



# Federal Aviation Administration

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## Memorandum

Date: October 22, 2015

To: James C. Morin, Group Manager, Litigation Support Group, AJI-17

From: Michael D. Wagner, Manager, Quality Control Group, AJV-E1

Subject: **INFORMATION:** Certification Statement  
Aircraft Accident, N36HT/BE36  
High Point, NC, September 07, 2015

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I certify that air traffic aircraft accident package, GSO-ATCT-0118, has been reviewed and is complete.



# Federal Aviation Administration

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## Memorandum

Date: October 07, 2015

To: William M. Alexander, Director, Eastern Service Center

[REDACTED]

From: Michael S. Whitford, Manager, Greensboro Airport Traffic Control Tower

Subject: **INFORMATION:** Certification Statement  
Aircraft Accident, N36HT  
High Point, NC, September 07, 2015

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I certify that air traffic aircraft accident package, GSO-ATCT-0118, has been reviewed and is complete.



AIRCRAFT ACCIDENT PACKAGE

GSO-ATCT-0118

N36HT / BE36

September 07, 2015, 1604 UTC

Destroy: March 07, 2018 UTC

SECTION 1.  
Table of Contents





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SECTION 2.

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

FAA Form 8020-6, Report of Aircraft Accident

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		REPORT DATE October 28, 2015	REPORT NO. GSO-ATCT-0118				
<b>REPORT OF AIRCRAFT ACCIDENT</b>		NAME OF REPORTING FACILITY Greensboro ATCT (GSO)					
1 AIRCRAFT IDENTIFICATION AND TYPE  N36HT, BE36	2 DATE/TIME OF ACCIDENT (UTC)  September 7, 2015; 1604 UTC	3 LOCATION OF ACCIDENT (MANDATORY) High Point, NC; Six (6) miles southwest from the GSO Airport.  LATITUDE/LONGITUDE (OPTIONAL) Unknown					
4 NATURE OF ACCIDENT  Crashed off airport		5. TYPE OF FLIGHT  IFR Flight Plan					
6 FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY	UNKNOWN
	Michael Apfelbaum	Pilot	Lewisburg, PA			X	
7 PASSENGER DATA	NUMBER ABOARD AIRCRAFT 2	NUMBER UNINJURED 0	NUMBER INJURED 0	NUMBER FATALITIES 2			
8 AIRCRAFT DAMAGE Destroyed			9 PROPERTY DAMAGE Unknown				
10 OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS Normal							
11 WEATHER DATA (USE UTC DATE/TIME)	REPORT JUST PRIOR TO ACCIDENT KGSO METAR - 1554 UTC: automated, wind zero nine zero at six knots, visibility one zero statute miles, ceiling one thousand one hundred overcast, temperature two three, dew point two one, altimeter three zero one nine						
	FIRST REPORT SUBSEQUENT TO ACCIDENT KGSO METAR - 1635 UTC: automated, wind zero six zero at three knots, visibility one zero statute miles, ceiling one thousand five hundred broken, two thousand five hundred overcast, temperature two four, dew point two one, altimeter three zero one eight						
12 ATO PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION		CHECK IF EYEWITNESS		
	Jeffery Dale Butler *(BR)	GSO ATCT	SR AP				
	Kendell Dejuan Garland (KG)	GSO ATCT	WR AP				
*OPERATING INITIALS							
13 SIGNATURE OF FACILITY MANAGER Michael S. Whitford 							





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

REPORT DATE

September 10, 2015

REPORT NO.

GSO-ATCT-0118

NAME OF REPORTING FACILITY

Sarasota ATCT (SRQ)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

September 07, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

- 1143 N36HT CALLS TOWER AND IS CLEARED TO LAND ON RUNWAY 14.
- 1150 TOWER INSTRUCTS N64HT TO TURN LEFT AT DELTA AND CONTACT GROUND CONTROL. N36HT CALLS GROUND CONTROL AND IS INSTRUCTED TO TAXI TO RECTRIX NORTH VIA DELTA.
- 1210 N36HD CALLS GROUND CONTROL REQUESTING AN IFR CLEARANCE TO GREENSBORO. GROUND CONTROL ISSUES THE IFR CLEARANCE.
- 1211 N36HD READS BACK THE IFR CLEARANCE AND ADVISES READY TO TAXI. GROUND CONTROL ISSUES TAXI INSTRUCTIONS TO RUNWAY 14 VIA FOXTROT AND CHARLIE, AND ADVISES INFORMATION DELTA IS CURRENT.
- 1217 N36HT CALLS TOWER ON GROUND CONTROL FREQUENCY 121.9. GROUND CONTROL INSTRUCTS N36HT TO CONTACT TOWER 120.1. N36HT CALLS TOWER AND IS CLEARED FOR TAKEOFF ON RUNWAY 14.
- 1219 TOWER INSTRUCTS N36HT TO CONTACT TAMPA DEPARTURE.

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No More Follows



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

REPORT DATE  
October 22, 2015

REPORT NO.  
GSO-ATCT-0118

NAME OF REPORTING FACILITY  
Tampa ATCT (TPA)

14. CHRONOLOGICAL SUMMARY OF FLIGHT


September 07, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

- 1219 N36HT departed Sarasota/Bradenton International Airport and appeared on Tampa Radar.
- 1220 N36HT contacted Tampa South Departure and was climbed to 4,000 feet. N36HT was radar identified and climbed to 5,000 feet.
- 1228 N36HT was instructed to contact Tampa Approach on 135.5.
- 1230 Tampa East Departure cleared N36HT on course direct to Ocala (OCF) VOR and climbed to 8,000 feet.
- 1251 Tampa East Departure performed an automated handoff of N36HT to Jacksonville Approach (JAX) and instructed N36HT to contact JAX on 118.6. No further contact.

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No More Follows

 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b> <b>REPORT OF AIRCRAFT ACCIDENT</b> (Continuation Sheet)	REPORT DATE September 17, 2015	REPORT NO GSO-ATCT-0118
	NAME OF REPORTING FACILITY Jacksonville ATCT (JAX)	
14. CHRONOLOGICAL SUMMARY OF FLIGHT September 07, 2015 <p style="text-align: center;">ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED</p> <p>1252 N36HT checked in with Jacksonville Air Traffic Control Tower (JAX) Votts Radar (V) level at 8000 feet. JAX V issued the current Ocala altimeter setting and instructed N36HT to navigate direct destination airport.</p> <p>1311 JAX V asked N36HT if he preferred higher or lower odd altitude. N36HT responded higher and was told to expect higher from the next controller.</p> <p>1317 JAX V instructed N36HT to contact JAX on frequency 124.9.</p> <p>1318 N36HT checked in with JAX Satellite Radar (S) level at 8000 feet. JAX S issued the current Jacksonville altimeter setting.</p> <p>1321 JAX S instructed N36HT to climb and maintain 9000 feet.</p> <p>1345 JAX S instructed N36HT to contact JAX North Radar (N) on frequency 127.0.</p> <p>1350 JAX N instructed N36HT to contact Jacksonville Air Route Traffic Control Center (ZJX) on frequency 126.75.</p> <hr/> <p style="text-align: center;">No More Follows</p>		





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

REPORT DATE

September 16, 2015

REPORT NO

GSO-ATCT-0118

NAME OF REPORTING FACILITY

Jacksonville ARTCC (ZJX)

14 CHRONOLOGICAL SUMMARY OF FLIGHT

September 07, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

- 1350 Jacksonville Center (ZJX) Jekyll (R54) sector broadcast in the blind for N36HT to see if he was on frequency. Receiving no reply, R54 contacted Jacksonville Approach and requested them to transfer communications with N36HT to ZJX.
- 1351 N36HT made initial contact with R54 and reported level at 9,000 feet. R54 provided the current Brunswick altimeter setting of 30.03 inHg. N36HT acknowledged.
- 1356 N36HT requested to deviate ten degrees left of course to avoid buildups. R54 approved the deviation and instructed N36HT to proceed direct Greensboro when he was able.
- 1357 R54 coordinated N36HT's weather deviation with Savannah Approach.
- 1358 R54 instructed N36HT to contact Savannah Approach on 120.4 MHz. N36HT acknowledged.
- 1424 N36HT made initial contact with ZJX Allendale (R73) sector and reported level at 9,000 feet. R73 asked N36HT if he was on course direct Greensboro. N36HT said that he was turning direct at that time and that he'd had permission to avoid a build-up.
- 1439 Columbia Approach contacted R73 to ask for verification of N36HT's altitude because they were not receiving an altitude readout. R73 confirmed that N36HT was level at 9,000 feet.
- 1440 R73 instructed N36HT to contact Columbia Approach on 133.4 MHz. N36HT acknowledged.

No More Follows



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

REPORT DATE

September 22, 2015

REPORT NO.

GSO-ATCT-0118

NAME OF REPORTING FACILITY

Savannah ATCT (SAV)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

September 07, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

- 1357 Jacksonville Air Route Traffic Control Center (ZJX ARTCC) coordinated with Savannah Radar North Sector (RN) and advised that N36HT is deviating 10 degrees left and direct Greensboro (GSO) when able.
- 1358 N36HT contacts Savannah Approach RN Sector level at 9,000 direct GSO. RN issues N36HT the Savannah altimeter 3004. N36HT reads back 3004.
- 1400 RN asked N36HT if he was on frequency 120.4. N36HT replied affirmative.
- 1401 RN decombed the Radar South (RS) Sector and provided a briefing for the RS position.
- 1413 RS instructed N36HT to contact Savannah Approach on 125.3.
- 1414 N36HT contacted RN level at 9,000. RN issued the altimeter 3004.
- 1415 N36HT asked RN about weather in front of him. RN informed N36HT that the weather was east and north of Hilton Head Airport (HXD) and there was nothing at his 12 o'clock.
- 1419 N36HT requested to deviate 15 degrees left RN approved the deviation instructed N36HT to advise when he was direct GSO.
- 1424 RN instructed N36HT to contact ZJX Allendale Sector on 132.92.

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No More Follows



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

REPORT DATE

September 18, 2015

REPORT NO

GSO-ATCT-0118

NAME OF REPORTING FACILITY

Columbia ATCT (CAE)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

September 07, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

- 1439 Radar North (RN) calls Allendale Low (ALD) to confirm N36HT is at 9000. ALD confirms N36HT is at 9000. RN takes automated handoff on N36HT.
- 1440 N36HT calls RN, reports at 9000. RN issues Columbia (CAE) altimeter 3011. N36HT acknowledges altimeter.
- 1443 RN reissues the altimeter 3011 to N36HT and asks N36HT his altitude. N36HT replies "9000". RN tells N36HT his altitude indicates 9300.
- 1444 N36HT asks "how's that altitude for 36HT?" RN replies altitude indicates 9100.
- 1449 RN handsoff N36HT to Shaw Approach (SSC).
- 1450 RN tells N36HT to contact SSC 125.4. N36HT readsbck the frequency.

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No More Follows





# Federal Aviation Administration

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## Memorandum

Date: October 7, 2015  
To: Aircraft Accident File GSO-ATCT-0118  
[REDACTED]  
From: Michael S. Whitford, Manager, Greensboro Air Traffic Control Tower  
Subject: **INFORMATION:** Shaw RAPCON (SSC) Information Request

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I certify that three attempts were made to obtain information from SSC concerning N36HT. We have not received any information from SSC from September 7, 2015, 1450-1508 UTC, the approximate time SSC worked N36HT.

GSO-ATCT-0118  
N36HT



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

REPORT DATE

September 15, 2015

REPORT NO

GSO-ATCT-0118

NAME OF REPORTING FACILITY

Florence ATCT (FLO)

14 CHRONOLOGICAL SUMMARY OF FLIGHT

September 07, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

1508 N36HT CHECKED IN WITH FLORENCE APPROACH AT 9,000 FEET. FLORENCE APPROACH ISSUED  
ALTIMETER THREE ZERO ONE THREE. N36HT ACKNOWLEDGE.

