sat 11/19/2022
?														
Mid														
Day	2	3	3	3	3	3	2	2	3	3	2	2	2	1
Mid-Day		1					1	1	1		1	1	1	
Swing	2	3	3	3	3	3	1	1	3	3	2	2	2	1
AR - Magee	C1215	A<1215>	A<0945>	A<0645>	A<0545>	X	X	A<1215>	A<1215>	1115	0900	0545	X	C1215\$
	Sun 11/06/2022	Mon 11/07/2022	Tue 11/08/2022	Wed 11/09/2022	Thu 11/10/2022	Fri 11/11/2022	Sat 11/12/2022	Sun 11/13/2022	Mon 11/14/2022	Tue 11/15/2022	Wed 11/16/2022	Thu 11/17/2022	Fri 11/18/2022	Sat 11/19/2022
LA - Schneider	X	X	LWOP	LWOP	A<0900>	HL	A<0545>	X	X	A<1215>	A<1115>	A<0900>	LWOP	LWOP
EZ - Lauer	X	1215\$	T1215	T1115	T0645	FSL	FSL	X	1215\$	T1215	T0900	T0545	T0545	T0545
MZ - Marquez	X	1215\$	1215	1215	0645	0645	0545	X	1215\$	1215	1215	1215	0900	A<0545>
	Sun 11/06/2022	Mon 11/07/2022	Tue 11/08/2022	Wed 11/09/2022	Thu 11/10/2022	Fri 11/11/2022	Sat 11/12/2022	Sun 11/13/2022	Mon 11/14/2022	Tue 11/15/2022	Wed 11/16/2022	Thu 11/17/2022	Fri 11/18/2022	Sat 11/19/2022
LH - Hauth	SL	X	1215	1115	1115	0545	0545	X	X	COS	COS	COS	COS	COS
	Sun 11/06/2022	Mon 11/07/2022	Tue 11/08/2022	Wed 11/09/2022	Thu 11/10/2022	Fri 11/11/2022	Sat 11/12/2022	Sun 11/13/2022	Mon 11/14/2022	Tue 11/15/2022	Wed 11/16/2022	Thu 11/17/2022	Fri 11/18/2022	Sat 11/19/2022
NT - Townsend	0545	0900\$	X	1215	1215	1115	0900	0645	0545\$	X	COS	COS	COS	COS
SS - Stokes	A<0645>	0545	1115\$	X	1215	1215	1215	0545	0545	1215\$	X	1215	1215	C0545
FS - Fields	0545	0545	0545	0545	1215	1215\$	X	0545	0545	0545	0545	1215	1215\$	X
	Sun 11/06/2022	Mon 11/07/2022	Tue 11/08/2022	Wed 11/09/2022	Thu 11/10/2022	Fri 11/11/2022	Sat 11/12/2022	Sun 11/13/2022	Mon 11/14/2022	Tue 11/15/2022	Wed 11/16/2022	Thu 11/17/2022	Fri 11/18/2022	Sat 11/19/2022
CZ - Cerrone	0545	0545	0545	0545\$	X	1215	C1215	0900	0645	0545	1215\$	X	1215	0645
	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat

	11/06/2022	11/07/2022	11/08/2022	11/09/2022	11/10/2022	11/11/2022	11/12/2022	11/13/2022	11/14/2022	11/15/2022	11/16/2022	11/17/2022	11/18/2022	11/19/2022
CW - McAdory	1215	0645	0545	0545	0545\$	X	FSL	1215	0900	0545	0545	0900A\$	X	1015
	Sun 11/06/2022	Mon 11/07/2022	Tue 11/08/2022	Wed 11/09/2022	Thu 11/10/2022	Fri 11/11/2022	Sat 11/12/2022	Sun 11/13/2022	Mon 11/14/2022	Tue 11/15/2022	Wed 11/16/2022	Thu 11/17/2022	Fri 11/18/2022	Sat 11/19/2022
AZ - Greenroyd	X	SL	1215	1215	0545	0545	0545	X	1215\$	1215	1215	0545	0545	D0545
OJ - Rush	1215	1115	0645	0645	0545	0545\$	X	C1215	1115	0645	0545	0545	0545\$	X
	Sun 11/06/2022	Mon 11/07/2022	Tue 11/08/2022	Wed 11/09/2022	Thu 11/10/2022	Fri 11/11/2022	Sat 11/12/2022	Sun 11/13/2022	Mon 11/14/2022	Tue 11/15/2022	Wed 11/16/2022	Thu 11/17/2022	Fri 11/18/2022	Sat 11/19/2022
HE - Howard	D1215	D1115	D0645	T0645	A<0545>	X	X	A<1215>	A<1115>	A<0645>	A<0645>	T0545	0545\$	X
Name ?	Sun 11/06/2022	Mon 11/07/2022	Tue 11/08/2022	Wed 11/09/2022	Thu 11/10/2022	Fri 11/11/2022	Sat 11/12/2022	Sun 11/13/2022	Mon 11/14/2022	Tue 11/15/2022	Wed 11/16/2022	Thu 11/17/2022	Fri 11/18/2022	Sat 11/19/2022
?														
Mid														
Day	2	3	3	3	3	3	2	2	3	3	2	2	2	1
Mid-Day		1					1	1	1		1	1	1	
Swing	2	3	3	3	3	3	1	1	3	3	2	2	2	1

Select Pay Period: 252022 Select Area: OPS ?

Sort By : RDOs Sort Order : ASC ?

