

AIRCRAFT ACCIDENT PACKAGE

PTK-ATCT-0210

RAX907, C310

January 11, 2014, 0048 UTC

Destroy: July 11, 2016 UTC

SECTION 1.
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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 OF AIRCRAFT ACCIDENT		Report Date: February 21, 2014		Report Number: PTK-ATCT-0210			
		Name of Reporting Facility: Pontiac ATCT (PTK)					
1. Aircraft Identification and Type: RAX907, C310		2. Date/Time of Accident (GMT): January 11, 2014; 0048 UTC		3. Location of Accident: Waterford, MI; 2200 feet west of runway 9 right			
4. Nature of Accident: Crashed on Approach.			5. Type of Flight: IFR Flight Plan				
6. Flight Crew	Name	Position	Address (City and State)	Uninjured	Injured	Fatality	Unknown
	Andrew Demos	Pilot	Waterford, MI			X	
7. Passenger Data: (If available, list names, addresses, extent of injuries and other information on continuation sheet.)			Number Aboard 0	Number Uninjured 0	Number Injured 0	Number Fatalities 0	
8. Aircraft Damage: Destroyed			9. Property Damage: None				
10. Operating Status of Navigational Aids/Lights/Communications: Normal							
11. Weather Data	Conditions in Accident Area at Time of Accident: PONTIAC, MI, OAKLAND COUNTY INTL ARPT METAR - 1929 EST: wind one five zero at one zero knots, visibility one-quarter statute miles, runway nine right rvr two thousand feet, fog, indefinite ceiling two hundred, temperature two, dew point one, altimeter two nine eight six						
	Report Just Prior to Accident: PONTIAC, MI, OAKLAND COUNTY INTL ARPT METAR - 1929 EST: automated, wind one five zero at one zero knots, visibility one-quarter statute miles, runway nine right rvr two thousand feet, fog, indefinite ceiling two hundred, temperature two, dew point one, altimeter two nine eight six					Date/Time 01/11/2014 00:29 UTC	
	First Report Subsequent to Accident: PONTIAC, MI, OAKLAND COUNTY INTL ARPT METAR - 1953 EST: automated, wind one four zero at nine knots, visibility one-quarter statute miles, runway nine right rvr two thousand feet, fog, indefinite ceiling two hundred, temperature two, dew point two, altimeter two nine eight five					Date/Time 01/11/2014 00:53 UTC	
12. ATS Personnel Involved	Name	Facility	Operating Position		Check If Eyewitness		
	Kevin R. Finch *(KF)	PTK ATCT	SLC LC				
	Joseph P. Rodgers (JP)	PTK ATCT	SLC LC				
	Erin L Korich (EK)	PTK ATCT	GC GC				
*Operating Initials							
13. Signature of Facility Manager							
Stephen Ritchey							
FAA Form 8020-6 (12-10)							



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

REPORT DATE

January 24, 2014

REPORT NO.

PTK-ATCT-0210

NAME OF REPORTING FACILITY

Atlanta TRACON (A80)

14. CHRONOLOGICAL SUMMARY OF FLIGHT


January 11, 2014

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

01/10/14

- 2158 Atlanta Approach Control Satellite-F (A80) released RAX907 for departure from Fulton County Airport Runway 8 heading 360.
- 2201 RAX907 checked in with A80 climbing to 3,000 feet. A80 radar identified RAX907 and issued clearance to climb and maintain 7,000 feet. RAX907 acknowledged.
- 2203 A80 advised RAX907 traffic no factor and to turn right heading 020. RAX907 acknowledged.
- 2207 A80 handed off RAX907 to Atlanta ARTCC on 133.1.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE March 25, 2014	REPORT NO. PTK-ATCT-0210
	NAME OF REPORTING FACILITY Atlanta ARTCC (ZTL)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 11, 2014

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

01/10/14

2208 RAX907 checked on the ZTL North Departure Sector (R38) level at 7,000 feet. R38 acknowledged RAX907 and issued the Atlanta Altimeter. RAX907 acknowledged the altimeter.

2211 R38 cleared RAX907 direct Volunteer. RAX907 acknowledged the clearance.

2219 R38 discussed the minimum IFR altitudes along the route of flight for RAX907 and asked RAX907 if he was able to accept a higher altitude. RAX907 confirmed able a higher altitude.

2220 R38 assigned an altitude of 9,000 feet to RAX907.

2221 RAX907 acknowledged the climb to 9,000 feet.

2226 R38 switched RAX907 to Knoxville Approach. RAX907 acknowledged the frequency change.

2242 RAX907 checked on the ZTL Hinch Mountain Sector (R41) level at 9,000 feet. R41 acknowledged RAX907 and issued the Knoxville Altimeter. RAX907 acknowledged the altimeter.

2247 R41 switched RAX907 to Indianapolis Center. RAX907 acknowledged the frequency change.

No More Follows



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

REPORT DATE

January 27, 2014

REPORT NO.

PTK-ATCT-0210

NAME OF REPORTING FACILITY

Knoxville ATCT (TYS)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 11, 2014

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

01/10/14

2227 RAX907 contacted the Knoxville ATCT Radar West (RW) controller and reported level at 9,000. The RW controller issued the Knoxville altimeter setting.

2242 The RW controller instructed RAX907 to contact Atlanta Center on 133.6.

No More Follows



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

REPORT DATE

March 07, 2014

REPORT NO.

PTK-ATCT-0210

NAME OF REPORTING FACILITY

Indianapolis ARTCC (ZID)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 11, 2014

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

01/10/14

2247 RAX907 was handed off from Atlanta ARTCC to the Indianapolis ARTCC. RAX907 called on the London Sector frequency and proceeded to fly direct APE VOR level at 9,000 feet without incident or comment from the pilot.


2316 RAX907 was handed off from Indianapolis ARTCC to the Huntington, WV ATCT.

2317 RAX907 was handed off from Huntington, WV ATCT to the Indianapolis ARTCC.

2325 RAX907 called on the Parkersburg Sector frequency and proceeded to fly direct APE VOR level at 9,000 feet without incident or comment from the pilot.

2336 RAX907 was handed off from Indianapolis ARTCC to the Columbus, OH ATCT.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE March 10, 2014	REPORT NO. PTK-ATCT-0210
	NAME OF REPORTING FACILITY Huntington ATCT (HTS)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
January 11, 2014

**ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED**

1/10/14

2317 RAX907 contacted Huntington ATCT level at nine thousand. Huntington ATCT issued the altimeter.

2320 Huntington ATCT inquired RAX907 for his on course heading. RAX907 responded 020.

2324 RAX907 was handed off from Huntington ATCT to Indianapolis ARTCC.

No More Follows



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

REPORT DATE

January 23, 2014

REPORT NO.

PTK-ATCT-0210

NAME OF REPORTING FACILITY

Port Columbus ATCT (CMH)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 11, 2014

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

01/10/14

- 2337 RAX907 handed off from ZID and checks in with CMH Approach and is given altimeter.
- 2344 RAX907 is issued a traffic call by CMH Approach on AWE868 leveling at eight thousand feet. RAX907 reports traffic not insight.
- 2351 RAX907 is issued a traffic call from CMH Approach on a C208, twelve o'clock and four miles; level at eight thousand. RAX907 reports looking.
- 2352 RAX907 reports previously issued traffic insight.
- 2353 STARS automation initiates an auto-handoff on RAX907 to ZOB (Cleveland Center).
- 2354 ZOB accepts auto-handoff on RAX907.
- 2355 CMH Approach (North Radar_NR) issues frequency change to RAX907 to Cleveland Center on 134.9. RAX907 acknowledges and control transfer is completed.

No More Follows



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

REPORT DATE

January 22, 2014

REPORT NO.

PTK-ATCT-0210

NAME OF REPORTING FACILITY

Cleveland ARTCC (ZOB)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 11, 2014

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

01/10/14

2355 RAX907 checked on the Cleveland Center Mansfield Sector (R04) frequency reporting level at 9,000 feet. The R04 controller instructed RAX907 to squawk beacon code 7436 and issued the Mansfield altimeter setting.

2356 The R04 controller instructed RAX907 to contact the next Cleveland Center controller. RAX907 checked on the Cleveland Center Carleton Sector (R08) frequency reporting level at 9,000 feet. The R08 controller acknowledged the call from RAX907.

01/11/14

0006 The R08 controller instructed RAX907 to contact the Toledo Approach Control. RAX907 read back the frequency change instruction.

No More Follows

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

REPORT DATE

January 30, 2014

REPORT NO.

PTK-ATCT-021

NAME OF REPORTING FACILITY

Toledo ATCT (TOL)

14. CHRONOLOGICAL SUMMARY OF FLIGHT (Including control or other services provided by ATS facilities, and emergency action taken.)

**ALL TIMES BELOW ARE COORINDATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED**

January 11, 2014

- 0007 RAX907 was handed off from Cleveland ARTCC to Toledo Approach Control and was issued the altimeter.
- 0011 Coordination was made with Detroit Approach Control to route RAX907 over the ANNTS intersection at 5000 feet.
- 0015 RAX907 was cleared to the Pontiac Airport (PTK) over the ANNTS intersection and issued a descent to 5000 feet.
- 0018 Coordination was made with Detroit Approach Control to have RAX907 cross ANNTS intersection at 4000 feet. RAX907 was issued the descent to 4000 feet.
- 0021 Traffic was issued to RAX907 reference jet traffic that would be overtaking at 5000 feet. RAX907 was instructed to contact Detroit Approach Control.

No More Follows

PTK-ATCT-0210
RAX907



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

REPORT DATE

January 28, 2014

REPORT NO.

PTK-ATCT-0210

NAME OF REPORTING FACILITY

Detroit TRACON (D21)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 11, 2014

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 0022 RAX907 checks in descending out of four point nine for four thousand. RAX907 is told information Oscar is current and to expect I L S nine right.
- 0025 RAX907 is given a heading of three four five.
- 0028 Position relief briefing is conducted.
- 0034 RAX907 is told to fly heading zero one zero.
- 0036 RAX907 is told to turn right heading zero three zero.
- 0037 RAX907 is given a descent to three thousand.
- 0039 RAX907 is instructed to turn right heading zero six zero.
- 0040 RAX907 is cleared for the i l s nine right approach.
- 0042 RAX907 is instructed to contact pontiac tower on one two zero point five.
- 0048 Pontiac Tower calls Detroit Approach and says they cannot find RAX907 and are sending RAX270 back to approach control.

No More Follows



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

REPORT DATE

February 04, 2014

REPORT NO.