1516 FLORENCE APPROACH TOLD N36HT TO CONTACT CHARLOTTE APPROACH ONE TWO FOUR POINT  
ZERO. N36HT ACKNOWLEDGE.

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No More Follows



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

REPORT DATE

September 10, 2015

REPORT NO

GSO-ATCT-0118

NAME OF REPORTING FACILITY

Charlotte ATCT (CLT)

14. CHRONOLOGICAL SUMMARY OF FLIGHT


September 07, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

- 1516 N36HT checked on the Charlotte Departure Radar West frequency (W) level at nine thousand feet.
- 1517 N36HT was given the altimeter as three zero one seven and N36HT acknowledged.
- 1526 N36HT was switched to Charlotte Satellite Radar Concord frequency (Q) level at nine thousand feet. N36HT was told to descend and maintain five thousand feet. N36HT acknowledged.
- 1532 N36HT was told to contact Greensboro Approach Control (GSO) and he acknowledged.

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No More Follows

 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b> <b>REPORT OF AIRCRAFT ACCIDENT</b> (Continuation Sheet)	REPORT DATE October 29, 2015	REPORT NO. GSO-ATCT-0118
	NAME OF REPORTING FACILITY Greensboro ATCT (GSO)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT  
September 07, 2015

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

1532 N36HT reports on frequency with Greensboro Approach South Radar (SR). SR issues the Greensboro Altimeter, advises the current atis is delta and to expect Runway 5R.

1533 N36HT asked if he will be flying the visual. SR tells N36HT to expect the ILS and verify he has delta. N36HT advises he does have delta.

1540 SR assigns vector 360 for sequence ILS Runway 5R approach. N36HT acknowledges the vector.

1543 SR instructs N36HT to contact Greensboro on 124.35.

1544 N36HT reports on frequency with Greensboro Approach West Radar (WR). WR issues Greensboro altimeter.

1550 WR issues N36HT approach clearance for the ILS Runway 5R. N36HT responds turning right for PAGAN. WR tells N36HT to maintain 3000 and he's cleared for the ILS 5R approach. N36HT acknowledges.

1553 N36HT asked WR how he likes his route of flight. WR advise N36HT is a little bit right of course and issues a heading of 360 and report established.

1554 WR asks N36HT if he is established, N36HT responses he is established but then requests vectors to final. WR cancels the approach clearance for N36HT, issues clearance to maintain 3000 and turn left to 320 for sequence.

1556 WR issues turn left heading 230. N36HT acknowledges 230.

1557 WR advises N36HT that he is below the assigned altitude and tells N36HT to climb to 3000.

1559 WR asked N36HT his heading. N36HT responds 166, needs to descend is almost disorientated. WR asked N36HT if he can accept No-Gyro vectors. N36HT replies affirmative. WR issues No-Gyro vectors.

1601 WR issues N36HT a climb to 4000, to get above the clouds.

1602 N36HT asks if there is a field nearby. WR advise the closest field is Greensboro Airport, 7 miles from his position.

1604 WR advise RADAR contact lost N36HT.

1605 Greensboro Tower alerts Airport Communication and Guilford County EMS via the crash phone that an Alert 3 (aircraft crash) occurred off field, approximately 6 miles southwest of the airport.





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

REPORT DATE

October 29, 2015

REPORT NO.

GSO-ATCT-0118

NAME OF REPORTING FACILITY

Greensboro ATCT (GSO)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

1618 Airport communications advises Greensboro approach that fire departments are at the accident site.

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No More Follows

SECTION 3.  
Review of Services Memo(s)




# Federal Aviation Administration

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## Memorandum

Date: September 11, 2015

To: Greensboro Airport Traffic Control Tower

From:   
Richard C. Anderson, Manager, Sarasota Airport Traffic Control Tower

Subject: **INFORMATION:** Review of Services Memo  
Aircraft Accident, N36HT  
High Pointe, NC, September 07, 2015

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SRQ ATCT conducted a review of services concerning N36HT and was determined to have routine services. As a supporting facility with routine services I certify the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies are on file in this office.

FAA Form 7230-4  
FAA Form 7230-10  
FAA Form 8020-6-1  
FAA Form 8020-26  
Personnel Log(s)  
Certified Original Copy(ies) of Voice Recording(s)  
Certified Working Copy(ies) of Voice Recording(s)  
Facility Layout Chart(s)  
Airport Diagram



# Federal Aviation Administration


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## Memorandum

Date: September 24, 2015

To: Greensboro Airport Traffic Control Tower

From:   
Eric Fox, Manager, Tampa Airport Traffic Control Tower

Subject: **INFORMATION:** Review of Services Memo  
Aircraft Accident, N36HT  
High Point, NC, September 07, 2015

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TPA ATCT conducted a review of services concerning N36HT and was determined to have routine services. As a supporting facility with routine services I certify the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies are on file in this office.

FAA Form 7230-4  
FAA Form 7230-10  
FAA Form 8020-6-1  
Personnel Log(s)  
Certified Original Copy(ies) of Voice Recording(s)  
Certified Working Copy(ies) of Voice Recording(s)  
Facility Layout Chart(s)  
Continuous Data Recording (CDR)  
Flight Progress Strip(s)





# Federal Aviation Administration

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## Memorandum

Date: September 17, 2015

To: Greensboro Airport Traffic Control Tower



From: Bill Whitford, Manager, Jacksonville Airport Traffic Control Tower

Subject: **INFORMATION:** Review of Services Memo  
Aircraft Accident, N36HT  
High Point, NC, September 07, 2015

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JAX ATCT conducted a review of services concerning N36HT and was determined to have routine services. As a supporting facility with routine services I certify the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies are on file in this office.

FAA Form 7230-4

FAA Form 7230-10

FAA Form 8020-6-1

Personnel Log(s)

Certified Original Copy(ies) of Voice Recording(s)

Certified Working Copy(ies) of Voice Recording(s)

Facility Layout Chart(s)

Continuous Data Recording (CDR)

Flight Progress Strip(s)



# Federal Aviation Administration

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## Memorandum

Date: September 16, 2015

To: Greensboro Airport Traffic Control Tower  
[REDACTED]

From: Robin A. Badger, Manager, Jacksonville Air Route Traffic Control  
Center

Subject: **INFORMATION:** Review of Services Memo  
Aircraft Accident, N36HT  
High Point, NC, September 07, 2015

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ZJX ARTCC conducted a review of services concerning N36HT and was determined to have routine services. As a supporting facility with routine services I certify the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies are on file in this office.

FAA Form 8020-6-1  
Certified Original Copy(ies) of Voice Recording(s)  
Certified Working Copy(ies) of Voice Recording(s)  
National Track Analysis Report  
Surveillance Track History Report  
Input Output Log Report  
Radar data and computer data  
Email accident notification



# Federal Aviation Administration

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## Memorandum

Date: September 21, 2015

To: Greensboro Airport Traffic Control Tower

From: [REDACTED]  
Daniel Obert, Manager, Savannah Airport Traffic Control Tower

Subject: **INFORMATION**: Review of Services Memo  
Aircraft Accident, N36HT  
High Point, NC, September 07, 2015

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SAV ATCT conducted a review of services concerning N36HT and was determined to have routine services. As a supporting facility with routine services I certify the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies are on file in this office.

FAA Form 7230-4  
FAA Form 7230-10  
FAA Form 8020-6-1  
FAA Form 8020-26  
Personnel Log(s)  
Certified Original Copy(ies) of Voice Recording(s)  
Certified Working Copy(ies) of Voice Recording(s)  
Facility Layout Chart(s)  
Continuous Data Recording (CDR)  
Flight Progress Strip(s)



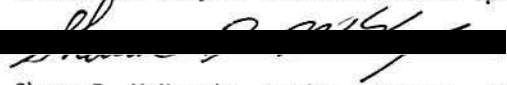
# Federal Aviation Administration

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## Memorandum

Date: September 18, 2015

To: Greensboro Airport Traffic Control Tower  
  
Shawn D. McKenzie, Acting Manager, Columbia Airport Traffic Control

From: Tower

Subject: **INFORMATION:** Review of Services Memo  
Aircraft Accident, N36HT  
High Point, NC, September 07, 2015

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CAE ATCT conducted a review of services concerning N36HT and was determined to have routine services. As a supporting facility with routine services I certify the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies are on file in this office.

FAA Form 7230-4  
FAA Form 7230-10  
FAA Form 8020-6-1  
Personnel Log(s)  
Certified Original Copy(ies) of Voice Recording(s)  
Certified Working Copy(ies) of Voice Recording(s)  
Facility Layout Chart(s)  
Continuous Data Recording (CDR)  
Flight Progress Strip(s)





## Federal Aviation Administration

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# Memorandum

Date: September 15, 2015

To: Greensboro Airport Traffic Control Tower

From: Kevin T. Shannon, Manager, Florence Airport Traffic Control Tower

Subject: **INFORMATION:** Review of Services Memo  
Aircraft Accident, N36HT  
HIGH POINT, NC, September 07, 2015

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FLO ATCT conducted a review of services concerning N36HT and was determined to have routine services. As a supporting facility with routine services I certify the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies are on file in this office.

FAA Form 7230-4  
FAA Form 7230-10  
FAA Form 8020-6-1  
Personnel Log(s)  
Certified Original Copy(ies) of Voice Recording(s)  
Certified Working Copy(ies) of Voice Recording(s)  
Continuous Data Recording (CDR)  
Flight Progress Strip(s)




# Federal Aviation Administration

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## Memorandum

Date: September 10, 2015

To: Greensboro Airport Traffic Control Tower  
  
Charles C. Rickenbaker, Manager, Charlotte Airport Traffic Control

From: Tower

Subject: **INFORMATION**: Review of Services Memo  
Aircraft Accident, N36HT  
High Point, NC, September 07, 2015

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CLT ATCT conducted a review of services concerning N36HT and was determined to have pertinent services. As a supporting facility with pertinent services I certify the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies are on file in this office.

FAA Form 7230-4  
FAA Form 7230-10  
FAA Form 8020-6-1  
Personnel Log(s)  
Certified Original Copy(ies) of Voice Recording(s)  
Certified Working Copy(ies) of Voice Recording(s)  
Facility Layout Chart(s)  
STARS Data



# Federal Aviation Administration


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## Memorandum

Date: October 07, 2015

To: Greensboro Accident File GSO-ATCT-0118

  
Michael S. Whitford, Manager, Greensboro Airport Traffic Control

From: Tower

Subject: **INFORMATION**: Review of Services Memo  
Aircraft Accident, N36HT  
High Point, NC, September 07, 2015

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GSO ATCT conducted a review of services concerning N36HT and was determined to have pertinent services. As the holding facility with pertinent services I certify the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies are on file in this office.