Published Pay Period 252022 ?														
Name ?	Sun 11/20/2022	Mon 11/21/2022	Tue 11/22/2022	Wed 11/23/2022	Thu 11/24/2022	Fri 11/25/2022	Sat 11/26/2022	Sun 11/27/2022	Mon 11/28/2022	Tue 11/29/2022	Wed 11/30/2022	Thu 12/01/2022	Fri 12/02/2022	Sat 12/03/2022
?														
Mid														
Day	2	2	3	2	2	2	2	2	2	3	2	3	2	2
Mid-Day	1	1	1				1		1	1	1		1	
Swing	1	2	1	1	1	1	1	1	1	2	1	3	2	2
AR - Magee	C1215	1215	1215	0645	0545	X	1215\$	1215	1215	0900	0900	0545	X	1015A\$
	Sun 11/20/2022	Mon 11/21/2022	Tue 11/22/2022	Wed 11/23/2022	Thu 11/24/2022	Fri 11/25/2022	Sat 11/26/2022	Sun 11/27/2022	Mon 11/28/2022	Tue 11/29/2022	Wed 11/30/2022	Thu 12/01/2022	Fri 12/02/2022	Sat 12/03/2022
EZ - Lauer	X	T1215	T1215	T0645	HL	A<1015A>	X	A<0645A>	A<0545A>	T0900	T0900	T0545	X	X
LA - Schneider	X	X	A<1215>	A<1215>	HL	A<0545>	A<0545>	X	X	LWOP	LWOP	LWOP	LWOP	A<0545>
MZ - Marquez	X	X	0645	1015	C1215	0545	0545	0545\$	X	1215	1215	1215	0545	0545
	Sun 11/20/2022	Mon 11/21/2022	Tue 11/22/2022	Wed 11/23/2022	Thu 11/24/2022	Fri 11/25/2022	Sat 11/26/2022	Sun 11/27/2022	Mon 11/28/2022	Tue 11/29/2022	Wed 11/30/2022	Thu 12/01/2022	Fri 12/02/2022	Sat 12/03/2022
LH - Hauth	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Sun 11/20/2022	Mon 11/21/2022	Tue 11/22/2022	Wed 11/23/2022	Thu 11/24/2022	Fri 11/25/2022	Sat 11/26/2022	Sun 11/27/2022	Mon 11/28/2022	Tue 11/29/2022	Wed 11/30/2022	Thu 12/01/2022	Fri 12/02/2022	Sat 12/03/2022
NT - Townsend	X	X	X	X	X	X	X	X	X	X	X	X	X	X
SS - Stokes	0545	0545	SL	X	1015	C1215	0645	C0545	0545	1215\$	X	1215	1215	0645
FS - Fields	0545	0545	0545	0545	A<1215>	X	X	A<0545>	0545	0545	0545	1215	1215\$	X
	Sun 11/20/2022	Mon 11/21/2022	Tue 11/22/2022	Wed 11/23/2022	Thu 11/24/2022	Fri 11/25/2022	Sat 11/26/2022	Sun 11/27/2022	Mon 11/28/2022	Tue 11/29/2022	Wed 11/30/2022	Thu 12/01/2022	Fri 12/02/2022	Sat 12/03/2022
CZ - Cerrone	0645	0545	0545	X	A	1015	0900	0645	0645	0545	X	1115\$	1215	1215
	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat

	11/20/2022	11/21/2022	11/22/2022	11/23/2022	11/24/2022	11/25/2022	11/26/2022	11/27/2022	11/28/2022	11/29/2022	11/30/2022	12/01/2022	12/02/2022	12/03/2022
CW - McAdory	0900	0900	0545	0545	0645A\$	X	C1215	C1015	0900	0545	0545	0645\$	X	C1215
	Sun 11/20/2022	Mon 11/21/2022	Tue 11/22/2022	Wed 11/23/2022	Thu 11/24/2022	Fri 11/25/2022	Sat 11/26/2022	Sun 11/27/2022	Mon 11/28/2022	Tue 11/29/2022	Wed 11/30/2022	Thu 12/01/2022	Fri 12/02/2022	Sat 12/03/2022
AZ - Greenroyd	X	1215\$	1215	1215	0545	0545	0545	X	1215\$	1215	1215	0545	0545	0545
OJ - Rush	1215	1015	0900	A<0645>	A<0545>	X	X	A<1215>	A<1115>	0645	0645	0545	0545\$	X
	Sun 11/20/2022	Mon 11/21/2022	Tue 11/22/2022	Wed 11/23/2022	Thu 11/24/2022	Fri 11/25/2022	Sat 11/26/2022	Sun 11/27/2022	Mon 11/28/2022	Tue 11/29/2022	Wed 11/30/2022	Thu 12/01/2022	Fri 12/02/2022	Sat 12/03/2022
HE - Howard	T1215	T1215	T0645	T0545	T0545	0645A\$	X	T0900	T1215	T0645	T0645	T0545	0900A\$	X
Name ?	Sun 11/20/2022	Mon 11/21/2022	Tue 11/22/2022	Wed 11/23/2022	Thu 11/24/2022	Fri 11/25/2022	Sat 11/26/2022	Sun 11/27/2022	Mon 11/28/2022	Tue 11/29/2022	Wed 11/30/2022	Thu 12/01/2022	Fri 12/02/2022	Sat 12/03/2022
?														
Mid														
Day	2	2	3	2	2	2	2	2	2	3	2	3	2	2
Mid-Day	1	1	1				1		1	1	1		1	
Swing	1	2	1	1	1	1	1	1	1	2	1	3	2	2