PTK-ATCT-0210

NAME OF REPORTING FACILITY

Pontiac ATCT (PTK)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 11, 2014

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 0042 The pilot of RAX907 called inbound for Runway 9R. The local controller issued number 2 to follow traffic a challenger on a 2 mile final, was cleared to land and issued 9R RVR of 2000.
- 0043 RAX907 acknowledged the landing clearance. Local control issued a wind check.
- 0048 The local controller attempted three times to contact RAX907 to establish his position. The local controller contacted Detroit TRACON advising they've lost communication with RAX907 and the facility received a call of a possible accident west of the field.
- 0049 The alarm was activated to the Oakland County ARFF. R1 responded on ground control frequency. Ground control advised R1 of possible accident west of the field involving RAX907, a Cessna 310. Ground control approved access to airport vehicles to the west end of the airport.

No More Follows

SECTION 3.
Normal Services Statement(s) and Certified Index(es)



Federal Aviation Administration

Memorandum

Date: January 24, 2014

To: Pontiac Airport Traffic Control Tower

From: [REDACTED]
Darryl F. Collins, Manager, Atlanta Terminal Radar Approach Control Facility

Subject: **INFORMATION:** Normal Service Statement
Aircraft Accident, RAX907
Waterford, MI, January 11, 2014

All services provided by Atlanta Terminal Radar Approach Control Facility were normal, and there were no pertinent transmissions.

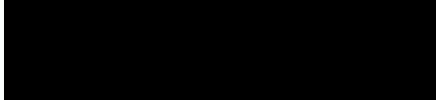
Attachments

CERTIFIED INDEX

January 24, 2014

I certify that the following originals 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)
Radar Data



Darryl F. Collins
Manager, Atlanta TRACON



Federal Aviation Administration

Memorandum

Date: January 31, 2014

To: Pontiac Airport Traffic Control Tower

From: [REDACTED]
Shaun R. Sanders, Acting Manager, Atlanta Air Route Traffic Control Center

Subject: **INFORMATION:** Normal Service Statement
Aircraft Accident, RAX907
Waterford, MI, January 11, 2014

All services provided by Atlanta Air Route Traffic Control Center were normal,
and there were no pertinent transmissions.

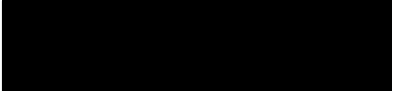
Attachments

CERTIFIED INDEX

January 31, 2014

I certify that the following originals 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)
National Track Analysis Program (NTAP)
Data Analysis Reduction Tool (DART)
Flight Progress Strip(s)
Weather Products



Snaun R. Sanders
Acting Manager, Atlanta ARTCC



Federal Aviation Administration

Memorandum

Date: January 27, 2014

To: Pontiac Airport Traffic Control Tower

From: [REDACTED]
Mark S. Mustard, Manager, Knoxville Airport Traffic Control Tower

Subject: **INFORMATION:** Normal Service Statement
Aircraft Accident, RAX907
Waterford, MI, January 11, 2014

All services provided by Knoxville Airport Traffic Control Tower were normal,
and there were no pertinent transmissions.

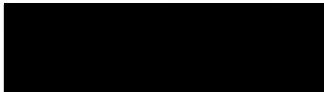
Attachments

CERTIFIED INDEX

January 27, 2014

I certify that the following originals 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)



Mark S. Mustard
Manager, Knoxville ATCT



Federal Aviation Administration

Memorandum

Date: January 27, 2014

To: Pontiac Airport Traffic Control Tower

From: [REDACTED]
Charles R. Smith, Manager, Indianapolis Air Route Traffic Control Center

Subject: **INFORMATION:** Normal Service Statement
Aircraft Accident, RAX907
Waterford, MI, January 11, 2014

All services provided by Indianapolis Air Route Traffic Control Center were normal, and there were no pertinent transmissions.


Attachments

CERTIFIED INDEX

January 27, 2014

I certify that the following originals 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)
Flight Progress Strip(s)
National Track Analysis Report
Surveillance Track History Report
Input Output Log Report
Weather Products


Charles R. Smith
Manager, Indianapolis ARTCC



Federal Aviation Administration

Memorandum

Date: January 27, 2014
To: Pontiac Airport Traffic Control Tower
From: Mark Ellis, Manager [REDACTED]
Huntington Airport Traffic Control Tower
Subject: **INFORMATION:** Normal Services Statement
Aircraft Accident, RAX907
Waterford, MI, January 11, 2014

All services provided by the Huntington Airport Traffic Control Tower were normal and there were no pertinent transmissions.

Attachments:

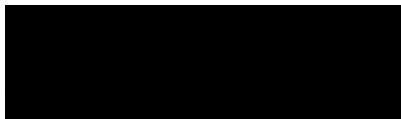
PTK-ATCT-210
RAX907

CERTIFIED INDEX

January 27, 2014

I hereby certify that the following originals are on file in this office.

FAA Form 7230-4
FAA Form 7230-10
Personnel Logs
Personnel Statements
Original Voice Recordings
Certified copies of Voice Recording on CD
Facility Layout Chart
Airport Diagram
Flight Progress Strip
CDR Data



Mark Ellis
Manager, Huntington ATCT

PTK-ATCT-210
RAX907



Federal Aviation Administration

Memorandum

Date: January 23, 2014

To: Pontiac Airport Traffic Control Tower

From: Barry Payne, Manager, Port Columbus Airport Traffic Control Tower

Subject: **INFORMATION:** Normal Service Statement
Aircraft Accident, RAX907
Waterford, MI, January 11, 2014

All services provided by Port Columbus Airport Traffic Control Tower were normal, and there were no pertinent transmissions.

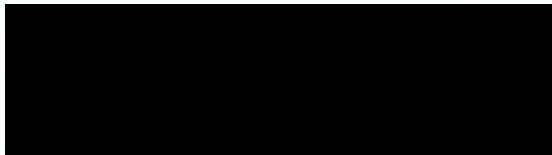
Attachments

CERTIFIED INDEX

January 23, 2014

I certify that the following originals 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)
Facility Layout Chart(s)
Airport Diagram
Radar Replay Camtasia
STARS PPB
STARS EDT



Barry Payne
Manager, Port Columbus ATCT



Federal Aviation Administration

Memorandum

Date: January 22, 2014

To: Pontiac Airport Traffic Control Tower

From: [REDACTED]
Candy Alexander, Manager, Cleveland Air Route Traffic Control Center

Subject: **INFORMATION:** Normal Service Statement
Aircraft Accident, RAX907
Waterford, MI, January 11, 2014

All services provided by Cleveland Air Route Traffic Control Center were normal, and there were no pertinent transmissions.

Attachments

CERTIFIED INDEX

January 22, 2014

I certify that the following originals 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)

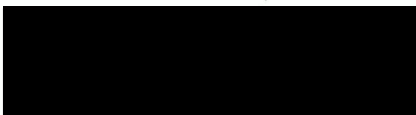
Certified Original Copy(ies) of Voice Recording(s)

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

Facility Layout Chart(s)

National Track Analysis Program (NTAP)

Data Analysis Reduction Tool (DART)



Cindy Alexander
Manager, Cleveland ARTCC



Federal Aviation Administration

Memorandum

Date: January 24, 2014

To: Pontiac Airport Traffic Control Tower
[REDACTED]

From: Roger W. Zahn, Manager Toledo Airport Traffic Control Tower

Subject: **INFORMATION:** Normal Service Statement
Aircraft Accident, RAX907
Waterford, MI, January 11, 2014

All services provided by the Toledo Airport Traffic Control Tower were normal, and there were no pertinent transmissions.

Attachments

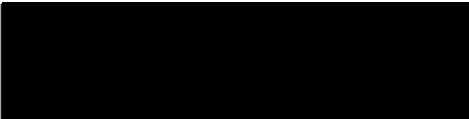
PTK-ATCT-0210
RAX907

CERTIFIED INDEX

January 24, 2014

I hereby certify that the following originals are on file in this office.

FAA Form 7230-4
FAA Form 7230-10
Flight Progress Strip
Personnel Statement
Original Voice Recording
Certified copies Voice Recording on CD
CDR Radar readout



Roger W. Zahm
Manager, Toledo Airport Traffic Control Tower

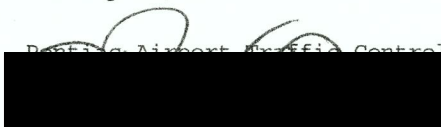
PTK-ATCT-0210
RAX907



Federal Aviation Administration

Memorandum

Date: January 28, 2014

To:  Detroit Airport Traffic Control Tower

From: Anthony R. Wells, Acting Manager, Detroit Terminal Radar Approach Control
Facility

Subject: **INFORMATION:** Normal Service Statement
Aircraft Accident, RAX907
Waterford, MI, January 11, 2014

All services provided by Detroit Terminal Radar Approach Control Facility were normal, and there were no pertinent transmissions.

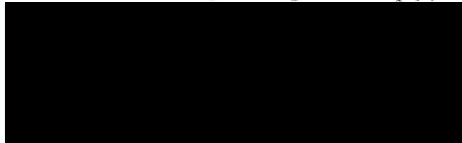
Attachments

CERTIFIED INDEX

January 28, 2014

I certify that the following originals are on file in this office.

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6-1
FAA Form 8020-26
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)



Anthony R. Wells
Acting Manager, Detroit TRACON

PTK-ATCT-0210

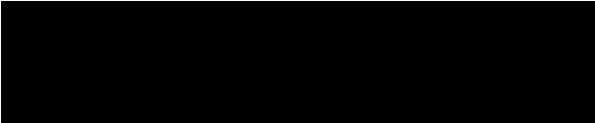
RAX907

CERTIFIED INDEX

February 21, 2014

I certify that the following originals 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)
Facility Layout Chart(s)
Airport Diagram
Transcription(s) of Voice Recording(s)
Flight Progress Strip(s)
Weather Products



Stephen Ritchey
Manager, Pontiac ATCT

SECTION 4.