FAA Form 7230-4  
FAA Form 7230-10  
FAA Form 8020-6  
FAA Form 8020-6-1  
FAA Form 8020-9  
FAA Form 8020-3  
FAA Form 8020-26  
Personnel Log(s)  
Certified Original Copy(ies) of Voice Recording(s)  
Certified Working Copy(ies) of Voice Recording(s)  
Facility Layout Chart(s)  
Airport Diagram  
Continuous Data Recording (CDR)  
Transcription(s) of Voice Recording(s)  
Flight Progress Strip(s)  
Mandatory Occurrence Report



GSO-ATCT-0118

N36HT

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



DAILY RECORD OF FACILITY OPERATION				PAGE NO
				Page 1 of 1
LOCATION Greensboro, NC				DATE
				Sep 7, 2015
IDENTIFICATION GSO		TYPE FACILITY ATCT		OPERATING POSITION
				Operations Sup
CHECKED BY 				AIR TRAFFIC MANAGER
				Michael Whitford
UTC TIME	REMARKS			
0400	R HAMPTON ON. VA 23L/R IN USE. TRACON COMBINED TO TOWER. RWY 32 REIL OTS. RWY 32 VASI OTS. TWY J BETWEEN J5 AND J6 CLOSED. SIF RWY 31 REIL/PAPI OTS. SIF RWY 13 PAPI OTS. 8A7 RWY 9 PAPI OTS. MTV RWY 12 PAPI OTS. -- RH -- RH			
1000	W. DALE ON. RWY 5 L/R IN USE. ILS APPROACHES. -- HT			
1002	TRACON DE-COMBINED FROM TOWER CAB. -- HT			
1030	WCLC. -- HT			
1200	CRASH PHONE CHECK COMPLETE. -- HT			
1400	S WATSON ON. -- KT			
1605	ALERT 3 CALLED FOR N36HT BE36. RADAR CONTACT LOST 6 SW OF GSO. -- KT			
1618	SMOKEY 5 RETURNED GSO TO ATC. SMOKEY STATED THEY HAD CANCELLED THEIR PARTICIAPTION IN ALERT SINCE EIT WAS OFF SITE. -- KT			
1626	ALNOT ISSUED BY ZTL FOR N36HT BE36 LANDING GSO. RADAR CONTACT LOST APPROX 6 SW GSO. PTIA WAS CALLED WITH AN ALERT 1 AND 3 BUT CANCELLED THEIR PARTICIPATION. -- KT			
1702	D.MAZZUCA ON, RWY 5L/R IN USE, ILS APCH'S. -- MA			
1729	ZTL (EJ) REQUEST ELT REPORTS NEAR SITE WHERE RADAR CONTACT WAS LOST WITH N36HT. A PA32 15 WEST GSO AT 50, REPORTED NO ELT. CRJ2 ON FINAL RWY 5R REPORTED NO ELT 30 AND BELOW. ZTL ADZD. -- MA			
1755	WCLC. -- MA			
E 1840	RWY 5L ILS IN ALARM. AOCC (TI )ADZD. -- MA			
M 1929	GSO-M-2015/09/07-0002 -- N36HT -- KT			
E 2045	RWY 5L ILS NO LONGER ALARMING. N58662 GAVE A PIREP SAID IT SEEMED NORMAL.AOCC (TI) ADZD. -- JB			
0051	J.BROOKE ON. -- JB			
0230	K. KITCHIN ON -- KK			
0313	WCLC. -- KK			
0359	COB -- KK			
I CERTIFY that entries above are correct, that all scheduled operations have been accomplished except as noted, and that all abnormal occurrences and conditions have been recorded.		SIGNATURE(S) OF WATCH SUPERVISOR(S) 		

# Air Traffic Mandatory Occurrence Report

GSO-M-2015/09/07-0002

1. Reporting FAC ID			2. Date UTC (dd/mm/yyyy)							3. Time UTC				4. Significant Occurrence?	
G	S	O	0	7	0	9	2	0	1	5	1	6	0	0	<input checked="" type="radio"/> Yes <input type="radio"/> No
5. MOR reported by (select one):															
<input type="radio"/> Controller providing services					<input type="radio"/> FLM					<input type="radio"/> Internal Facility Review					
<input type="radio"/> CIC					<input type="radio"/> Aircraft Owner/Operator					<input type="radio"/> Electronically Detected					
<input type="radio"/> External Facility Referral					<input type="radio"/> Hotline (Describe in summary)					<input type="radio"/> Other (Describe in summary)					
Brasher warning given? <input type="radio"/> Yes <input checked="" type="radio"/> No								Training in progress? <input type="radio"/> Yes <input checked="" type="radio"/> No							
<b>EMERGENCY MORs</b>															
H1. MOR type – in-flight emergency conditions involving (select one):															
<input type="radio"/> Medical emergency				<input type="radio"/> Inflight equipment malfunction				<input checked="" type="radio"/> Pilot Disorientation				<input type="radio"/> VFR in/on top IFR conditions			
<input type="radio"/> Fuel quantity				<input type="radio"/> Bird strike				<input type="radio"/> Other (describe in summary)							
H1a. Aircraft information:															
Aircraft ID		Aircraft type/suffix		IFR/VFR:		Facility communicating with A/C		Position communicating with A/C		Frequency					
N36HT		BE36/G		<input checked="" type="radio"/> IFR <input type="radio"/> VFR		GSO		WR		124.35					
H1b. Malfunctioning equipment component:				H1c. Passenger or crew condition:				H1d. Medical assistance aboard:							
								<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown							
<small>Only complete for mechanical MORs</small>				<small>Only complete for medical MORs</small>											
H2. MOR type – in-flight security conditions involving (select one):															
<input type="radio"/> Laser light illumination					<input type="radio"/> Hijack					<input type="radio"/> Bomb threat					
H2b. Nearest major city:				H2c. Altitude:				H2d. Route information:							
<small>Only complete for laser light illuminations</small>								Departed		Destination		Diverted to			
								SRQ		GSO					
H2e. Location (lat/long or fix/radial distance);				H2f. Time DEN notified (UTC):											

# Air Traffic Mandatory Occurrence Report

GSO-M-2015/09/07-0002

## SUMMARY

J1. Summary – provide a brief summary for all MORs in this section that will provide enough information for QA to understand what occurred. Include information about items that require additional information in the specific MOR you are reporting.

N35HT BE36 LANDING GSO WAS CLEARED ILS 5R APPCH. ATC NOTICED AIRCRAFT RIGHT OF COURSE AND ISSUED A CORRECTION. ATC THEN CANCELLED APPROACH CLEARANCE TO VECTOR AIRCARFT AROUND FOR ANOTHER APPROACH. PILOT BECAME DISORIENTED AND COULD NOT HOLD HEADING OR ALTITUDE. ATC ATTEMPTED TO CLIMB AIRCRAFT AND ISSUE NO-GYRO VECTORS. AIRCRAFT WAS UNABLE TO MAINTAIN ALTITUDE AND RADR CONTACT WAS LOST APPROXIMATELY 6 SW GSO AIRPORT. ALERT 3 CALLED AT 1605Z AND ALNOT ISSUED BY ZTL.

# Air Traffic Mandatory Occurrence Report

GSO-M-2015/09/07-0002

SEPARATION		
<b>Was this a loss of separation?</b>		
<input type="radio"/> Yes <input type="radio"/> No	Applicable Separation Rule: _____	
Separation Used: <input type="radio"/> Course Divergence <input type="radio"/> MARSAS <input type="radio"/> Mode C Interlace <input type="radio"/> Opposite Course (Report Passing) <input type="radio"/> Other Facility <input type="radio"/> Procedure/Waiver <input type="radio"/> Report/Observe Leaving Altitude <input type="radio"/> Terminal Transition <input type="radio"/> Tower Visual Separation <input type="radio"/> VFR Aircraft <input type="radio"/> Visual Approach <input type="radio"/> Visual Separation <input type="radio"/> Other		
RISK ANALYSIS		
<b>Was this a Risk Analysis Event?</b>		
<input type="radio"/> Yes <input type="radio"/> No	RAE Score: _____	
PILOT DEVIATION		
<b>Was this a possible pilot deviation?</b>		
<input type="radio"/> Yes <input type="radio"/> No	Preliminary Number: _____	
SURFACE EVENT		
<b>Was this a possible Surface Event?</b>		
<input type="radio"/> Yes <input type="radio"/> No	Classification: _____	
VEHICLE/PEDESTRIAN DEVIATION		
<b>Was this a possible Vehicle/Pedestrian Deviation?</b>		
<input type="radio"/> Yes <input type="radio"/> No	Preliminary Number: _____	
NMAC		
<b>Was this a NMAC?</b>		
<input type="radio"/> Yes <input type="radio"/> No	NMAC Number: _____	



# Air Traffic Mandatory Occurrence Report

GSO-M-2015/09/07-0002

## QA SUMMARY

QA reviewed.

SECTION 5.  
Personnel Log(s)





# Federal Aviation Administration

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## Memorandum

Date: October 7, 2015

To: Aircraft Accident File GSO-ATCT-0118

From: Michael S. Whitford, Manager, Greensboro Air Traffic Control Tower

Subject: Personnel Log Amendment

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I certify that the following personnel were not scheduled to work on September 7, 2015:

Zena Slaymon  
Ryan Hampton  
Adam Andres  
Jesse Barney  
Ian Crisostomo  
Kelly Day  
John Heinlein  
Danielle Plane  
Christopher Primrose

GSO-ATCT-0118  
N36HT

PERSONNEL LOG		REGION		FACILITY		AREA ID			DATE			
		ASO		GSO		OPERATIONS			MONTH	SEP	DAY: 07	YEAR 2015
NAME	CODE	TIME ON	TIME OFF	HOURS ON DUTY	HOURS ON LEAVE	LEAVE TYPE	HOURS NON POSITION DUTIES ASGNDE	HOURS POSITION DUTIES ASGNDE	REMARKS FOR: ALL ABSENCES FROM FACILITY, TRNG, TDY AND NON POSITIONAL DUTIES			
DALE, WILLIAM ( HT ) 06:00 - 14:00	R	06:00	10:00	04+00	04+00	Leave	00+00	03+22				
KITCHIN, KATHRYN ( KK ) 06:00 - 14:00	R	06:00	14:00	08+00			00+20	04+30				
MABEUS, IAN ( EN ) 06:00 - 14:00	R	06:00	13:30	07+30	00+30	Leave	00+00	04+49				
WALKER, NOAH ( NW ) 06:00 - 14:00	R	06:00	11:15	05+15	02+45	Leave	00+04	03+26				
ANDREY, CHRISTOPHER ( CA ) 06:30 - 14:30	R	06:30	14:30	08+00			00+02	05+42				
GARLAND, KENDELL ( KG ) 06:30 - 14:30	R	06:30	14:30	08+30			01+49	03+06				
		14:30	15:00									
PAYNE, TRAVIS ( PT ) 07:00 - 15:00	R	07:00	15:00	08+00			01+30	04+18				
WHITE, OSCAR ( OW ) 07:30 - 15:30	R	07:30	15:30	08+00			06+16	00+57				
BUTLER, JEFFERY ( BR ) 08:00 - 16:00	R	08:00	16:00	08+00			00+04	04+42				
WATSON, WILLIAM ( KT ) 10:00 - 18:00	R	10:00	18:00	08+00			04+25	02+51				
FINLEY, CARL ( CD ) 11:00 - 19:00	R	11:00	19:00	08+00			00+06	05+40				
CROWE, LES ( LC ) 13:00 - 21:00	R	13:00	21:00	08+00			00+00	05+30				
HOWIE, JOHN ( JH ) 13:00 - 21:00	R	13:00	21:00	08+00			00+32	04+49				
HUSER, STEVEN ( HR ) 13:00 - 21:00	R	13:00	21:00	08+00			00+14	04+41				
MAZZUCA, DOMINICK ( MA ) 13:00 - 21:00	R	13:00	21:00	08+00			00+11	05+34				
GRANILLO, MARGARET ( MG ) 08:00 - 16:00					08+00	Leave	00+00	00+00				
CARR, PATRICK ( PC ) 08:00 - 16:00					08+00	Leave	00+00	00+00				
HINTON, JAMES ( JM ) 08:00 - 16:30					08+30	Leave	00+00	00+00				
SUPERVISORY CERTIFICATE	NAME	CODE	TIME ON	TIME OFF	INTLS	NAME	CODE	TIME ON	TIME OFF	INTLS		

THE SIGNATURES ABOVE CERTIFY THAT THE ABOVE ENTRIES ARE CORRECT  
(Signatures and times in charge are noted on FAA Form 7230-4, Daily Record of Facility Operation)

PERSONNEL LOG		REGION		FACILITY		AREA ID			DATE		
		ASO		GSO		OPERATIONS			MONTH: SEP	DAY: 07	YEAR: 2015
NAME	CODE	TIME ON	TIME OFF	HOURS ON DUTY	HOURS ON LEAVE	LEAVE TYPE	HOURS NON POSITION DUTIES ASGNDE	HOURS POSITION DUTIES ASGNDE	REMARKS FOR: ALL ABSENCES FROM FACILITY, TRNG, TDY AND NON POSITIONAL DUTIES		
SLAYMON, ZENA ( ZJ ) 08:00 - 16:30					08+30	Leave	00+00	00+00			
HAMPTON, RYAN ( RH ) NAS											
ANDRES, ADAM ( AA ) RDO											
BARNEY, JESSE ( BY ) RDO											
CRISOSTOMO, IAN ( CO ) RDO											
DAY, KELLY ( KD ) RDO											
HEINLEIN, JOHN ( JJ ) RDO											
PLANE, DANIELLE ( DP ) RDO											
PRIMROSE, CHRISTOPHER ( PR ) RDO											
SUPERVISORY CERTIFICATE	NAME	CODE	TIME ON	TIME OFF	INTLS	NAME	CODE	TIME ON	TIME OFF	INTLS	

THE SIGNATURES ABOVE CERTIFY THAT THE ABOVE ENTRIES ARE CORRECT  
 (Signatures and times in charge are noted on FAA Form 7230-4, Daily Record of Facility Operation)

SECTION 6.

FAA Form(s) 7230-10, Position Log, or automated equivalent



## Federal Aviation Administration

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# Memorandum

Date: October 7, 2015  
To: Aircraft Accident File GSO-ATCT-0118  
[REDACTED]  
From: Michael S. Whitford, Manager, Greensboro Air Traffic Control Tower  
Subject: **INFORMATION:** West Associate (WA) Position Log and Voice Recording

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I certify no personnel were working the WA position during the time N36HT was being worked. The Front Line Manager (FLM) in charge of the shift started to assist the West Radar Controller, using the land lines at the WA position as it is adjacent to the West Radar position. The FLM was signed on the Shift Supervisor/Controller in Charge (SI) Log from 1411-1701 UTC.





POSITION LOG					
Fac ID: GSO			Log Date: 9/7/2015		
Pos ID: WR			Pos Type: AP		
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0400	RH	0628	C		
0629	AG	0934	C		
0935	RH	0959	C		
1000	KK	1046	C		
1047	KG	1131	C		
1132	KK	1216	C		
1217	KG	1300	C		
1301	KK	1330	C		
1331	BR	1417	C		
1418	KK	1535	C		
1536	KG	1612	C		
1613	KK	1722	C		
1723	HR	1847	C		
1848	CD	1918	C		
1919	HR	2012	C		
2013	FM	2059	C		
2100	JB	2117	C		
2118	CD	2220	C		
2221	HR	2254	C		
2255		0359		SR	AP

POSITION LOG					
Fac ID: GSO			Log Date: 9/7/2015		
Pos ID: TI			Pos Type: SC		
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0400	RH	0628	C		
0629	AG	1001	C		
1002	NW	1115	C		
1116	CA	1205	C		
1206	NW	1337	C		
1338	CA	1420	C		
1421	NW	1459	C		
1500	CA	1616	C		
1617	CD	1646	C		
1647	CA	1809	C		
1810	JH	1929	C		
1930	BG	2002	C		
2003	JH	2102	C		
2103	BG	2149	C		
2150	JH	2213	C		
2214	BG	2301	C		
2302	JH	0029	C		
0030	BG	0229	C		
0230	EN	0359	C		





POSITION LOG					
Fac ID: GSO			Log Date: 9/7/2015		
Pos ID: SI			Pos Type: SI		
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0400		0959		TI	SC
1000	HT	1202	S		
1203	BR	1227	C		
1228	HT	1346	S		
1347	KG	1410	C		
1411	KT	1701	S		
1702	MA	1904	S		
1905	JB	1936	C		
1937	MA	2021	S		
2022	JB	2055	C		
2056	MA	2154	S		
2155	JB	2223	C		
2224	MA	2254	S		
2255	FM	2323	C		
2324	MA	0039	S		
0040	JB	0130	C		
0131	FM	0239	C		
0240		0359		LC	LC





GSO-ATCT-0118  
N36HT

POSITION LOG					
Fac ID: GSO		Log Date: 9/7/2015			
Pos ID: GC		Pos Type: GC			
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0400		0959		LC	LC
1000	EN	1029	C		
1030	CA	1115	C		
1116	CA	1205	C		
1206	NW	1337	C		
1338	EN	1501	C		
1338	PT	1501	T		
1502	CD	1559	C		
1502	OW	1559	T		
1600	CD	1616	C		
1617	CD	1646	C		
1647	CA	1809	C		
1810	JH	1929	C		
1930	LC	2034	C		
2035	BG	2102	C		
2103	BG	2147	C		
2148	JH	2149	C		
2150	JH	2213	C		
2214	JH	2214	C		
2215		2247		LC	LC

FAA Form 7230-10 (Electronic)

POSITION LOG					
Fac ID: GSO		Log Date: 9/7/2015			
Pos ID: GC		Pos Type: GC			
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
2248	LC	0029	C		
0030		0359		LC	LC

FAA Form 7230-10 (Electronic)

POSITION LOG					
Fac ID: GSO		Log Date: 9/7/2015			
Pos ID: FR		Pos Type: FR			
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0400		0359		WR	AP

FAA Form 7230-10 (Electronic)

POSITION LOG					
Fac ID: GSO		Log Date: 9/7/2015			
Pos ID: FDR		Pos Type: DI			
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0400		0959		SRA	HO
1000	HT	1202	S		
1203	BR	1227	C		
1228	HT	1346	S		
1347	KG	1410	C		
1411	KG	1446	C		
1447	KT	1458	S		
1459	BR	1508	C		
1509	KT	1645	S		
1646		1725		SRA	HO
1726	BR	1816	C		
1817	MA	1904	S		
1905	JB	1936	C		
1937	MA	2021	S		
2022	JB	2055	C		
2056	MA	2154	S		
2155	JB	2223	C		
2224	MA	2249	S		
2250	FM	2254	C		
2255	FM	2323	C		

FAA Form 7230-10 (Electronic)

POSITION LOG					
Fac ID: GSO		Log Date: 9/7/2015			
Pos ID: FDR		Pos Type: DI			
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
2324	MA	0039	S		
0040	JB	0130	C		
0131	FM	0226	C		
0131	JB	0131	C		
0227		0359		SRA	HO

FAA Form 7230-10 (Electronic)

POSITION LOG					
Fac ID: GSO		Log Date: 9/7/2015			
Pos ID: FD		Pos Type: FD			
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0400		0359		CD	CD

POSITION LOG					
Fac ID: GSO			Log Date: 9/7/2015		
Pos ID: ER			Pos Type: AP		
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0400		0359		WR	AP

FAA Form 7230-10 (Electronic)

**POSITION LOG**

Fac ID: GSO                              Log Date: 9/7/2015  
 Pos ID: CI-W                              Pos Type: CI

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0400		0359		SR	AP



GSO-ATCT-0118  
N36HT

**POSITION LOG**

Fac ID: GSO Log Date: 9/7/2015  
Pos ID: CI-E Pos Type: CI

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0400		0359		CI-W	CI

### POSITION LOG

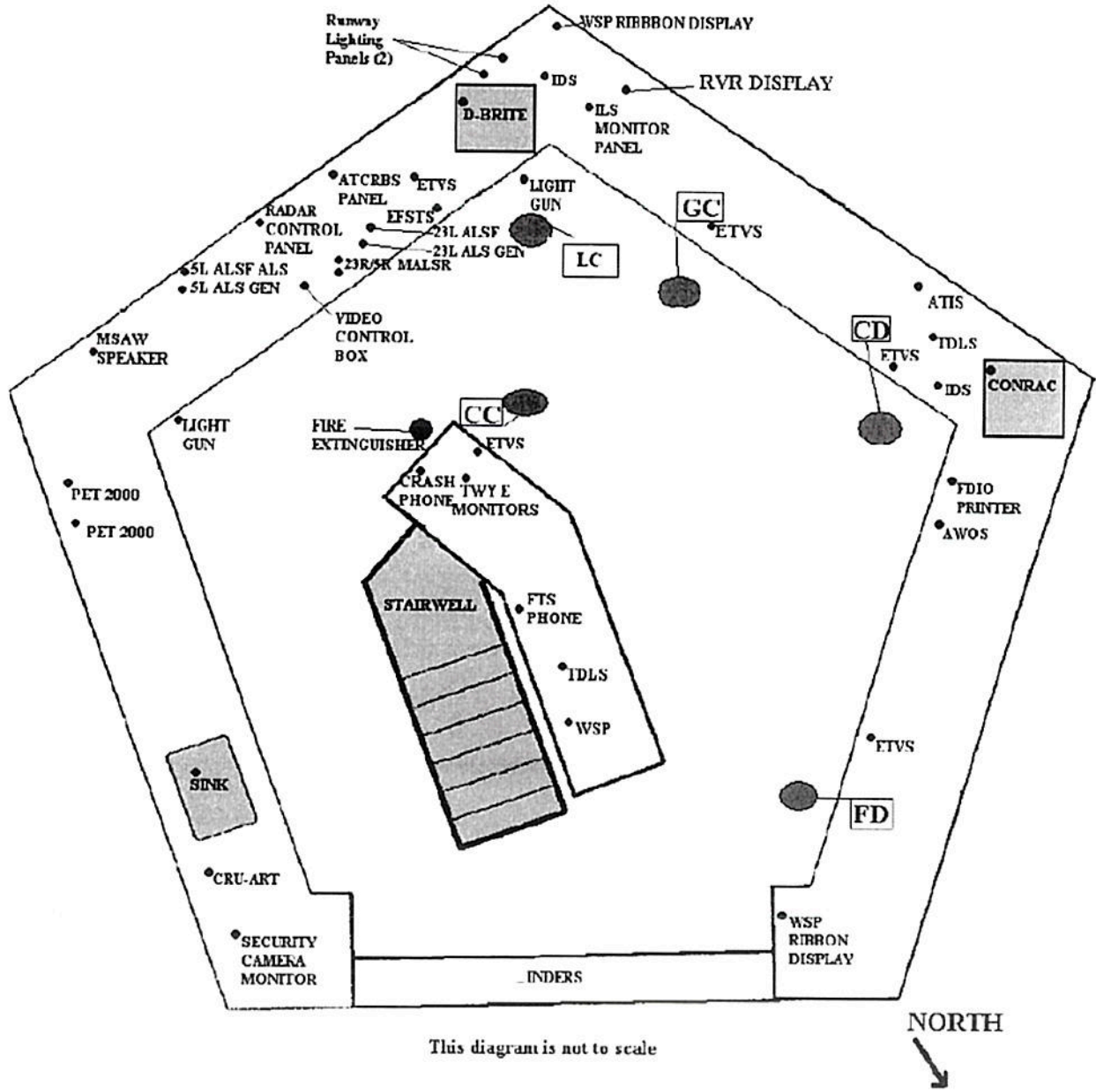
Fac ID: GSO                      Log Date: 9/7/2015  
Pos ID: CD                        Pos Type: CD