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

DAILY RECORD OF FACILITY OPERATION				PAGE NO Page 1 of 1
				DATE Jan 10, 2014
LOCATION	IDENTIFICATION	TYPE FACILITY	OPERATING POSITION	CHECKED BY <i>SL</i>
Waterford, MI	PTK	ATCT	WATCH DESK	AIR TRAFFIC MANAGER Stephen W. Ritchey
UTC TIME	REMARKS			
1100	S.AMELUXEN ON, WCLC, DALR CHECK COMPLETE. CFPL: RY9L AND RY27R REILS OFM TIL 1312131700 PER MOCC/AW. CFPL: TAXIWAY LIGHTS FOR THE SE CORNER OF THE AIRPORT WERE NOT WORKING. -- FO			
1236	J.VOILES ON. -- FO			
1322	S AMELUXEN ON. -- FO			
1443	A. GUTH ON. -- AG			
1533	J. VOILES ON. -- AG			
1630	T.BOGLE ON. -- FO			
1732	A. GUTH ON. -- AG			
1804	J. VOILES ON, WCLC. -- AG			
1836	J RODGERS ON. -- JR			
1923	E. KORICH ON. -- EK			
2009	A. GUTH ON. -- EK			
2054	K. DREW ON. -- JN			
2211	J. RODGERS ON, WCLC. -- JP			
2248	E. KORICH ON. -- EK			
2337	J. RODGERS ON. -- EK			
Q 0048	RAX907 CRASHED ON FINAL FOR RY 9R. -- JP			
0050	AIRPORT CLSD. -- JP			
0254	K. DREW ON. -- JP			
0255	AIRPORT OPEN PER OCIA. -- JP			
E 0255	ILS DECOMMISSIONED UFA PER SR. -- JP			
0326	E. KORICH ON. -- EK			
0336	K. DREW ON. -- EK			
0356	E. KORICH ON -- EK			
0428	K. DREW ON. -- JN			
0459	NO DELAYS REPORTED, COB. -- JN			
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) <div style="background-color: black; width: 100%; height: 40px; margin-top: 5px;"></div>		

FAA Form 7230-4

PTK-ATCT-0210
RAX907

SECTION 5.
Personnel Log(s)

MYFAA

Employee Site

[MyFAA Home](#)

ART VIEWER

DAILY STAFFING SUMMARY

DASH-10

7230-4 PERSONNEL LOG

SECTOR VIEW REPORT

CUMULATIVE POSITION TIME

KATHLEEN SCHMALENBERG 02/03/2014

Facility

PTK

Date

10 Jan, 2014

Area

OPERATIONS

Range

From

10 Jan, 2014

To

10 Jan, 2014

Employees

(Use CTRL-Click or
SHIFT-Click to select
multiple employees)

Select All

AMELUXEN, STEPHEN (FO)

BARTH, TERRY (TC)

BOGLE, TIMOTHY (TB)

Remarks

Schedule

[Get Report](#)[Print Official PDF](#) | [Print Web PDF](#)

Date: 01/10/2014

PERSONNEL LOG			REGION		FACILITY		AREA ID		DATE		
			AGL		PTK		OPERATIONS		MONTH: JAN		DAY: 10
NAME	CODE	TIME ON	TIME OFF	HOURS ON DUTY	LEAVE				HOURS NON-POSITION DUTIES ASSIGNED	HOURS POSITION DUTIES ASSIGNED	
					HOURS	TIME ON	TIME OFF	TYPE			
AMELUXEN, STEPHEN (FO) 05:45 - 13:45	R	05:45	13:45	08+00					00+49	05+11	
CERTIFIED BY: SMITH, SUSAN G.											
NAME	CODE	TIME ON	TIME OFF	HOURS ON DUTY	LEAVE				HOURS NON-POSITION DUTIES ASSIGNED	HOURS POSITION DUTIES ASSIGNED	
					HOURS	TIME ON	TIME OFF	TYPE			
VOILES, JULIANN (JR) 05:45 - 15:45	R	05:45	15:45	10+00					00+51	05+35	
CERTIFIED BY: SMITH, SUSAN G.											
NAME	CODE	TIME ON	TIME OFF	HOURS ON DUTY	LEAVE				HOURS NON-POSITION DUTIES ASSIGNED	HOURS POSITION DUTIES ASSIGNED	
					HOURS	TIME ON	TIME OFF	TYPE			
SCHMALENBERG, KATHLEEN (KS) 06:03 - 14:33	R	06:03	13:33	07+30	01+00	13:33	14:33	Leave	07+30	00+00	
CERTIFIED BY: SMITH, SUSAN G.											
NAME	CODE	TIME ON	TIME OFF	HOURS ON DUTY	LEAVE				HOURS NON-POSITION DUTIES ASSIGNED	HOURS POSITION DUTIES ASSIGNED	
					HOURS	TIME ON	TIME OFF	TYPE			
BOGLE, TIMOTHY (TB) 06:40 - 14:40	R	06:40	11:00	07+45	00+15	11:00	11:15	Leave	01+57	03+33	
	R	11:15	14:40								
CERTIFIED BY: SMITH, SUSAN G.											
NAME	CODE	TIME ON	TIME OFF	HOURS ON DUTY	LEAVE				HOURS NON-POSITION DUTIES ASSIGNED	HOURS POSITION DUTIES ASSIGNED	
					HOURS	TIME ON	TIME OFF	TYPE			
RITCHEY, STEPHEN (SR) 07:00 - 15:00	R	07:00	15:00	17+00					00+00	00+00	
	9	19:30	04:30								
CERTIFIED BY:											
NAME	CODE	TIME ON	TIME OFF	HOURS ON DUTY	LEAVE				HOURS NON-POSITION DUTIES ASSIGNED	HOURS POSITION DUTIES ASSIGNED	
					HOURS	TIME ON	TIME OFF	TYPE			
GUTH, ADAM	R	08:00	18:00	10+00					02+22	04+20	

PTK-ATCT-0210

RAX907

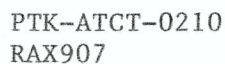
2/3/2014

(AG)		08:00 - 18:00															
CERTIFIED BY: SMITH, SUSAN G.																	
NAME	CODE	TIME ON	TIME OFF	HOURS ON DUTY	LEAVE				HOURS NON-POSITION DUTIES ASSIGNED	HOURS POSITION DUTIES ASSIGNED							
					HOURS	TIME ON	TIME OFF	TYPE									
MCTIGUE, DAVID (MT) 08:57 - 16:57	R	08:57	16:57	08+00					01+28	03+30							
CERTIFIED BY: SMITH, SUSAN G.																	
NAME	CODE	TIME ON	TIME OFF	HOURS ON DUTY	LEAVE				HOURS NON-POSITION DUTIES ASSIGNED	HOURS POSITION DUTIES ASSIGNED							
					HOURS	TIME ON	TIME OFF	TYPE									
WAGNER, ROBERT (WR) 09:15 - 17:15	R	09:15	16:30	07+15	00+45	16:30	17:15	Leave	07+15	00+00							
CERTIFIED BY: SMITH, SUSAN G.																	
NAME	CODE	TIME ON	TIME OFF	HOURS ON DUTY	LEAVE				HOURS NON-POSITION DUTIES ASSIGNED	HOURS POSITION DUTIES ASSIGNED							
					HOURS	TIME ON	TIME OFF	TYPE									
RODGERS, JOSEPH (JP) 11:00 - 21:00	R	13:00	21:00	10+30	02+00	11:00	13:00	Leave	02+17	05+53							
	8	21:00	23:30														
CERTIFIED BY: SMITH, SUSAN G.																	
NAME	CODE	TIME ON	TIME OFF	HOURS ON DUTY	LEAVE				HOURS NON-POSITION DUTIES ASSIGNED	HOURS POSITION DUTIES ASSIGNED							
					HOURS	TIME ON	TIME OFF	TYPE									
FINCH, KEVIN (KF) 13:05 - 21:05	R	13:05	21:05	12+55					03+25	04+25							
	8	21:05	02:00														
CERTIFIED BY: SMITH, SUSAN G.																	
NAME	CODE	TIME ON	TIME OFF	HOURS ON DUTY	LEAVE				HOURS NON-POSITION DUTIES ASSIGNED	HOURS POSITION DUTIES ASSIGNED							
					HOURS	TIME ON	TIME OFF	TYPE									
DREW, KATHLEEN (JN) 14:15 - 00:15	R	14:15	00:15	10+00					00+18	06+39							
CERTIFIED BY: SMITH, SUSAN G.																	
NAME	CODE	TIME ON	TIME OFF	HOURS ON DUTY	LEAVE				HOURS NON-POSITION DUTIES ASSIGNED	HOURS POSITION DUTIES ASSIGNED							
					HOURS	TIME ON	TIME OFF	TYPE									
KORICH, ERIN (EK) 14:15 - 22:15	R	14:15	22:15	09+45					00+58	05+40							
	8	22:15	00:00														
CERTIFIED BY: SMITH, SUSAN G.																	
NAME	CODE	TIME ON	TIME OFF	HOURS ON DUTY	LEAVE				HOURS NON-POSITION DUTIES ASSIGNED	HOURS POSITION DUTIES ASSIGNED							
					HOURS	TIME ON	TIME OFF	TYPE									
BARTH, TERRY (TC) RDO																	
CERTIFIED BY:																	
NAME	CODE	TIME ON	TIME OFF	HOURS ON DUTY	LEAVE				HOURS NON-POSITION DUTIES ASSIGNED	HOURS POSITION DUTIES ASSIGNED							
					HOURS	TIME ON	TIME OFF	TYPE									
GIGGIE, MICHAEL																	

User's Guide

Release 5.2

(Option 4)



SECTION 6.

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

POSITION LOG

Log Date: 1/10/2014
Pos Type: SC

Where Combined To:	Pos ID	Pos Type
--------------------	--------	----------

FAA Form 7230-10 (Electronic)

FAA Form 7230-10 (Electronic)

Log Date: 1/10/2014
Pos Type: SC

Where Combined To:	
Pos ID	Pos Type

POSITION LOG

Fac ID:	PTK	Log Date:	1/10/2014
Pos ID:	SLC	Pos Type:	LC

[illegible]

FAA Form 7230-10 (Electronic)

POSITION LOG

Fac ID: PTK
Pos ID: NLC
Log Date: 1/10/2014
Pos Type: LC

[illegible]

FAA Form 7230-10 (Electronic)

PTK-ATCT-0210
RAX907

[illegible]

FAA Form 7230-10 (Electronic)

PTK-ATCT-0210
RAX907

POSITION LOG						
Fac ID: PTK		Log Date: 1/10/2014				
Pos ID: GC		Pos Type: GC				
TIME ON	Initials	TIME OFF	Code	Where Combined To:		
				Pos ID	Pos Type	
1100	FO	1235	C			
1236	JR	1321	C			
1322	FO	1442	C			
1443	AG	1532	C			
1533	JR	1629	C			
1630	TB	1731	C			
1732	TB	1757	C			
1758	JR	1803	C			
1804	JR	1815	C			
1816	KF	1928	C			
1929	JR	2010	C			
2011	JP	2132	C			
2133	KF	2214	C			
2215	EK	2247	C			
2248	JN	2254	C			
2255	JN	0027	C			
0028	EK	0151	C			
0152		0459		SLC	LC	