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0400		0359		CC	CC

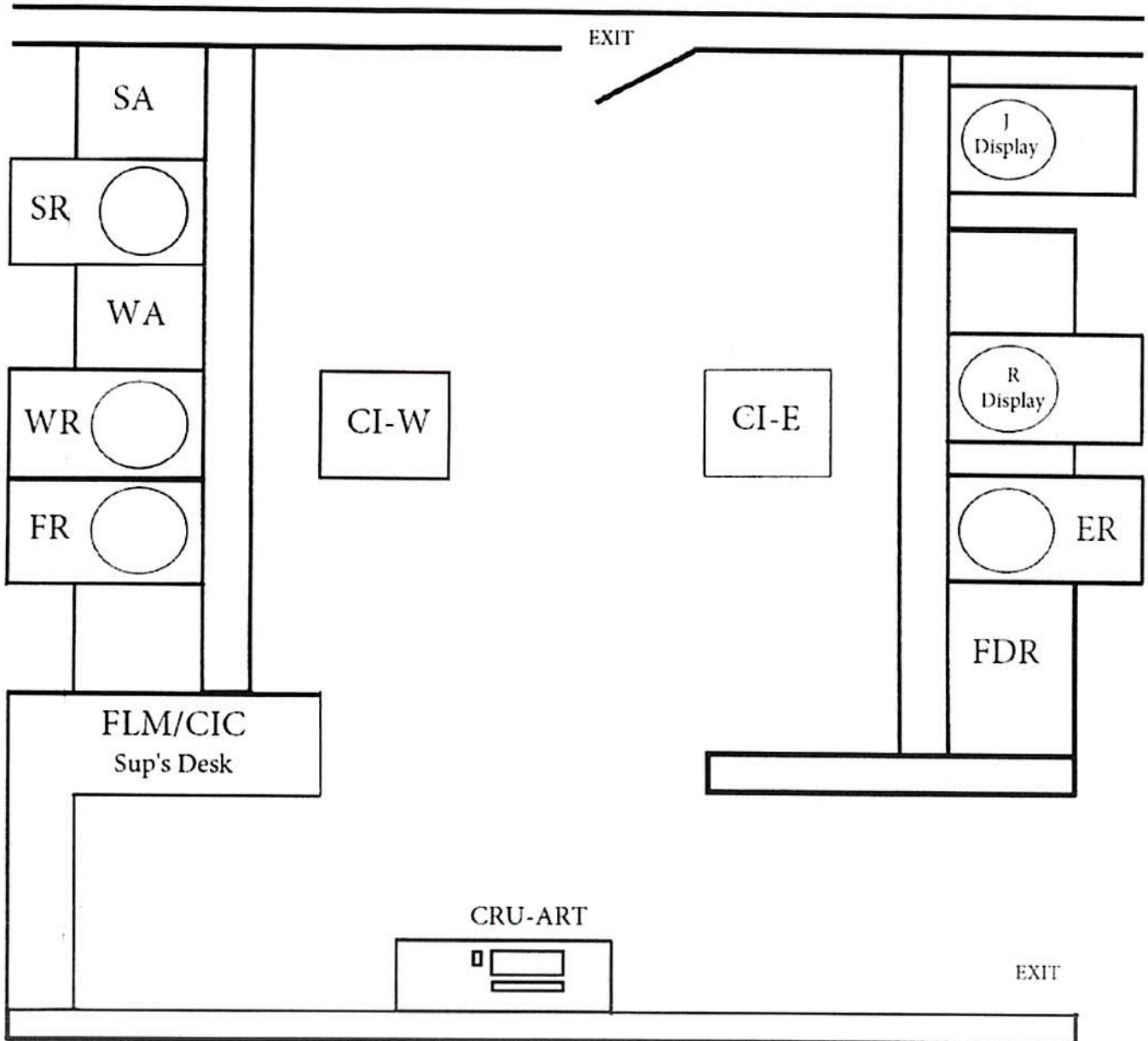
POSITION LOG					
Fac ID: GSO		Log Date: 9/7/2015			
Pos ID: CC		Pos Type: CC			
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0400		0359		LC	LC

SECTION 7.  
Facility Layout Chart(s)

# GREENSBORO ATCT LAYOUT



# GREENSBORO ATCT TRACON LAYOUT





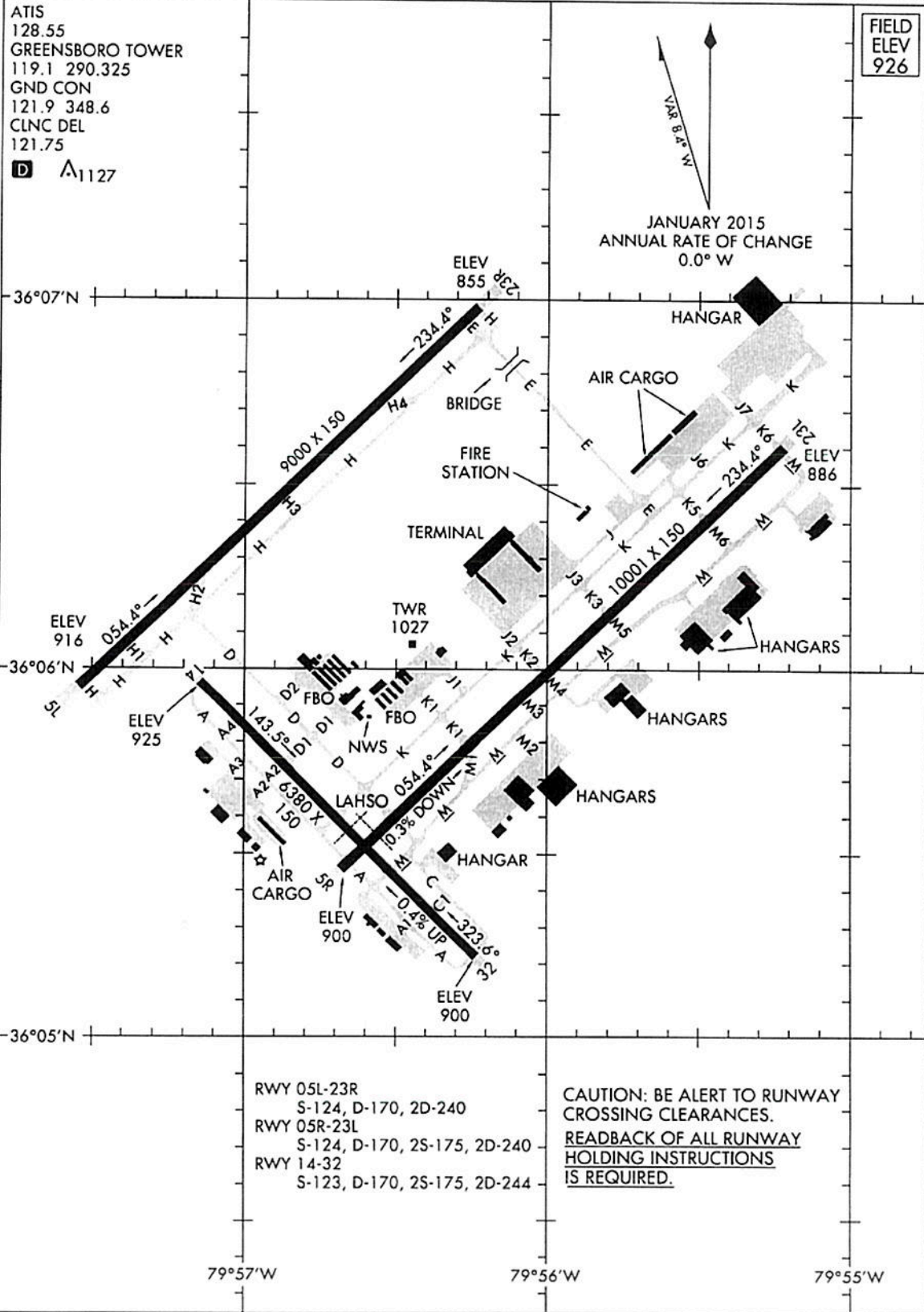
SECTION 8.  
Airport Diagram

15064

# AIRPORT DIAGRAM

AL-178 (FAA)

PIEDMONT TRIAD INTL (GSO)  
GREENSBORO, NORTH CAROLINA



SE-2, 20 AUG 2015 to 17 SEP 2015

SE-2, 20 AUG 2015 to 17 SEP 2015

# AIRPORT DIAGRAM

This Diagram is not to scale

GREENSBORO, NORTH CAROLINA  
PIEDMONT TRIAD INTL (GSO)

15064  
GSO-ATCT-0118  
N36HT

SECTION 9.

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

Flight Progress Strip

Greensboro ATCT September 7, 2015

N36HT	3555	A1535	IFR			
<sup>2</sup> BE36/G	CLT 131/043					
308	GSO 192/040		GSO			

SECTION 10.  
Transcription of Voice Recording(s)



# Federal Aviation Administration

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## Memorandum

Date: September 30, 2015  
To: Aircraft Accident File GSO-ATCT-0118  
From: Greensboro Air Traffic Control Tower  
Subject: **INFORMATION:** Partial Transcript  
Aircraft Accident, N36HT  
Highpoint, NC, September 7, 2015

---

This transcription covers the Greensboro Airport Traffic Control Tower (ATCT) SR AP position for the time period from September 7, 2015, 1502 UTC, to September 7, 2015 1614 UTC


Agencies Making Transmissions

Abbreviations

Greensboro ATCT South Radar, SR  
N36HT [or BE36, N36HT]

SR  
N36HT

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N36HT.

  
Keith Thomas  
Support Specialist  
Greensboro ATCT

1502

(1503-1531)

1532

1532:54 N36HT good morning three six hotel tango descending out of six thousand seven five thousand seven hundred

1533:00 SR november three six hotel tango greensboro information delta is current altimeter three zero one niner expect runway five right

1533:06 N36HT expecting five right three six hotel tango will I be flying the visual in do you expect

GSO-ATCT-0118  
N36HT



1533:11 SR uh you can expect the i l s and verify and advise when you have delta

1533:16 N36HT we do have delta and was that five left sir just to reconfirm

1533:20 SR november three six hotel tango five right

1533:22 N36HT five right

1533:51 N36HT just to reconfirm is three six hotel tango cleared to five thousand

1533:55 SR three six hotel tango if thats what the uh previous facility gave you that is correct

1534:01 N36HT three six hotel tango

1534:02 SR but i have not given you any altitude

1534:04 N36HT understood

1535

1535:13 N36HT three six hotel tango has a request

1535:17 SR three six hotel tango say request

1535:19 N36HT uh just confirming is it five right or five left

1535:23 SR three six hotel tango the right side r i g h t

1535:28 N36HT five right three six hotel tango

1536

1537

1538

1539

1540

1540:43 SR bonanza three six hotel tango fly heading of three six zero due northbound vector for uh your sequence into greensboro

1540:51 N36HT three six zero expecting vectors

1541

1542

1543

1543:26 SR \*(nor) three six hotel tango contact greensboro one two four point

three five for your sequence good day

1543:33 N36HT two four point three five three six hotel tango  
1544  
(1545-1612)  
1614

End of Transcript

\*This portion of the copy of the recording is not entirely clear, but this represents the best interpretation under the circumstances.



# Federal Aviation Administration

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## Memorandum

Date: September 30, 2015  
To: Aircraft Accident File GSO-ATCT-0118  
From: Greensboro Air Traffic Control Tower  
Subject: **INFORMATION:** Partial Transcript  
Aircraft Accident, N36HT  
Highpoint, NC, September 7, 2015

---

This transcription covers the Greensboro Airport Traffic Control Tower (ATCT) WR AP position for the time period from September 7, 2015, 1514 UTC, to September 7, 2015 1647 UTC.


Agencies Making Transmissions

Abbreviations

Greensboro ATCT West Radar, WR  
N36HT [or BE36, N36HT]  
N904WR [or P32R, N904WR]

WR  
N36HT  
N904WR

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N36HT.

  
Keith Thomas  
Support Specialist  
Greensboro ATCT

1514

(1515-1542)

1543

1544:00 N36HT three six hotel tango with you at five thousand

1544:03 WR three six hotel tango greensboro approach greensboro altimeter three zero one niner

1544:08 N36HT three zero one niner altimeter

GSO-ATCT-0118  
N36HT

1545  
1545:24 WR three six hotel tango descend and maintain three thousand

1545:28 N36HT five to three three six hotel tango  
1546  
1547  
1548  
1548:01 WR bonanza six hotel tango you have uh primary target one o'clock two miles maneuvering type and altitude unknown

1548:08 N36HT roger three six hotel tango is about to go i m c

1548:11 WR roger

1548:39 WR three six hotel tango traffic no factor turn right heading of zero one zero

1548:44 N36HT zero one zero three six hotel tango

1549  
1549:04 N36HT three six hotel tango level three thousand

1549:07 WR three six hotel tango roger that and that traffic is no factor

1549:18 N36HT would you like me to stay at three thousand three six hotel tango

1549:21 WR that's affirmative

1549:26 N36HT thank you sir

1550  
1550:35 WR bonanza six hotel tango niner miles from pagan turn right heading zero two zero maintain three thousand until established on the localizer cleared i l s runway five right approach

1550:45 N36HT turning right zero two zero for pagan

1550:50 WR six hotel tango and maintain three thousand you're cleared for the i l s five

right approach

1550:56 N36HT will maintain three cleared for the i l s five right approach

1551

1552

1552:48 N36HT three six hotel tango how do you like this route of flight

1552:52 WR three six hotel tango uh you look a just little bit right of course for the i l s turn left heading zero make that a three six zero report established

1553:04 N36HT turning left or turning right for three six zero

1553:06 WR left to three six zero

1553:09 N36HT left three six zero

1553:59 WR bonanza three six hotel tango you established

1554:02 N36HT established if i could have vectors to final please

1554:07 WR uh you are establi are you established on a localizer

1554:11 N36HT i believe i am three six hotel tango

1554:13 WR now you look like you just actually went through the localizer

1554:19 N36HT roger request a vector for final for three six hotel tango

1554:29 WR and three six hotel tango cancel your clearance maintain three thousand turn left heading three two zero for sequence

1554:37 N36HT left three two zero

1555

1556

1556:43 WR bonanza three six hotel tango turn left heading two three zero vector for the i l s runway five right

1556:50 N36HT two three zero vectors for i l s five right

1557

1557:29 WR an three six hotel tango verify you are on a two thirty heading

1557:35 N64HT negative and three six hotel tango is close to

1557:52 N36HT six hotel tango (unintelligible)

1557:57 WR bonanza three six hotel tango you need to be level at three thousand altitude shows you two thousand five hundred greensboro altimeter three zero one niner

1558:09 N36HT six hotel tango claiming climbing to three

1558:12 WR and six hotel tango and verify you`re established on a two thirty heading now

1558:40 WR bonanza three six hotel tango greensboro altimeter three zero one niner altitude shows ya two thousand niner hundred now is that correct

1558:47 N36HT correct

1558:49 WR roger

1559

1559:17 WR bonanza three six hotel tango say current heading

1559:20 N36HT current heading one six six we need a descent we are almost disorientated three six hotel tango

1559:28 N26HT two thousand seven hundred

1559:35 WR and three six hotel tango can you accept a uh no gyro turn to final

1559:40 N36HT we can accept

1559:43 WR three six hotel tango turn uh left left turn



1559:59 WR and three six hotel tango if you could just maintain at least two thousand five hundred

1600:16 WR and three six hotel tango turn right right turn turn right

1600:22 N36HT right turn three six hotel tango leveling off two thousand five hundred

1600:27 WR roger

1600:47 WR and three six hotel tango low altitude alert greensboro altimeter three zero one niner say altitude

1601  
1601:24 WR three six hotel tango climb and maintain four thousand i can see if i can get you back up into the uh above the clouds

1601:35 WR november three six hotel tango greensboro approach you up last altitude shows two thousand one hundred

1601:41 N36HT three six hotel tango

1601:46 WR and three six hotel tango just climb and maintain four thousand ill block altitudes for you

1602  
1602:06 WR three six hotel tango are you able to take that climb uh last tops were reported at three thousand five hundred if i can get you up to four thousand maybe you can uh square it back off

1602:39 WR bonanza three six hotel tango altitude shows you two thousand one hundred

1602:54 N64HT is there a nearby field for three six ho

1602:57 WR an three six hotel tango the nearest airport is greensboro airport its at your  
uh off you left wing on off of your current heading and seven miles right  
now showing one thousand overcast for the ceiling

1603  
1603:21 WR an three six hotel tango what is your current uh altitude showing reading  
out

1603:34 N36HT \*scream

1603:48 WR an three six hotel tango greensboro approach you up

1604  
1604:15 WR november three six hotel tango greensboro approach

1604:55 WR en three six hotel tango uh radar contact lost you up

1605  
1605:23 WR november three six hotel tango greensboro approach

1605:50 N904WR and greensboro approach nine oh four whiskey romeo you want try to  
raise three six hotel tango for you

1606:03 WR yeah could you please reach out and see if you can

1606:05 N904WR yeah stand by break break uh november three six hotel three six hotel this  
is niner oh four whiskey romeo do you copy over

1606:18 N904WR three six hotel tango three six hotel tango this is nine zero four whiskey romeo how do you copy over

1606:32 N904WR and greensboro approach nine oh four whiskey romeo no joy on that uh did that uh transmission didn't sound good to me

1606:37 WR nine zero four whiskey romeo thank you

1607

1607:17 WR november three six hotel tango greensboro approach

1608

(1609-1645)

1647

End of Transcript

\*This portion of the copy of the recording is not entirely clear, but this represents the best interpretation under the circumstances.



# Federal Aviation Administration

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## Memorandum

Date: September 30, 2015  
To: Aircraft Accident File GSO-ATCT-0118  
From: Greensboro Air Traffic Control Tower  
Subject: **INFORMATION:** Partial Transcript  
Aircraft Accident, N36HT  
Highpoint, NC, September 7, 2015

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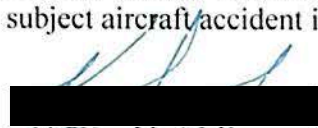
This transcription covers the Greensboro Airport Traffic Control Tower (ATCT) WA HO position for the time period from September 7, 2015, 1524 UTC, to September 7, 2015 1636 UTC.

Agencies Making Transmissions

Abbreviations

Greensboro ATCT West Associate, WA	WA
Greensboro ATCT West Radar, WR	WR
Greensboro ATCT Local Control, LC	LC
Greensboro ATCT Ground Control, GC	GC
N36HT [or BE36, N36HT]	N36HT
Atlanta ARTCC Wilkes Sector, IKB	IKB

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N36HT.

  
Keith Thomas  
Support Specialist  
Greensboro ATCT

1524  
(1525-1553)  
1554  
1554:53 WA local  
  
1554:54 LC local

GSO-ATCT-0118  
N36HT

1554:55 WA hes breaking hotel tango out to the left

1554:57 LC roger

1554:58 WA thanks

1558:40 WR bonanza three six hotel tango greensboro altimeter three zero one niner  
altitude shows ya two thousand niner hundred now is that correct

1558:47 N36HT correct

1558:49 WR roger

1559

1559:17 WR bonanza three six hotel tango say current heading

1559:20 N36HT current heading one six six we need a descent we are almost disorientated  
three six hotel tango

1559:28 N26HT two thousand seven hundred

1559:35 WR and three six hotel tango can you accept a uh no gyro turn to final

1559:40 N36HT we can accept

1559:43 WR three six hotel tango turn uh left left turn

1559:51 WA local

1559:52 LC local

1559:53 WA three six hotel tangle is disorientated so when we get him on final dont put  
anybody out there

1559:57 LC o k and uh the bases are twelve hundred overcast tops three thousand

1600:02 WA bases twelve hundred thanks

GSO-ATCT-0118

N36HT

1600:03 LC p t

1600:16 WR and three six hotel tango turn right right turn turn right

1600:22 N36HT right turn three six hotel tango leveling off two thousand five hundred

1600:27 WR roger

1600:47 WR and three six hotel tango low altitude alert greensboro altimeter three zero one niner say altitude

1601

1601:24 WR three six hotel tango climb and maintain four thousand i can see if i can get you back up into the uh above the clouds

1601:35 WR november three six hotel tango greensboro approach you up last altitude shows two thousand one hundred

1601:41 N36HT three six hotel tango

1601:46 WR and three six hotel tango just climb and maintain four thousand ill block altitudes for you

1602

1602:06 WR three six hotel tango are you able to take that climb uh last tops were reported at three thousand five hundred if i can get you up to four thousand maybe you can uh square it back off

1602:39 WR bonanza three six hotel tango altitude shows you two thousand one hundred



1602:54 N64HT is there a nearby field for three six ho

1602:57 WR an three six hotel tango the nearest airport is greensboro airport its at your  
uh off you left wing on off of your current heading and seven miles right  
now showing one thousand overcast for the ceiling

1603  
1603:21 WR an three six hotel tango what is your current uh altitude showing reading  
out

1603:34 N36HT \*scream

1603:44 WA stop west departures

1603:45 LC roger

1603:48 WR an three six hotel tango greensboro approach you up

1604  
1604:04 WA local

1604:05 LC yeah

1604:06 WA ok give em an alert one ready for this guy just in case he comes into  
greensboro

1604:10 LC o k

1604:11 WA and uh i don't have any souls on board i don't have fuel i don't have  
anything or not sure what he's gonna

1604:41 WA local

1604:42 LC yeah

1604:43 WA we lost him radar contact lost and i need you i need you to call an alert  
three

1604:48 LC alright alright

1604:49 WA o k

1604:54 WA carl

1604:55 GC go

1604:56 WA its gonna be off the field as you can see

1604:57 GC yeah

1604:58 WA o k

1604:09 GC (unintelligible)  
1605  
(1606-1634)  
1636

End of Transcript

\*This portion of the copy of the recording is not entirely clear, but this represents the best interpretation under the circumstances.



# Federal Aviation Administration

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## Memorandum

Date: September 30, 2015  
To: Aircraft Accident File GSO-ATCT-0118  
From: Greensboro Air Traffic Control Tower  
Subject: **INFORMATION:** Partial Transcript  
Aircraft Accident, N36HT  
Highpoint, NC, September 7, 2015

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This transcription covers the Greensboro Airport Traffic Control Tower (ATCT) Crash Phone position for the time period from September 7, 2015, 1534 UTC, to September 7, 2015 1636 UTC.


Agencies Making Transmissions

Abbreviations

Greensboro ATCT  
Guilford County Emergency Communications  
Greensboro Airport Communication

ATCT  
GCEC  
GAC

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N36HT.

  
Keith Thomas  
Support Specialist  
Greensboro ATCT

1534

(1535-1604)

1605

1605:02 GAC airport central

1605:05 ATCT greensboro tower here alert three six southwest of the airfield a b e thirty six bonanza

1605:16 GCEC say it again i got low volume

GSO-ATCT-0118  
N36HT

1605:18 ATCT alert three greensboro tower alert three six southwest of the airfield  
bonanza single engine aircraft unknown number of souls on board and  
fuel

1605:31 GAC ok an you said six

1605:33 ATCT southwest of the field directly directly south of the field six miles  
southwest of the field

1605:40 GAC central got cha

1605:42 GCEC got it

1605:44 ATCT any more questions

1605:44 GAC not at this time

1605:45 GCEC thats it

1605:46 ATCT alright bye bye  
1606  
(1607-1634)  
1636

End of Transcript



# Federal Aviation Administration

## Memorandum

Date: September 30, 2015  
 To: Aircraft Accident File GSO-ATCT-0118  
 From: Greensboro Air Traffic Control Tower  
 Subject: **INFORMATION:** Partial Transcript  
 Aircraft Accident, N36HT  
 Highpoint, NC, September 7, 2015


This transcription covers the Greensboro Airport Traffic Control Tower (ATCT) SI SI position for the time period from September 7, 2015, 1533 UTC, to September 7, 2015 1800 UTC.