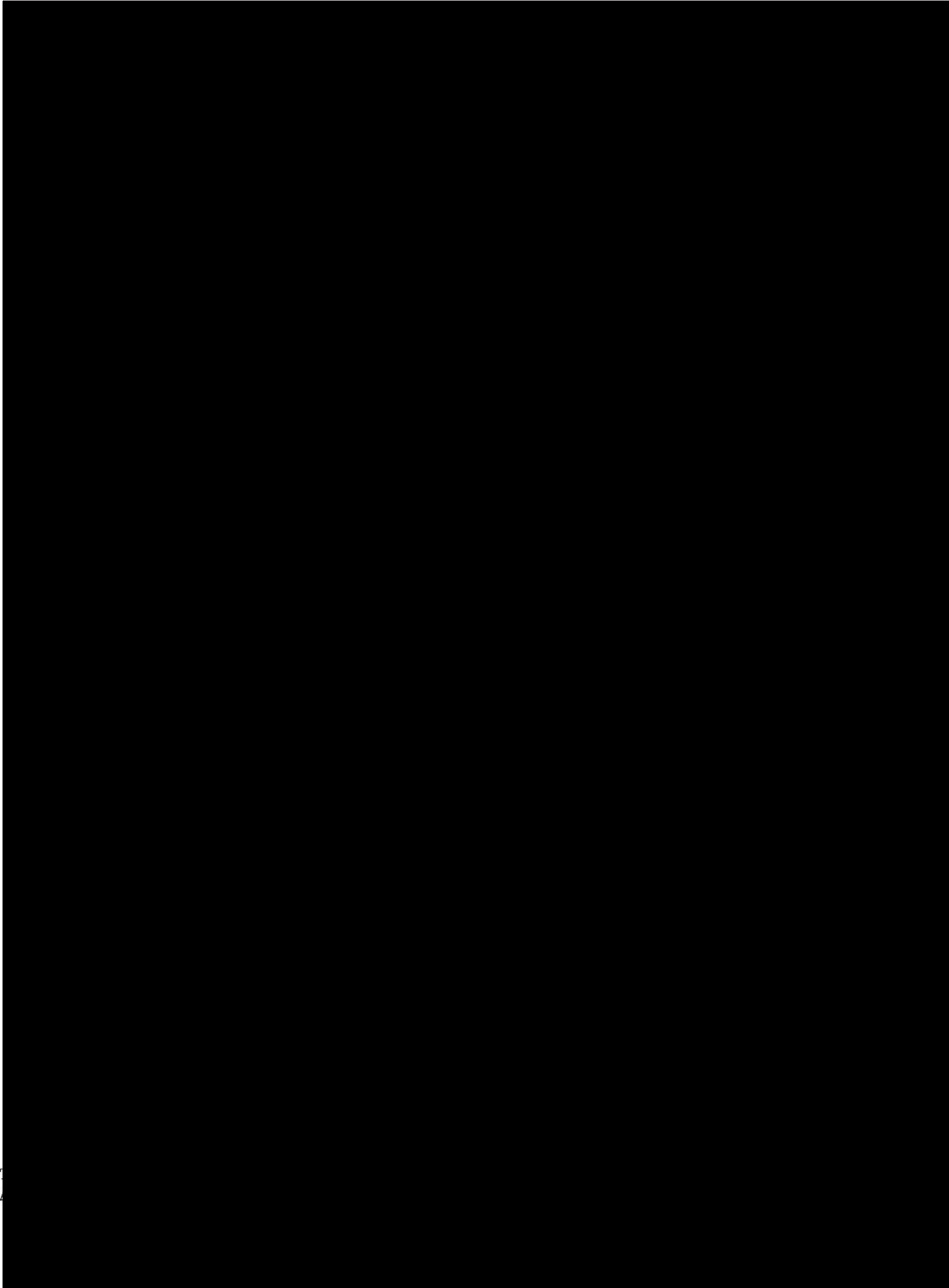
FAA Form 7230-10 (Electronic)

[illegible][illegible]

[illegible]

[illegible][illegible]

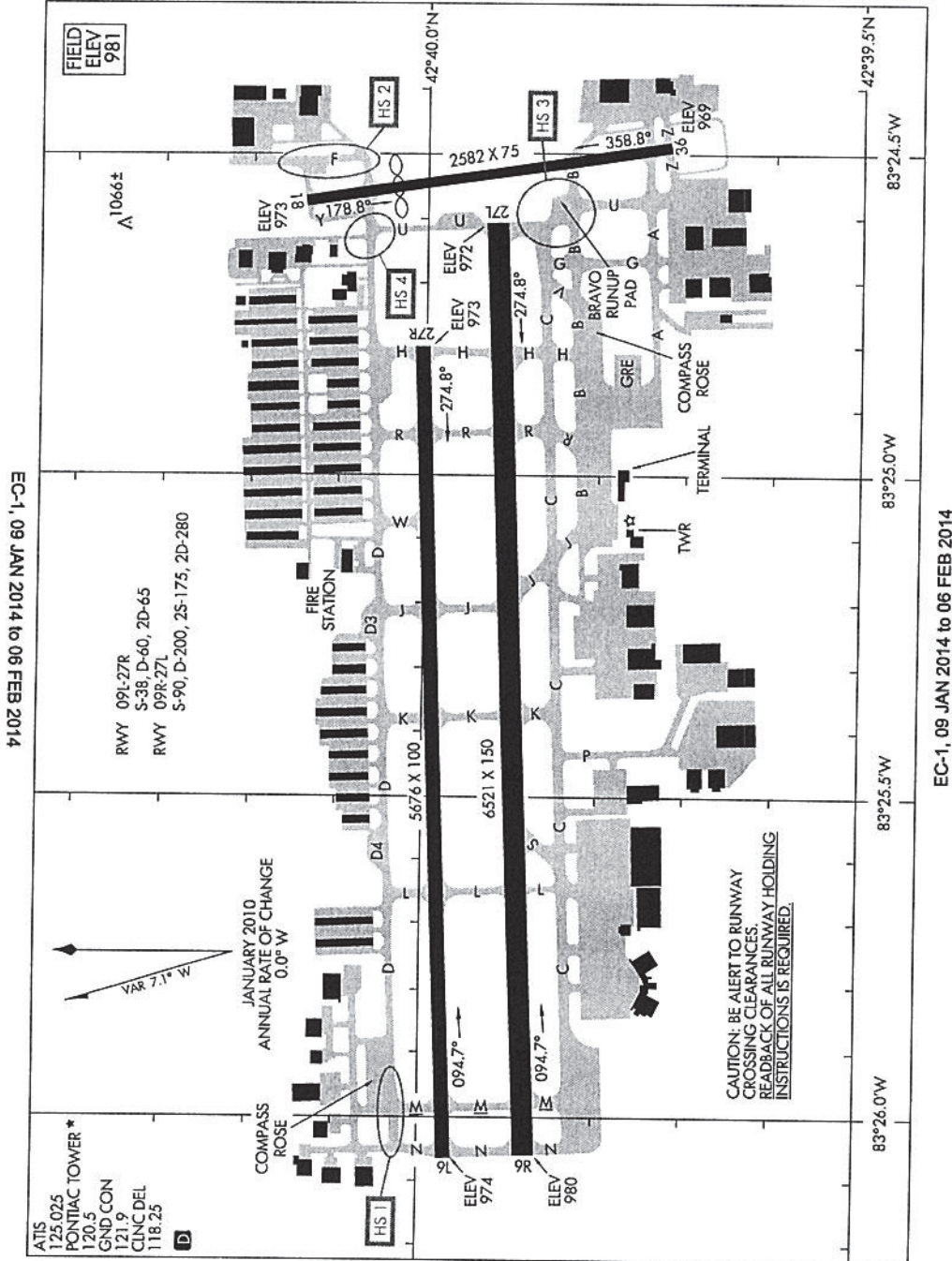
SECTION 7.
Facility Layout Chart(s)



SECTION 8.
Airport Diagram

AIRPORT DIAGRAM

OAKLAND COUNTY INTL (PTK)
PONTIAC, MICHIGAN



AIRPORT DIAGRAM

PONTIAC, MICHIGAN
OAKLAND COUNTY INTL (PTK)

This diagram is not to scale.

PTK-ATCT-0210
RAX907

SECTION 9.
Flight Progress Strip(s) and/or In-Flight Contact Record(s)

PONTIAC AIR TRAFFIC CONTROL TOWER FLIGHT PROGRESS STRIP

RAX907	7436	A0024	IFR			
C310/G	VWV 064/007					
040	SVM 186/042	PTK				

SECTION 10.
Transcription of Voice Recording(s)



Federal Aviation Administration

Memorandum

Date: February 21, 2014
To: Aircraft Accident File PTK-ATCT-0210
From: Pontiac Airport Traffic Control Tower
Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, RAX907
Waterford, MI, January 11, 2014

This transcription covers the Pontiac Airport Traffic Control Tower (ATCT) SLC LC position for the time period from January 11, 2014, 0037 UTC, to January 11, 2014, 0055 UTC.

Agencies Making Transmissions

Abbreviations

ROYAL AIR FREIGHT, INC. (WATERFORD,
MI), RAX907
South Local Control
Detroit TRACON
ROYAL AIR FREIGHT, INC. (WATERFORD,
MI), RAX270

RAX907
LC
D21
RAX270

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving RAX907.

[REDACTED]
Kathleen Schmalenberg
Support Specialist
Pontiac Air Traffic Control Tower

0037
(0038-0041)
0042

0042:51 RAX907 pontiac tower tower air royal nine zero seven inbound nine right

0042:57 LC air royal niner zero seven pontiac tower good evening number two following a challenger on a two mile final runway niner right cleared to land runway niner right r v r two thousand

0043:06 RAX907 air royal nine zero seven roger ah number two we'll be

looking for traffic cleared to land nine right

0043:47 LC

wind one five zero at one two

0044

(0045-0047)

0048

0048:05 LC

air royal one zero seven say your position

0048:16 LC

air royal nine zero seven tower say your position

0048:31 LC

air royal nine zero seven pontiac tower how do you hear

0048:43 LC

metro pontiac twenty seven line uh have air royal two
seven zero um i'm sending him back to you air royal nine
seventy we cannot find him and we just got a call that
there might be an accident off field

0048:56 D21

0049

alright air royal two seventy put him back on me

0049:02 LC

air royal two seventy fly heading uh two seven ze
correction zero niner zero climb and maintain three
thousand contact detroit one two seven point five
possible accident on the field

0049:12 RAX270

(unintelligible) zero niner zero and climb and maintain uh
three thousand air royal two seven oh uh contact
departure

0050

(0051-0054)

0055

End of Transcript



Federal Aviation Administration

Memorandum

Date: March 11, 2014
To: Aircraft Accident File PTK-ATCT-0210
From: Pontiac Airport Traffic Control Tower
Subject: INFORMATION: Partial Transcript
Aircraft Accident, RAX907
Waterford, MI, January 11, 2014

This transcription covers the Pontiac Airport Traffic Control Tower (ATCT) GC position for the time period from January 11, 2014, 0044 UTC, to January 11, 2014, 0122 UTC.

Agencies Making Transmissions	Abbreviations
Oakland County ARFF - Rescue One	R1
Ground Control	GC
Oakland County ARFF - Rescue Two	R2

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving RAX907.