Agencies Making Transmissions

Abbreviations

Greensboro ATCT Supervisor Desk, SI	SI
Greensboro ATCT West Radar, WR	WR
Greensboro Airport Communication	GAC
Greensboro Airport Fire Department	AFD
Winston-Salem ATCT, INT	INT

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N36HT.

  
 Keith Thomas  
 Support Specialist  
 Greensboro ATCT

1533  
 (1534-1604)  
 1605  
 1605:50 GAC airport communications  
 1605:52 SI hey communications this is scott over at the tracon  
 1605:54 GAC yes

GSO-ATCT-0118  
 N36HT

1605:55 SI have they called an alert three for ya

1605:56 GAC yes they did uh huh

1605:57 SI thank you maam  
1606  
(1607-1611)  
1612

1612:57 WR who get this line (unintelligible)

1612:58 SI go ahead local

1613:00 INT uh hi

1613:01 SI hey

1613:02 INT i got numerous calls coming in from forsyth county from the sheriffs department police department do you guys know of an aircraft down southeast of us

1613:07 SI yes three six hotel tango bonanza that just uh went down just minutes ago

1613:12 INT oh cripe o k

1613:13 SI what do you got

1613:14 INT nothing they just keep calling me and i told them i havent talked to anybody

1613:17 SI oh okay

1613:17 INT if i heard anything id let them know so im going to call them back and tell them there is somebody enrout there is an aircraft in distress an well go from there

1613:23 SI thank you

1613:24 INT thanks sorry c s

1618:35 GAC airport communications

1618:36 SI hey communications this is scott over at air traffic again

1618:37 GAC hey scott



1618:38 SI sorry to bug you guys but i dont have much uh else uh coming to me info wise have you picked up anything from county

1618:44 GAC we did not i heard heard them say sixty six and seventy four there are fire departments on the way to respond what we do have

1618:52 SI sixty six and seventy four

1618:54 GAC yes sir

1618:55 SI oh that's the intersection of sixty six and seventy four uh highway

1618:58 GAC (unintelligible) forsyth and high point is now on the scene

1619:01 SI on the scene

1619:02 GAC ill know something here in just a minute

1619:03 SI ok i appreciate that sir thank you

1619:05 GAC yes the fire is out they're saying

1619:14 GAC the plane is fire oh the plane is non existence according to high point

1619:23 SI o k

1619:24 GAC but the fire is out

1619:25 SI fire is out you said it is about the intersection of highway sixty six

1619:28 GAC close to sixty six and seventy four

1619:31 SI seventy four is that three eleven yeah that's three eleven isnt it

1619:34 GAC i believe so

1619:38 SI three eleven o k alright thanks for the update

1619:41 GAC yes sir

1619:42 SI alright

1620  
(1621-1631)

1632  
1633:00 SI o k greensboro radar can i help you

1633:02 AFD uh yeah this is uh station one hundred airport fire

1633:04 SI yes airport fire

1633:07 AFD um i want to see if you can give me some more information on the plane i need the tail number flight plan info um

1633:14 SI uh he was inbound for greensboro i don't know his departure point but it is november three six hotel tango

1633:20 AFD three six hotel tango uh huh

1633:22 SI a b e thirty six slant gulf

1633:27 AFD do what you broke up

1633:29 SI it's a b e thirty six slant gulf

1633:33 AFD o k that's a bonanza

1633:35 SI yeah it's a bonanza

1633:36 AFD o k

1633:37 SI now do you have other information from the uh sites since were out of the loop up here

1633:41 AFD the only thing that we uh got

1633:43 SI ive got ive got our q a in atlanta on the line also ill relay it to him

1633:48 AFD ok we got a uh uh truck enroute there the plane is down in the rock quarry in forsyth county at sixty six and three eleven

1633:59 SI sixty uh at the intersection three of sixty six and three eleven at the rock quarry

1634:04 AFD mm hmm

1634:05 SI ok

1634:05 AFD the vulcan materials rock quarry there

1634:06 SI vulcan materials ok

1634:07 AFD mm hmm but we do not have a representative on site at this time

1634:09 SI that's fine that's fine were flying in the dark over here so i appreciate what you got

1634:13 AFD so are we cuz were we can't communicate with forsyth county

1634:17 SI o k alright

1634:18 AFD um but you don't you do not have a flight plan you cant tell me where he is coming from

1634:23 SI no can not not at this time

1634:25 AFD o k that's all you got

1634:27 SI that's all i got at the moment then

1634:29 AFD alright now well give you all a shout back when we find out something

1634:32 SI thank you very much

1634:33 AFD alright thank you bye bye

1635  
(1636-1758)  
1800

End of Transcript

SECTION 11.

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



# FACILITY ACCIDENT/INCIDENT NOTIFICATION RECORD

Aircraft Identification  
**N36HT**  
 Date  
**9-7-15**  
 Airport  
**GSO**

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

	Phone No.	Time	Initials	
			Caller	Recipient
Airport Emergency Equipment	Crash Phone/911	1606	KT	
Additional Emergency Equipment	336-665-5642		CD	
Search and Rescue (RCC)	1-800-851-3051	1612	KT	
*Washington Operations Center (WOC)	thru ROC			
Region Operations Center (ROC)	1-404-305-5180			
Domestic Events Network (DEN)	1-202-493-4170			
Air Traffic Manager Home:	[REDACTED]	1619	KT	
Flight Standards District Office (FSDO) (after hours 369-3902)	336-369-3903			
System Safety Investigations	thru ROC			
National Transportation Safety Board (NTSB)	thru ROC			
System Maintenance Organization Manager (CLT)	[REDACTED]			
Law Enforcement	911			
National Weather Service (NWS)	thru ROC			
Military Authority				
Airport Authority	336-665-5642			
Aircraft Operator				
Operational Control Center (OCC)	1-866-432-2622 or 1-877-434-1182			
Carolina/CLT District Manager	[REDACTED]			
RDU FSS	1-919-840-0263			
NC Highway Patrol	1-800-445-8621			
GSO Tech Ops Manager	CHRIS POULIN [REDACTED]			
<p>1605 Notification by NCSAFE Emergency          ALER 3 @ 1605</p> <p>1618 Smiley returned GSO</p>				

Form Updated by (Name, Title, Facility): Amanda M. Adams (AM) Support Specialist Date: 8/20/2013

\* Accidents requiring telephone notification to Washington shall be made immediately following notification for emergency equipment and/or search and rescue.

SECTION 12.  
Weather Products



FORM CD-64  
(REVISED)  
Prescribed By  
D.A.O. 201-17

U.S. DEPARTMENT OF COMMERCE  
Asheville, N.C.


I CERTIFY that the attached are authentic and true copies of meteorological records on file in the NATIONAL CENTERS FOR ENVIRONMENTAL INFORMATION, ASHEVILLE, NORTH CAROLINA.

  
\_\_\_\_\_  
NANCY A. RITCHEY  
RECORDS CUSTODIAN  
DATA ADMINISTRATOR  
(Official Title)

.....  
I HEREBY CERTIFY that NANCY A. RITCHEY, RECORDS CUSTODIAN, who signed the foregoing certificate, is now, and was at the time of signing, DATA ADMINISTRATOR, NATIONAL CENTERS FOR ENVIRONMENTAL INFORMATION, and that full faith and credit should be given his certificate as such. I further state that I am the person to whom the said custodian reports.

IN WITNESS WHEREOF, I have hereunto subscribed my name and caused the seal of the Department of Commerce to be affixed on this date: SEP 10 2015

For the SECRETARY OF COMMERCE:

  
\_\_\_\_\_  
THOMAS R. KARL  
DIRECTOR  
NATIONAL CENTERS FOR  
ENVIRONMENTAL INFORMATION  
(Certifying Officer)

GSO-ATCT-0118

N36HT

U.S. Department of Commerce  
National Oceanic & Atmospheric Administration

QUALITY CONTROLLED LOCAL  
CLIMATOLOGICAL DATA  
(may be updated)  
HOURLY OBSERVATIONS TABLE  
PIEDMONT TRIAD INTERNATIONAL AIRPORT  
(13723)  
GREENSBORO, NC  
(09/2015)

National Climatic Data Center  
Federal Building  
151 Patton Avenue  
Asheville, North Carolina 28801

Elevation: 890 ft. above sea level

Latitude: 36.096

Longitude: -79.943

Data Version: VER2

Date	Time (LST)	Station Type	Sky Conditions	Visibility (SM)	Weather Type	Dry Bulb Temp		Wet Bulb Temp		Dew Point Temp		Rel Humd %	Wind Speed (MPH)	Wind Dir	Wind Gusts (MPH)	Station Pressure (in. hg)	Press Tend	Net 3-hr Chg (mb)	Sea Level Pressure (in. hg)	Report Type	Precip Total (in)	Alti-meter (in. hg)
						(F)	(C)	(F)	(C)	(F)	(C)											
07	0052	11	BKN010 BKN250	10.00		72	22.0	69	20.7	68	20.0	87	5	080		29.19			M	SP		30.14
07	0054	11	BKN010 BKN250	10.00		71	21.7	69	20.5	68	20.0	90	3	090		29.19			M	AA		30.14
07	0154	11	OVC010	10.00		72	22.2	69	20.7	68	20.0	87	7	060		29.17			M	AA		30.12
07	0254	11	OVC008	10.00		72	22.2	69	20.7	68	20.0	87	7	060		29.17			M	AA		30.12
07	0354	11	OVC008	10.00		71	21.7	69	20.5	68	20.0	90	5	080		29.17			M	AA		30.12
07	0454	11	OVC006	10.00		71	21.7	69	20.5	68	20.0	90	6	080		29.19			M	AA		30.14
07	0554	11	OVC006	7.00		70	21.1	69	20.7	69	20.6	97	5	360		29.20			M	AA		30.15
07	0612	11	OVC004	4.00	DZ BR	70	21.0	70	21.1	70	21.0	100	3	360		29.21			M	SP		30.16
07	0654	11	OVC004	2.00	DZ BR	70	21.1	69	20.7	69	20.6	97	3	040		29.21			M	AA		30.16
07	0729	11	OVC008	2.00	DZ BR	72	22.0	71	21.4	70	21.0	93	6	060		29.22			M	SP		30.17
07	0752	11	OVC010	2.00		72	22.0	71	21.4	70	21.0	93	6	040		29.22			M	SP		30.17
07	0754	11	OVC010	9.00		71	21.7	70	20.9	69	20.6	93	5	050		29.22			M	AA		30.17
07	0828	11	BKN007 OVC011	9.00		72	22.0	71	21.4	70	21.0	93	6	030		29.22			M	SP		30.17
07	0854	11	BKN008 OVC012	9.00		72	22.2	71	21.4	70	21.1	93	6	030		29.23			M	AA		30.18
07	0954	11	BKN009 OVC012	10.00		74	23.3	71	21.4	69	20.6	84	6	010		29.23			M	AA		30.18
07	1044	11	OVC010	10.00		75	24.0	72	22.0	70	21.0	85	5	020		29.24			M	SP		30.19
07	1054	11	OVC011	10.00		74	23.3	71	21.4	69	20.6	84	7	090		29.24			M	AA		30.19
07	1135	11	BKN015 OVC025	10.00		75	24.0	72	22.0	70	21.0	85	3	060		29.23			M	SP		30.18
07	1154	11	BKN015 OVC025	10.00		76	24.4	71	21.8	69	20.6	79	6	060		29.23			M	AA		30.18
07	1240	11	SCT022 OVC250	10.00		79	26.0	73	22.7	70	21.0	74	6	020		29.20			M	SP		30.15
07	1254	11	FEW023 BKN250	10.00		79	26.1	71	21.6	67	19.4	67	5	VR		29.20			M	AA		30.15
07	1326	11	BKN023 BKN250	10.00		81	27.0	71	21.7	66	19.0	60	6	VR		29.19			M	SP		30.14
07	1354	11	BKN023 BKN250	10.00		82	27.8	73	22.5	68	20.0	63	5	060		29.17			M	AA		30.12
07	1439	11	SCT028 SCT180 BKN250	10.00		82	28.0	71	21.8	66	19.0	58	3	VR		29.15			M	SP		30.10
07	1454	11	FEW028 SCT180 BKN250	10.00		84	28.9	72	22.2	66	18.9	55	0	000		29.14			M	AA		30.09
07	1554	11	SCT030 BKN140 BKN250	10.00		84	28.9	72	22.2	66	18.9	55	5	070		29.13			M	AA		30.08
07	1654	11	FEW035 SCT070 BKN140	10.00		82	27.8	72	22.2	67	19.4	61	7	090		29.12			M	AA		30.07
07	1754	11	FEW035 BKN140 BKN250	10.00		81	27.2	71	21.7	66	18.9	60	7	070		29.13			M	AA		30.08
07	1854	11	FEW035 SCT140 BKN250	10.00		78	25.6	70	21.1	66	18.9	67	5	110		29.13			M	AA		30.08
07	1954	11	FEW070 SCT250	10.00		77	25.0	70	21.0	66	18.9	69	0	000		29.15			M	AA		30.10
07	2054	11	FEW140 SCT250	10.00		75	23.9	70	20.9	67	19.4	76	0	000		29.16			M	AA		30.11