[REDACTED]
Kathleen Schmalenberg
Support Specialist
Pontiac Air Traffic Control Tower

0044
(0045-0048)

0049
0049:24 R1 ground this is r one what do we got

0049:32 GC hey we just pulled the crash alarm on the fire department
er the police department called us said they reported a
large ball of flame over carrie lee's we shoulda had a
twin cessna air royal two zero seven niner zero seven
niner zero seven shoulda landed they're not responding
it's a twin cessna west end of the field approach end

0049:50 R1 copy that

Page 2 of 5

0049:52 GC is this r one

0049:54 R1 yes this is r one

0049:56 GC thank you the field is closed you have all access

0050:00 R2 r two tower

0050:20 GC waterford police is responding at as well west side of the
0051 field in the woods twin cessna

0051:18 R1 where was the reported sighting

0051:21 GC the reported uh big ball of flames over carrie lee's at
the west side of the field um ah to the woods we got a
phone call from the police department that said a fireman
0052 called her to report that

0052:05 GC r one say position

0052:10 R1 i'm on the service road up against uh on the west down
here

0052:39 R1 i don't have a visual on anything over here

0052:43 GC r one thank you would you like to drive nine right he
dropped off our radar on short short final

0052:51 R1 i'm gonna have to spin around here and head out uh the
astro gate

0052:55 GC r one approved as requested
0053

0053:25 R2 anybody still on the airport
0054

0054:47 R1 ground r one do you know if uh waterford fire has been
notified as well

0054:52 GC waterford police said that the everybody was responding

0055:00 R1 copy that

0055:01 GC i did not call them directly
0056

0056:21 R2 r one

0056:26 R1 r one what's going on dale

0056:28 R2 you want me to stay on the airfield or you need me over
there

0056:31 R1 uh i'm still on the airfield um heading out the astro
right now

0056:36 R2 you want me to stay here patrol the airport or you want me
over there

0056:40 R1 uh i'm gonna need your help if there's a a lets close the
airport for now and then we'll assess when we get over
there

0056:47 R2 (unintelligible)
0057
(0058-0059)
0100
0100:35 GC r one ground

0100:43 R1 r one

0100:46 GC r one have you seen anything yet

0100:49 R1 no it looks like it at a light line over by the uh over by
the lake i haven't got over that far yet

0100:56 GC roger
0101

0101:28 R2 bill you want to pull alongside

0101:29 R1 yeah i'm coming by the park entrance

0101:33 R2 yeah i'm back at the boat launch right now talking to
0102 waterford

0102:43 GC r one ground um the tail number we got (unintelligible) is
uh november three eight two niner golf it a twin cessna
three ten blue and white

0102:54 R1 copy that thanks

0102:56 GC one s o b
0103

0103:42 R2 (unintelligible) we're a hundred yards in from the uh boat
launch
0104
0105

0105:46 R2 r two to r one

0105:49 R1 it's r one i'm getting ready to turn around head into the
park entrance

0105:58 R1 what do you got
0106

0106:02 R2 we're down here at the boat launch uh they're already on
it uh i talked to waterford

0106:09 R1 copy that i'll be right there
0107
(0108-0112)
0113

0113:15 R1 r one are you guys um at the back on your way to the shop
or at the site

0113:21 R1 no we're at the site right now the it looks like it's
about uh (unintelligible) a couple hundred yards in uh
off the light line right in the woods

0113:38 R1 so if you could be so kind as to put a call into fsdo for
us

Page 5 of 5

0113:44 GC i do believe stand by fsdo's on the phone with the c i c
now

0113:57 GC by light line do you mean the malsrs

0113:59 R1 souls did you say were on board that

0114:04 GC one person and is it in the line like the malsrs it's in
that line

0114:09 R1 um i haven't actually seen uh the aircraft yet waterford
fire has been there and it looks like it uh uh right in
line with the light line

0114:19 GC do we know any more about the patient

0114:25 R1 uh i do believe it's a fatality

0115

0116

0116:10 GC r one sorry to bother you again is there any way to know
mileage like how far west the crash is from west side the
a of the approach of nine right

0117

(0118-0121)

0122

End of Transcript

SECTION 11.

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



FACILITY ACCIDENT/INCIDENT NOTIFICATION RECORD

Aircraft Identification

RAX907

Date

1/10/14

Airport

PTK

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

SECTION 12.
FAA Form(s) 8020-26, Personnel Statement



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

PERSONNEL STATEMENT

1. Name of Reporting Facility:

Pontiac ATCT

2. Report Number:

PTK-ATCT-0210

3. Aircraft Identification and Type:

RAX907, C310

4. Location of Accident/Incident:

Waterford MI

5. Date/Time of Accident/Incident (UTC):

January 11, 2014; 0048 UTC

6. Name (Operating Initials):

Kevin R. Finch (KF)

7. Title:

ATCS

8. Position and Time (UTC):

Shc WC 2257-0046 UTC

9. Complete in accordance with FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/ incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

10. Text of Statement:

☒ ORIGINAL

☐ SUPPLEMENTAL

☐ COMMENT

☒ NO COMMENT

11. Signature of Witness:

12. Date of Signature:

01-10-14



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT

1. Name of Reporting Facility:

Pontiac ATCT

2. Report Number:

PTK-ATCT-0210

3. Aircraft Identification and Type:

RAX907, C310

4. Location of Accident/Incident:

Waterford, MI

5. Date/Time of Accident/Incident (UTC):

January 11, 2014; 0048 UTC

6. Name (Operating Initials):

Joseph Paul Rodgers (JP)

7. Title:

ATCS

8. Position and Time (UTC):

SLC LC 0047-0059 UTC

9. Complete in accordance with FAA Order 8020.16, Air Traffic Organization, Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/ incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through the Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

10. TEXT OF STATEMENT:

☒ ORIGINAL ☐ SUPPLEMENTAL

☐ COMMENT

☒ NO COMMENT

11. Signature of Witness:

12. Date of Signature:

1/10/14

FAA Form 8020-26 (Rev. 10-2009)

PTK-ATCT-0210

RAX907



**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT**

1. Name of Reporting Facility:

Pontiac ATCT

2. Report Number:

PTK-ATCT-0210

3. Aircraft Identification and Type:

RAX907, C310

4. Location of Accident/Incident:

Waterford, MI

5. Date/Time of Accident/Incident (UTC):

January 11, 2014; 0048 UTC

6. Name (Operating Initials):

Erin L Korich (EK)

7. Title:

ATCS

8. Position and Time (UTC):

GC GH 0028-0151 UTC

9. Complete in accordance with FAA Order 8020.16, Air Traffic Organization, Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/ incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through the Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

10. TEXT OF STATEMENT:

☒ ORIGINAL ☐ SUPPLEMENTAL

☐ COMMENT ☒ NO COMMENT

11. Signature of Witness:

12. Date of Signature:

16 JAN 14

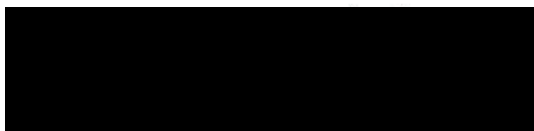
SECTION 13.
Weather Products

IRM 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 CLIMATIC DATA CENTER, ASHEVILLE, NORTH CAROLINA.



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

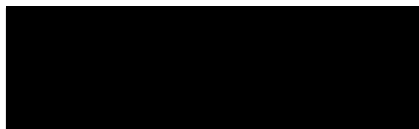
.....

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 CLIMATIC DATA CENTER, 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:

JAN 24 2014

For the SECRETARY OF COMMERCE:



THOMAS R. KARL
DIRECTOR
NATIONAL CLIMATIC DATA CENTER
(Certifying Officer)

NWS SRRS PRODUCTS FOR:
2014011000 to 2014011023

WAUS43 KNCI 100245

WA3T

CHIT WA 100245

AIRMET TANGO FOR TURB VALID UNTIL 100900

NO SGFNT TURB EXP OUTSIDE OF CNVTV ACT.

OTLK VALID 0900-1500Z...TURB NE KS OK TX

BOUNDED BY LBF-60ENE HLC-20SW ICT-50NE CDS-30S TXO-30ESE TBE-50W
LBL-60SE SNY-LBF

MOD TURB BLW 080. CONDS DVLPG 09-12Z. CONDS CONTG THRU 15Z.

WAUS43 KNCI 100245

WA3S

CHIS WA 100245

AIRMET SIERRA FOR IFR AND MTN OBSCN VALID UNTIL 100900

AIRMET IFR...ND SD NE KS MN IA MO WI LM LS MI LH IL IN KY
FROM 30N INL TO RHI TO 50E GRB TO 40SSW YVV TO 30SE ECK TO FWA
TO CVG TO 30SW LOZ TO 50NE DYR TO RZC TO OSW TO LBL TO 30WNW GCK
TO 20NNE MCK TO 50W FSD TO 40E ABR TO 30N INL
CIG BLW 010/VIS BLW 3SM PCPN/BR/FG. CONDS CONTG BYD 09Z THRU 15Z.

AIRMET IFR...SD NE

FROM 20S RAP TO 70E BFF TO 20SW BFF TO 60NNW BFF TO 60WSW RAP TO
20S RAP

CIG BLW 010/VIS BLW 3SM PCPN/BR. CONDS DVLPG 06-09Z. CONDS CONTG
BYD 09Z ENDG 12-15Z.

AIRMET MTN OBSCN...KY TN

FROM HNN TO HMV TO GQO TO 20E LOZ TO HNN

MTNS OBSC BY CLDS/PCPN/BR. CONDS CONTG BYD 09Z THRU 15Z.

WAUS43 KNCI 100245

WA3Z

CHIZ WA 100245

AIRMET ZULU FOR ICE AND FRZLVL VALID UNTIL 100900

AIRMET ICE...IN KY TN AL

FROM CVG TO HNN TO HMV TO GQO TO 40S MSL TO 30NNW MSL TO 20SW BNA
TO 30NW IIU TO CVG

MOD ICE BTN FRZLVL AND 160. FRZLVL 060-080. CONDS CONTG BYD 09Z
ENDG 09-12Z.

AIRMET ICE...IA MO WI LM MI LH IL IN

FROM SSM TO 50NW YVV TO 50NE TVC TO BVT TO 30NW IIU TO 50SSE AXC
TO 20ENE COU TO 30WSW IOW TO 40NNW DLL TO 50S RHI TO 30SE SAW TO
SSM

MOD ICE BLW 100. CONDS CONTG BYD 09Z THRU 15Z.

AIRMET ICE...ND SD NE KS

PTK-ATCT-0210

RAX907

FROM 50NW MOT TO 30E MOT TO 70W FAR TO 30NW PIR TO 60NW ANW TO
50E HLC TO 30ESE LAA TO GLD TO BFF TO 70SW RAP TO 70ESE MLS TO
30NNW ISN TO 50NW MOT
MOD ICE BLW 150. CONDS CONTG BYD 09Z THRU 15Z.

.
AIRMET ICE...MI LH IN
FROM 50NW YVV TO YVV TO 30SE ECK TO FWA TO CVG TO 30NW IIU TO BVT
TO 50NE TVC TO 50NW YVV
MOD ICE BLW 150. CONDS CONTG BYD 09Z ENDG 09-12Z.

.
OTLK VALID 0900-1500Z...ICE ND SD NE KS MN IA
BOUNDED BY 60SSW MOT-30E BIS-50SSE PIR-60NNW RWF-60SSW MSP-20SSW
OVR-60SSE HLC-30ESE LAA-GLD-BFF-70SW RAP-70NW RAP-60SSW MOT
MOD ICE BLW 150. CONDS CONTG THRU 15Z.

.
FRZLVL...RANGING FROM SFC-090 ACRS AREA
MULT FRZLVL BLW 090 BOUNDED BY 30N INL-60E INL-50SSW MSP-40NW
IOW-40SSW FWA-50NNW IIU-60S AXC-40ESE FAM-40SE RZC-20ESE
END-60SSE LAA-40NNW GLD-60NNW ANW-50NNW ISN-30N INL
SFC ALG OSW-40SSE SGF-40SSW TTH-30N CVG
040 ALG 60W ARG-20ESE FAM-30ENE PXV-20SSW HNN-HNN

....

WAUS43 KNCI 100431
WA3S
CHIS WA 100431 AMD
AIRMET SIERRA UPDT 1 FOR IFR AND MTN OBSCN VALID UNTIL 100900

.
AIRMET IFR...SD NE
FROM 20S RAP TO 70E BFF TO 20SW BFF TO 60NNW BFF TO 60WSW RAP TO
20S RAP
CIG BLW 010/VIS BLW 3SM PCPN/BR. CONDS DVLPG 06-09Z. CONDS CONTG
BYD 09Z ENDG 12-15Z.

.
AIRMET IFR...ND SD NE KS MN IA MO WI LM LS MI LH IL IN KY...UPDT
FROM 30N INL TO YQT TO 80NE SAW TO 50NE TVC TO 20SW YVV TO 30SE
ECK TO FWA TO CVG TO 30SW LOZ TO 50NE DYT TO RZC TO OSW TO LBL
TO 30NNW GCK TO 20NNE MCK TO 50WSW FSD TO 40E ABR TO 30N INL
CIG BLW 010/VIS BLW 3SM PCPN/BR/FG. CONDS CONTG BYD 09Z THRU 15Z.

.
AIRMET MTN OBSCN...KY TN
FROM HNN TO HNV TO GQO TO 20E LOZ TO HNN
MTNS OBSC BY CLDS/PCPN/BR. CONDS CONTG BYD 09Z THRU 15Z.

....

WAUS43 KNCI 100845
WA3T
CHIT WA 100845
AIRMET TANGO UPDT 1 FOR TURB AND LLWS VALID UNTIL 101500

.
NO SGFNT TURB EXP OUTSIDE OF CNVTV ACT.

.
LLWS POTENTIAL...KS MO OK TX AR
BOUNDED BY 60ESE SLN-60ESE RZC-30NNW TXK-20NNE TTT-40SW ADM-
40ESE OKC-20SE END-40SW ICT-60ESE SLN

LLWS EXP. CONDS DVLPG 09-12Z. CONDS ENDG 12-15Z.

.
OTLK VALID 1500-2100Z

AREA 1...TURB ND SD NE KS OK TX

BOUNDED BY 30SW ISN-50NW LBF-50SSE AMA-20S MAF-70S MRF-ELP-INK-30ESE TBE-50W LBL-40ESE SNY-30ESE CYS-30SW ISN

MOD TURB BTN FL240 AND FL380. CONDS DVLPG 18-21Z. CONDS CONTG THRU 21Z.

.
AREA 2...TURB MN IA WI LM LS MI LH

BOUNDED BY 90SSW YQT-SSM-60WNW YVV-20N MKG-60ESE MCW-40NE DSM-50SE FSD-90SSW YQT

MOD TURB BTN FL240 AND FL340. CONDS DVLPG 18-21Z. CONDS CONTG THRU 21Z.

....

WAUS43 KPCI 100845

WA3Z

CHIZ WA 100845

AIRMET ZULU UPDT 1 FOR ICE AND FRZLVL VALID UNTIL 101500

.
AIRMET ICE...LM MI LH IN

FROM SSM TO 60NNE ASP TO FWA TO 40S GIJ TO 30ENE BAE TO 50NW TVC TO SSM

MOD ICE BLW 080. CONDS CONTG BYD 15Z ENDG 15-18Z.

.
AIRMET ICE...NE KS IA MO IL

FROM DBQ TO 50SSE IOW TO 20S IRK TO 20E MCI TO 50SSW PWE TO 50N SLN TO 60SSE OBH TO 30NNW OVR TO 30SE FOD TO DBQ

MOD ICE BLW 060. CONDS CONTG BYD 15Z THRU 21Z.

.
AIRMET ICE...MI LH IN

FROM 60NNE ASP TO YVV TO 30SE ECK TO FWA TO 60NNE ASP

MOD ICE BLW 150. CONDS ENDG 09-12Z.

.
AIRMET ICE...KY

FROM 40E CVG TO HNN TO HMV TO 20SSE VXV TO 20WSW LOZ TO 40E CVG

MOD ICE BTN FRZLVL AND FL180. FRZLVL 050-090. CONDS ENDG 09-12Z.

.
OTLK VALID 1500-2100Z

AREA 1...ICE KS IA MO LM IL IN KY OK TX AR TN LA MS

BOUNDED BY 20SE ORD-30S BVT-50WSW BWG-50NE DYR-60SW MEM-20N

LFK-70SE TTT-20NE TXK-50NW LIT-20WNW FSM-30NNE TTT-20WNW ACT-60NW

DLF-40ESE FST-30SE BUM-60ESE MCI-50SSE IOW-30WNW BDF-20SE ORD

MOD ICE BTN FRZLVL AND FL230. FRZLVL 070-100. CONDS CONTG THRU 21Z.

.
AREA 2...ICE NE KS MN IA MO WI IL

BOUNDED BY 40E EAU-20WNW BAE-50ESE DBQ-30WNW BDF-50SSE IOW-60SSW

DSM-40SSW PWE-60NNW SLN-50W OVR-40W FOD-40SW EAU-40E EAU

MOD ICE BLW 060. CONDS CONTG THRU 21Z.

.
AREA 3...ICE SD NE KS IA

BOUNDED BY 20NNE ANW-80SSE FSD-50W OVR-60NNW SLN-50WNW SLN-20N

HLC-40WSW MCK-50WNW LBF-20NNE ANW

MOD ICE BLW 140. CONDS DVLPG 15-18Z. CONDS CONTG THRU 21Z.

.
FRZLVL...RANGING FROM SFC-090 ACRS AREA
MULT FRZLVL BLW 090 BOUNDED BY 50NNW ISN-60WNW INL-20SSW YQT-
40NE SAW-40NNE EAU-20NNE ODI-30SSW DLL-40E SNY-40SSE RAP-
40W DPR-100SE MLS-50NNW ISN
MULT FRZLVL BLW 090 BOUNDED BY 30NE BAE-DXO-FWA-50SW ROD-CVG-
40SE TTH-40NW ARG-40N MMB-50W LBL-40E SNY-30SSW DLL-30NE
BAE
SFC ALG 60NW END-20SSE ICT-20E SGF-30NNE FAM-20S IND-50SW ROD
040 ALG 40E LBL-80ESE GCK-20SE SGF-30SE TTH-30N CVG
080 ALG 40WNW DYR-50SSE PXV-30NE BWG-20W HMV
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WAUS43 KPCI 100845
WA3S
CHIS WA 100845
AIRMET SIERRA UPDT 2 FOR IFR AND MTN OBSCN VALID UNTIL 101500
.
AIRMET IFR...ND SD NE MN IA WI LM LS MI LH IL IN
FROM 70NW INL TO SSM TO YVV TO DXO TO FWA TO CVG TO 50ENE PXV TO
20SW BWG TO RZC TO OSW TO 20E LBL TO 30ESE LAA TO 20WNW GLD TO
20NW LBF TO 20SSE ONL TO 20ENE ABR TO 50SSE FAR TO 70NW INL
CIG BLW 010/VIS BLW 3SM PCPN. CONDS CONTG BYD 15Z THRU 21Z.
.

AIRMET MTN OBSCN...KY TN
FROM HNN TO HMV TO GQO TO 40SW LOZ TO HNN
MTNS OBSC BY CLDS/PCPN/BR. CONDS CONTG BYD 15Z THRU 21Z.
....

WAUS43 KPCI 101316
WA3Z
CHIZ WA 101316 AMD
AIRMET ZULU UPDT 3 FOR ICE AND FRZLVL VALID UNTIL 101500
.
AIRMET ICE...LM MI LH IN
FROM SSM TO 60NNE ASP TO FWA TO 40S GIJ TO 30ENE BAE TO 50NW TVC
TO SSM
MOD ICE BLW 080. CONDS CONTG BYD 15Z ENDG 15-18Z.
.

AIRMET ICE...MI LH IN
FROM 60NNE ASP TO YVV TO 30SE ECK TO FWA TO 60NNE ASP
MOD ICE BLW 150. CONDS ENDG 09-12Z.
.

AIRMET ICE...KY
FROM 40E CVG TO HNN TO HMV TO 20SSE VXV TO 20WSW LOZ TO 40E CVG
MOD ICE BTN FRZLVL AND FL180. FRZLVL 050-090. CONDS ENDG 09-12Z.
.

AIRMET ICE...SD NE KS MN IA MO WI LM MI IL IN...UPDT
FROM 50E GRB TO 30ENE BAE TO 40S GIJ TO 30W MCI TO 60WSW PWE TO
FSD TO 50E GRB
MOD ICE BLW 160. CONDS CONTG BYD 15Z THRU 21Z.
.

OTLK VALID 1500-2100Z
AREA 1...ICE KS IA MO LM IL IN KY OK TX AR TN LA MS

BOUNDED BY 20SE ORD-30S BVT-50WSW BWG-50NE DYR-60SW MEM-20N
LFK-70SE TTT-20NE TXK-50NW LIT-20WNW FSM-30NNE TTT-20WNW ACT-60NW
DLF-40ESE FST-30SE BUM-60ESE MCI-50SSE IOW-30WNW BDF-20SE ORD
MOD ICE BTN FRZLVL AND FL230. FRZLVL 070-100. CONDS CONTG THRU
21Z.