07	2154	11	FEV0140	SC1250	10:50		73	22.8	76	20.9	68	20.0	84	0	000	29	16		30	08	AA		30	11
07	2254	11	FEV038	SC1250	10:00		73	22.8	68	19.9	65	18.3	76	3	120	29	16		30	08	AA		30	11
07	2354	11	FEV038	SC1250	10:00		71	21.7	68	20.2	67	19.4	87	0	000	29	16		30	08	AA		30	11

Dynamically generated Thu Sep 10 12:54:54 EDT 2015 via <http://www.ardec.mil/aa.gov/getcd/OCT11D>



U.S. Department of Commerce  
National Oceanic & Atmospheric Administration

QUALITY CONTROLLED LOCAL  
CLIMATOLOGICAL DATA  
(may be updated)  
HOURLY REMARKS OBSERVATIONS TABLE  
PIEDMONT TRIAD INTERNATIONAL AIRPORT  
(13723)  
GREENSBORO, NC  
(09/2015)

National Climatic Data Center  
Federal Building  
151 Patton Avenue  
Asheville, North Carolina 28801

Elevation: 890 ft. above sea level

Latitude: 36.096

Longitude: -79.943

Data Version: VER2

Date	Time	Remarks
07	0052	AO2 FIBI (SAC)
07	0054	AO2 SLP195 T02170200 10261 20217 58002 (SAC)
07	0154	AO2 SLP188 T02220200 (SAC)
07	0254	AO2 SLP188 T02220200 (SAC)
07	0354	AO2 SLP187 T02170200 56007 (SAC)
07	0454	AO2 SLP194 T02170200 (SAC)
07	0554	AO2 SLP200 T02110206 (SAC)
07	0612	AO2 DZB12 P0000 (SAC)
07	0654	AO2 SFC VIS 2 1/2 DZB12 CIG 003V007 SLP204 P0000 60000 T02110206 10222 20211 51015 (SAC)
07	0729	AO2 SFC VIS 6 CIG 003V010 P0000 (SAC)
07	0752	AO2 SFC VIS 9 DZE39 CIG 008V013 P0000 FIBI (SAC)
07	0754	AO2 DZE39 CIG 005V013 SLP207 P0000 T02170206 (SAC)
07	0828	AO2 (DZ)
07	0854	AO2 SLP209 T02220211
07	0954	AO2 SLP209 60000 T02330206 51005 (DZ)
07	1044	AO2 (DZ)
07	1054	AO2 SLP212 T02330206 (DZ)
07	1135	AO2 (DZ)
07	1154	AO2 SLP207 T02440206 (DZ)
07	1240	AO2 (DZ)
07	1254	AO2 SLP198 60000 T02610194 10261 20211 58011 (DZ)
07	1326	AO2 (DZ)
07	1354	AO2 SLP190 T02780200 (DZ)
07	1439	AO2 (DZ)
07	1454	AO2 SLP178 T02890189 (DZ)
07	1554	AO2 SLP173 T02890189 56023 (DZ)
07	1654	AO2 SLP173 CB DSNT SW T02780194 (AR)
07	1754	AO2 SLP175 T02720189 (AR)
07	1854	AO2 SLP177 T02560189 10294 20256 53002 (AR)
07	1954	AO2 SLP182 T02500189
07	2054	AO2 SLP186 T02390194
07	2154	AO2 SLP186 T02280200 51009
07	2254	AO2 SLP186 T02280183
07	2354	AO2 SLP186 T02170194 402940211

U.S. Department of Commerce  
 National Oceanic & Atmospheric Administration  
 Data Version: VER2

QUALITY CONTROLLED LOCAL  
 CLIMATOLOGICAL DATA  
 (may be updated)  
 HOURLY PRECIPITATION TABLE  
 PIEDMONT TRIAD INTERNATIONAL AIRPORT  
 (13723)  
 GREENSBORO, NC  
 (09/2015)

National Climatic Data Center  
 Federal Building  
 151 Patton Avenue  
 Asheville, North Carolina 28801

	A.M. HOUR(L.S.T) ENDING AT													P.M. HOUR(L.S.T) ENDING AT												
D1	--1--	--2--	--3--	--4--	--5--	--6--	--7--	--8--	--9--	--10--	--11--	--12--	--DT--	--1--	--2--	--3--	--4--	--5--	--6--	--7--	--8--	--9--	--10--	--11--	--12--	--DT--
07							T	T					07													07

# QUALITY CONTROLLED LOCAL CLIMATOLOGICAL DATA

(may be updated)  
NOAA, National Climatic Data Center  
Month: 09/2015

Station Location: PIEDMONT TRIAD INTERNATIONAL AIRPORT (13723)  
GREENSBORO, NC  
Lat. 36.096 Lon. -79.913  
Elevation(Ground): 890 ft. above sea level

D a e	Temperature						Degree Days			Sun		Significant Weather	Snow Ice or Precipitation						Pressure		Wind Speed						D a e
	1	2	3	4	5	6	Heating	Cooling	Source ISI	Source ISI	12		1291 E/C	1891 E/C	2391 E/C	2891 E/C	Avg Station	Avg Sea Level	Residual Speed	Avg Dir	max Speed	max 2-minute Dir					
07	85	70	78		6	68	70	6	13	0856	1830	07 HR	0	MI	0.0	1	29.18	30.10	19	20	21	22	23	24	25	26	



SECTION 13.  
Non-Published NOTAM's



# Federal Aviation Administration

NOTAMs for Location search on location(s) GSO, GSO  
Filter(s) used: Start Date: '2015-09-07 0:0'. End Date: '2015-09-07 23:59'  
Query ran at UTC: 06 Oct 2015 1944 UTC

!GSO 02/012 GSO NAV ILS RWY 14 LOC/GP DECOMMISSIONED 1402061252-PERM  
!GSO 03/005 GSO OBST CRANE (ASN 2015-ASO-1020-OE) 360725N0795745W (1.7NM NW GSO) 1105FT  
(142FT AGL) FLAGGED AND LGTD 1503061100-1608272100  
!GSO 08/010 GSO RWY 32 RWY END IDENTIFIER LGT OUT OF SERVICE 1508121836-1511202000  
!GSO 08/036 GSO RWY 14 DECLARED DISTANCES: TORA 5800FT TODA 5800FT ASDA 5800FT LDA  
5800FT. 1508272043-1510292200  
!GSO 08/037 GSO TWY J BTN TWY J5 AND TWY J6 CLSD 1508272046-1510292200  
!GSO 09/059 GSO NAV ILS RWY 14 OM OUT OF SERVICE 1309301141-PERM  
!GSO 10/027 GSO OBST CRANE (ASN 2014-ASO-2324-NRA) 360711N0795646W (.5NM NW APCH END RWY  
23R) 1080 (165FT AGL) FLAGGED 1410201416-1610202100  
!GSO 12/027 GSO NAV ILS RWY 14 MARKY LOM OUT OF SERVICE 1312101407-PERM  
!FDC 4/8916 GSO STAR PIEDMONT TRIAD INTERNATIONAL AIRPORT,  
GREENSBORO,NC  
BROOK TWO ARRIVAL  
SPA TRANSITION: MEA 15000, MOCA 600  
1403201900-1409201900EST

!FDC 5/3155 GSO IAP PIEDMONT TRIAD INTL, GREENSBORO, NC.  
RNAV (GPS) RWY 23L, AMDT 2B...  
LNAV MDA 1280/HAT 394 ALL CATS.  
1509012008-1602282008EST

Practice Instrument Approaches

*The full version of this LTA is available at the following URL.*

<https://notams.aim.faa.gov/ta/main/viewta?lookupid=658769290178073869>

Areas of Non-Visibility

*The full version of this LTA is available at the following URL.*

<https://notams.aim.faa.gov/ta/main/viewta?lookupid=658782742007256344>

-----End of PDF Report.-----

SECTION 14.  
Other

## UTC (Zulu) Time Conversion Chart

UTC (Zulu)	PST/ALDT	PDT/MST	MDT/CST	CDT/EST	EDT/AST	ALST	HST	UTC (Zulu)	PST/ALDT	PDT/MST	MDT/CST	CDT/EST	EDT/AST	ALST	HST
0000*	1600	1700	1800	1900	2000	1500	1400								
0100	1700	1800	1900	2000	2100	1600	1500	1300	0500	0600	0700	0800	0900	0400	0300
0200	1800	1900	2000	2100	2200	1700	1600	1400	0600	0700	0800	0900	1000	0500	0400
0300	1900	2000	2100	2200	2300	1800	1700	1500	0700	0800	0900	1000	1100	0600	0500
0400	2000	2100	2200	2300	0000*	1900	1800	1600	0800	0900	1000	1100	1200	0700	0600
0500	2100	2200	2300	0000*	0100	2000	1900	1700	0900	1000	1100	1200	1300	0800	0700
0600	2200	2300	0000*	0100	0200	2100	2000	1800	1000	1100	1200	1300	1400	0900	0800
0700	2300	0000*	0100	0200	0300	2200	2100	1900	1100	1200	1300	1400	1500	1000	0900
0800	0000*	0100	0200	0300	0400	2300	2200	2000	1200	1300	1400	1500	1600	1100	1000
0900	0100	0200	0300	0400	0500	0000*	2300	2100	1300	1400	1500	1600	1700	1200	1100
1000	0200	0300	0400	0500	0600	0100	0000*	2200	1400	1500	1600	1700	1800	1300	1200
1100	0300	0400	0500	0600	0700	0200	0100	2300	1500	1600	1700	1800	1900	1400	1300
1200	0400	0500	0600	0700	0800	0300	0200	2400	1600	1700	1800	1900	2000	1500	1400

\*0000 and 2400 are interchangeable.

2400 is associated with the date of the day ending, 0000 with the day just starting.

- 
- UTC = Coordinated Universal Time, or **Zulu**
  - PST = Pacific Standard Time (UTC - 8 hours)
  - ALDT = Alaskan Daylight Time (UTC - 8 hours)
  - PDT = Pacific Daylight Time (UTC - 7 hours)
  - MST = Mountain Standard Time (UTC - 7 hours)
  - MDT = Mountain Daylight Time (UTC - 6 hours)
  - CST = Central Standard Time (UTC - 6 hours)
  - CDT = Central Daylight Time (UTC - 5 hours)
  - EST = Eastern Standard Time (UTC - 5 hours)
  - EDT = Eastern Daylight Time (UTC - 4 hours)
  - AST = Atlantic Standard Time (UTC - 4 hours)
  - ALST = Alaskan Standard Time (UTC - 9 hours)
  - HST = Hawaiian Standard Time (UTC - 10 hours)
-