AREA 2...ICE SD NE KS IA

BOUNDED BY 20NNE ANW-80SSE FSD-50W OVR-60NNW SLN-50WNW SLN-20N
HLC-40WSW MCK-50WNW LBF-20NNE ANW
MOD ICE BLW 140. CONDS DVLPG 15-18Z. CONDS CONTG THRU 21Z.

AREA 3...ICE NE KS MN IA MO WI LM MI LH IL IN...UPDT

BOUNDED BY 60E SSM-20ESE ASP-20NE ECK-20ENE DXO-60SSE IOW-30WNW
IRK-30W MCI-50NNW SLN-50ESE FSD-50SSE MSP-EAU-60E SSM
MOD ICE BLW 160. CONDS CONTG THRU 21Z.

FRZLVL...RANGING FROM SFC-090 ACRS AREA

MULT FRZLVL BLW 090 BOUNDED BY 50NNW ISN-60WNW INL-20SSW YQT-
40NE SAW-40NNE EAU-20NNE ODI-30SSW DLL-40E SNY-40SSE RAP-
40W DPR-100SE MLS-50NNW ISN

MULT FRZLVL BLW 090 BOUNDED BY 30NE BAE-DXO-FWA-50SW ROD-CVG-
40SE TTH-40NW ARG-40N MMB-50W LBL-40E SNY-30SSW DLL-30NE
BAE

SFC ALG 60NW END-20SSE ICT-20E SGF-30NNE FAM-20S IND-50SW ROD
040 ALG 40E LBL-80ESE GCK-20SE SGF-30SE TTH-30N CVG
080 ALG 40WNW DYR-50SSE PXV-30NE BWG-20W HMV

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WAUS43 KKCI 101445

WA3Z

CHIZ WA 101445

AIRMET ZULU UPDT 4 FOR ICE AND FRZLVL VALID UNTIL 102100

AIRMET ICE...ND SD NE KS MN IA MO WI LM LS MI LH IL IN

FROM 60SW YWG TO 20NNW INL TO 80W YQT TO 30SE EAU TO 40S DLL TO
40NNW UIN TO 50SSE OVR TO 20N GCK TO 40ESE SNY TO 30WSW SNY TO
70SW RAP TO 20W PIR TO 60SW YWG

MOD ICE BLW 160. CONDS CONTG BYD 21Z ENDG 21-00Z.

AIRMET ICE...MN IA WI LM LS MI LH

FROM 80W YQT TO 20E SSM TO YVV TO 40ESE ECK TO 20SSE DXO TO 40S
DLL TO 30SE EAU TO 80W YQT

MOD ICE BLW 060. CONDS CONTG BYD 21Z THRU 03Z.

AIRMET ICE...NE KS IA MO WI LM MI IL IN KY

FROM 40S DLL TO 20SE PMM TO 20NNW TTH TO 20ESE CVG TO 50ESE BWG
TO 20NNW DYR TO RZC TO 40NE END TO 30NNW SLN TO 50SSE OVR TO
40ENE IRK TO 40S DLL

MOD ICE BTN 080 AND FL190. CONDS CONTG BYD 21Z THRU 03Z.

OTLK VALID 2100-0300Z

AREA 1...ICE SD NE KS MN IA MO WI LM LS MI LH IL

BOUNDED BY 20NNE INL-20SSE YQT-70N SAW-80NE SAW-SSM-20NE GRB-40SE
FOD-30SW DSM-40WNW SLN-20NW LBF-20NNE INL

MOD ICE BLW 160. CONDS CONTG THRU 03Z.

AREA 2...ICE IA MO WI LM MI LH IL IN KY AR TN

BOUNDED BY 20SSW SSM-20NNE YVV-20ENE DXO-FWA-CVG-HNN-40S HNN-20SE
LOZ-50ESE BWG-DYR-30NNE RZC-30SW DSM-40SE FOD-20SSW SSM
MOD ICE BTN 070 AND FL180. CONDS CONTG THRU 03Z.

FRZLVL...RANGING FROM SFC-095 ACRS AREA

MULT FRZLVL BLW 060 BOUNDED BY 80NE MOT-40NNW INL-70E INL-20E
BRD-20NNE MSP-20NNE ODI-40NNW ONL-50SSW PIR-40SW DPR-40SSW
DIK-80NE MOT

MULT FRZLVL BLW 085 BOUNDED BY 20NW ASP-40SSW YVV-20ENE DXO-
FWA-40WNW AXC-60SW IRK-50W OSW-30S ICT-20WSW LBL-50E LAA-
HLC-40NNW LBF-40NNW ONL-20NNE ODI-20NW ASP

SFC ALG 20ENE LBL-30WSW MCI-40NNE AXC-30NE FWA

040 ALG LBL-50SW MCI-40SE UIN-20S FWA

080 ALG 30SE OSW-60SSE COU-40W FAM-20WNW CVG-30W HNN-30S HNN

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WAUS43 KPCI 101445

WA3T

CHIT WA 101445

AIRMET TANGO UPDT 2 FOR TURB VALID UNTIL 102100

AIRMET TURB...ND SD NE KS OK TX

FROM 60WSW DIK TO 20E MMB TO 90S MRF TO ELP TO INK TO 30ESE TBE
TO 50W LBL TO 40ESE SNY TO 40ESE CYS TO 60WSW DIK

MOD TURB BTN FL200 AND FL380. CONDS DVLPG 18-21Z. CONDS CONTG
BYD 21Z THRU 03Z.

OTLK VALID 2100-0300Z

AREA 1...TURB ND SD NE KS OK TX

BOUNDED BY 80NE MOT-20N ABR-50ESE ADM-40NW LRD-DLF-90S MRF-20W
ELP-INK-30ESE TBE-50W LBL-30ESE SNY-30E CYS-50NNW ISN-80NE MOT
MOD TURB BTN FL200 AND FL380. CONDS CONTG THRU 03Z.

AREA 2...TURB MN IA WI LM LS MI LH IL

BOUNDED BY 80W YQT-20E SSM-ORD-40NNW MCW-80W YQT

MOD TURB BTN FL200 AND FL380. CONDS DVLPG 21-00Z. CONDS CONTG
THRU 03Z.

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WAUS43 KPCI 101445

WA3S

CHIS WA 101445

AIRMET SIERRA UPDT 3 FOR IFR AND MTN OBSCN VALID UNTIL 102100

AIRMET IFR...ND SD NE KS MN IA MO WI LM LS MI LH IL IN KY

FROM 50S YWG TO SSM TO YVV TO 30SE ECK TO FWA TO CVG TO 50E BWG
TO 20NNW RZC TO OSW TO 60NW END TO 20NNE MCK TO 30ESE ABR TO 50S
YWG

CIG BLW 010/VIS BLW 3SM PCPN/BR/FG. CONDS CONTG BYD 21Z THRU 03Z.

AIRMET IFR...KS MO KY OK TX AR TN LA MS AL AND CSTL WTRS

FROM OSW TO 20NNW RZC TO 40E BWG TO HMV TO GQO TO 50SW PZD TO
40W CEW TO 50ESE LEV TO 50SSW SAT TO 60NW END TO OSW

CIG BLW 010/VIS BLW 3SM PCPN/BR/FG. CONDS CONTG BYD 21Z THRU 03Z.

AIRMET MTN OBSCN...KY TN

FROM HNN TO HNV TO GQO TO LOZ TO HNN
MTNS OBSC BY CLDS/PCPN/BR/FG. CONDS CONTG BYD 21Z THRU 03Z.

....

WAUS43 KPCI 102045

WA3T

CHIT WA 102045

AIRMET TANGO UPDT 3 FOR TURB VALID UNTIL 110300

.
AIRMET TURB...MN IA WI LM LS MI LH IL
FROM 80W YQT TO SSM TO ORD TO 40NNW MCW TO 80W YQT
MOD TURB BTN FL200 AND FL380. CONDS DVLPG 21-00Z. CONDS CONTG
BYD 03Z ENDG 03-06Z.

.
AIRMET TURB...ND SD NE KS OK TX
FROM 50NNE MOT TO 20N ABR TO 50ESE ADM TO 30WNW LRD TO DLF TO
90S MRF TO 20W ELP TO INK TO 30ESE TBE TO 50W LBL TO 40ESE SNY
TO 30ESE CYS TO 50NNW ISN TO 50NNE MOT
MOD TURB BTN FL180 AND FL410. CONDS CONTG BYD 03Z THRU 09Z.

.
OTLK VALID 0300-0900Z
AREA 1...TURB ND SD NE KS MN IA OK TX
BOUNDED BY 50S YWG-20WNW OVR-50S MLC-20SW LFK-LRD-DLF-100SSE MRF-
ELP-INK-30ESE TBE-50W LBL-40ESE SNY-40ESE CYS-50NNW ISN-50S YWG
MOD TURB BTN FL180 AND FL410. CONDS CONTG THRU 09Z.

.
AREA 2...TURB NE KS MN IA MO WI LM LS MI LH IL IN KY OK TX AR TN
LA
BOUNDED BY 80ESE YQT-SSM-30E ASP-30SE ORD-30NNE MLU-20NE EIC-
50SSE MLC-20W OVR-60SE BRD-80ESE YQT
MOD TURB BTN FL180 AND FL410. CONDS DVLPG 03-06Z. CONDS CONTG
THRU 09Z.

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WAUS43 KPCI 102045

WA3S

CHIS WA 102045

AIRMET SIERRA UPDT 4 FOR IFR AND MTN OBSCN VALID UNTIL 110300

.
AIRMET IFR...KS MO IL KY OK TX AR TN LA MS AL AND CSTL WTRS
FROM 40SE ICT TO OSW TO RZC TO 30SW LOZ TO 20SE VXV TO GQO TO
50SW PZD TO 40W CEW TO 50SE LEV TO 20NNW PSX TO 20SSE SAT TO 20N
MLC TO 40SE ICT
CIG BLW 010/VIS BLW 3SM PCPN/BR/FG. CONDS CONTG BYD 03Z THRU 09Z.

.
AIRMET IFR...ND SD NE KS MN IA MO WI LM LS MI LH IL IN KY
FROM 40S YWG TO 40WSW YQT TO 60NW RHI TO SSM TO YVV TO 40SSE ECK
TO FWA TO CVG TO 30SW LOZ TO RZC TO OSW TO 40SE ICT TO 60W PWE
TO 60ESE OBH TO 40S YWG
CIG BLW 010/VIS BLW 3SM PCPN/BR/FG. CONDS CONTG BYD 03Z THRU 09Z.

.
AIRMET MTN OBSCN...KY TN
FROM HNN TO HNV TO GQO TO LOZ TO HNN
MTNS OBSC BY CLDS/PCPN/BR/FG. CONDS CONTG BYD 03Z THRU 09Z.

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WAUS43 KPCI 102045

WA3Z

CHIZ WA 102045

AIRMET ZULU UPDT 5 FOR ICE AND FRZLVL VALID UNTIL 110300

AIRMET ICE...MO KY OK TX AR TN LA MS AL

FROM 60ESE BWG TO 20ESE BNA TO 30SSW MSL TO 30S MLU TO 20NE IAH
TO 30WSW ACT TO 30S TUL TO 20W RZC TO 60ESE BWG

MOD ICE BTN 100 AND FL250. CONDS CONTG BYD 03Z THRU 09Z.

AIRMET ICE...IA MO WI LM MI LH IL IN KY

FROM SSM TO YVV TO 30SE ECK TO FWA TO CVG TO HNN TO LOZ TO 50ESE
BWG TO 20W RZC TO 40E DSM TO 20E DBQ TO 30W GRB TO SSM

MOD ICE BTN 070 AND FL180. CONDS CONTG BYD 03Z THRU 09Z.

AIRMET ICE...ND SD NE KS MN IA MO WI LM LS MI LH IL

FROM 30N INL TO YQT TO SSM TO 30W GRB TO 20E DBQ TO 20SSW DSM TO
30SSE SLN TO 30E MCK TO 20NNW LBF TO 30N INL

MOD ICE BLW 160. CONDS CONTG BYD 03Z THRU 09Z.

FRZLVL...RANGING FROM SFC-105 ACRS AREA

MULT FRZLVL BLW 060 BOUNDED BY 70NE GFK-30NNE BJI-40WNW BRD-
20S BRD-30E OVR-PWE-40W OVR-30NE OBH-20S PIR-20SSE RAP-
100SE MLS-50WSW DIK-50SE DIK-70NE GFK

MULT FRZLVL BLW 085 BOUNDED BY SSM-YVV-30SE ECK-40WNW PMM-
40ESE IOW-30SSE COU-20N BUM-50WNW OSW-PWE-60SSW SAW-SSM
SFC ALG 50NNE MMB-30NNW ICT-20N SLN-40WSW PWE-40NNW MCI-50SE
GRB-YVV

040 ALG 40W OSW-30NE OSW-50WSW COU-40SE IOW-40WNW PMM-30ESE
ECK

080 ALG 40WNW ARG-50S FWA

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NWS SRRS PRODUCTS FOR:
2014011000 to 2014011023

UBUS31 KWBC 100000
TTF UA /OV DXO225015 /TM 2345 /FL120 /TP E145 /TA M11 /IC MOD
RIME=

UBUS01 KMSC 100000
JXN UA /OV LFD130035/TM 2352/FL140/TP DC10/TA M14/IC LGT RIME=

UBUS31 KWBC 100010
JXN UA /OV LFD130035/TM 2352/FL140/TP DC10/TA M14/IC LGT RIME=

UBUS01 KMSC 100000
JYM UA /OV LFD180035/TM 0041/FL210/TP CRJ2/IC CONT LGT OCNL MOD CHOP =

UBUS31 KWBC 100055
JYM UA /OV LFD180035/TM 0041/FL210/TP CRJ2/IC CONT LGT OCNL MOD
CHOP=

UBUS01 KMSC 100100
LAN UA /OV LAN090010 /TM 0050 /FLUNKN /TP BE9L /TA M10 /IC LGT-MOD
RIME 125-090 /RM DURD=

UBUS01 KMSC 100100
PTK UA /OV AZO-PTK /TM 0103 /FLUNKN /TP FA10 /TA M10 /IC MOD RIME
050-100 /RM AZO-JXN360010-PTK DURC=

UBUS01 KMSC 100100
YIP UA /OV DTW270010 /TM 0059 /FL130 /TP B737 /SK TOP100 /WX
FV01SM SN /TA UNKN /IC NEG /RM DURC=

UBUS31 KWBC 100110
LAN UA /OV LAN090010 /TM 0050 /FLUNKN /TP BE9L /TA M10 /IC LGT-MOD
RIME 125-090 /RM DURD=

UBUS31 KWBC 100110
PTK UA /OV AZO-PTK /TM 0103 /FLUNKN /TP FA10 /TA M10 /IC MOD RIME
050-100 /RM AZO-JXN360010-PTK DURC=

UBUS31 KWBC 100110
YIP UA /OV DTW270010 /TM 0059 /FL130 /TP B737 /SK TOP100 /WX
FV01SM SN /TA UNKN /IC NEG /RM DURC=

UBUS01 KMSC 100100
BEH UA /OV SBN315030 /TM 0110 /FL080 /TP BE58 /SK OVC /TA M03 /IC
LGT RIME 080-060 /RM DURD 080-040=

UBUS31 KWBC 100120
BEH UA /OV SBN315030 /TM 0110 /FL080 /TP BE58 /SK OVC /TA M03 /IC
LGT RIME 080-060 /RM DURD 080-040=

UBUS01 KMSC 100100
LAN UA /OV LAN/TM 0105/FL090/TP E145/TA M12/IC LGT - MDT RIME ICE /RM

UBUS31 KWBC 100130
LAN UA /OV LAN/TM 0105/FL090/TP E145/TA M12/IC LGT - MDT RIME ICE
/RM ALT 090 - 120=

PTK-ATCT-0210

UBUS01 KMSC 100100
 GRR UA /OV GRR270010/TM 0128/FL075/TP BE9L/TA M04/IC LGT TO MOD

UBUS31 KWBC 100140
 GRR UA /OV GRR270010/TM 0128/FL075/TP BE9L/TA M04/IC LGT TO MOD
 CLEAR/MIXED 075-110=

UBUS01 KMSC 100100
 ARB UA /OV SVM/TM 0148/FL310/TP B767/H/TB CONT LGT CHOP =

UBUS01 KMSC 100100
 LAN UA /OV LAN340020/TM 0145/FL110/TP B190/TA M9/IC LGT RIME/RM ALT

UBUS31 KWBC 100200
 ARB UA /OV SVM/TM 0148/FL310/TP B767/H/TB CONT LGT CHOP=

UBUS31 KWBC 100200
 LAN UA /OV LAN340020/TM 0145/FL110/TP B190/TA M9/IC LGT RIME/RM
 ALT 110 - 125=

UBUS01 KMSC 100200
 GRR UA /OV GRR360005 /TM 0203 /FL030 /TP C208 /TA M06 /IC LGT-MOD
 CLR=

UBUS01 KMSC 100200
 IMT UA /OV IMT/TM 0150/FL034/TP PC12/TA M08/IC LGT RIME/RM DURD BASES

UBUS31 KWBC 100210
 GRR UA /OV GRR360005 /TM 0203 /FL030 /TP C208 /TA M06 /IC LGT-MOD
 CLR=

UBUS31 KWBC 100210
 IMT UA /OV IMT/TM 0150/FL034/TP PC12/TA M08/IC LGT RIME/RM DURD
 BASES 029 TOPS 043=

UBUS01 KMSC 100400
 LAN UA /OV DXO080040 /TM 0410 /FL110 /TP B190 /TA M04 /IC MOD MX
 135-110=

UBUS31 KWBC 100420
 LAN UA /OV DXO080040 /TM 0410 /FL110 /TP B190 /TA M04 /IC MOD MX
 135-110=

UBUS01 KMSC 100600
 ONZ UA /OV CRL090010 /TM 0621 /FL120 /TP A319 /TA M12 /TB OCNL LGT
 /IC LGT MX /RM IMC=

UBUS31 KWBC 100625
 ONZ UA /OV CRL090010 /TM 0621 /FL120 /TP A319 /TA M12 /TB OCNL LGT
 /IC LGT MX /RM IMC=

UBUS01 KMSC 101100
 YIP UA /OV YIP /TM 1132 /FL050 /TP CRJ2 /SK OVCUNKN-TOP085/ SKC
 /TA M05 /WV 25035KT /TB OCNL LGT CHOP /IC LGT CLR 080-075 /RM
 DURD TO 030=

UBUS31 KWBC 101145
 YIP UA /OV YIP /TM 1132 /FL050 /TP CRJ2 /SK OVCUNKN-TOP085/ SKC
 /TA M05 /WV 25035KT /TB OCNL LGT CHOP /IC LGT CLR 080-075 /RM

DURD TO 030=

UBUS01 KMSC 101200
MKG UA /OV MKG /TM 1215 /FL060 /TP B350 /SK
OVC010-TOP034/OVC063-TOP072 /TA M01 /IC LGT CLR 010-034=

UBUS31 KWBC 101230
MKG UA /OV MKG /TM 1215 /FL060 /TP B350 /SK
OVC010-TOP034/OVC063-TOP072 /TA M01 /IC LGT CLR 010-034=

UBUS01 KMSC 101200
MKG UA /OV MKG /TM 1226 /FLUNKN /TP C208 /SK OVC033 /TA M02 /IC
LGT MOD MX 033-000=

UBUS01 KMSC 101200
TVC UA /OV TVC090006 /TM 1231 /FLUNKN /TP LJ40 /TA M08 /IC TRACE
030-000=

UBUS31 KWBC 101235
MKG UA /OV MKG /TM 1226 /FLUNKN /TP C208 /SK OVC033 /TA M02 /IC
LGT MOD MX 033-000=

UBUS31 KWBC 101235
TVC UA /OV TVC090006 /TM 1231 /FLUNKN /TP LJ40 /TA M08 /IC TRACE
030-000=

UBUS01 KMSC 101200
TTF UA /OV DXO180010 /TM 1232 /FL100 /TP A321 /TA UNKN /IC NEG /RM
OVC006-TOP045/ SCT065-TOP075/ SKC=

UBUS31 KWBC 101240
TTF UA /OV DXO180010 /TM 1232 /FL100 /TP A321 /TA UNKN /IC NEG /RM
OVC006-TOP045/ SCT065-TOP075/ SKC=

UBUS01 KMSC 101200
YIP UA /OV DXO240010 /TM 1239 /FL070 /TP B752 /TA M06 /IC LGT RIME=

UBUS31 KWBC 101250
YIP UA /OV DXO240010 /TM 1239 /FL070 /TP B752 /TA M06 /IC LGT
RIME=

UBUS01 KMSC 101200
TVC UA /OV TVC135015/TM 1246/FL060/TP B190/TA M04/IC LGT RIME/RM TOPS

UBUS31 KWBC 101255
TVC UA /OV TVC135015/TM 1246/FL060/TP B190/TA M04/IC LGT RIME/RM
TOPS 073=

UBUS01 KMSC 101200
TVC UA /OV TVC090004 /TM 1252 /FL030 /TP B190 /SK OVC011 /TA M01
/IC LGT RIME 011-030 /RM TA ON SURFACE M05=

UBUS01 KMSC 101200
FNT UA /OV FNT330010 /TM 1252 /FLUNKN /TP C208 /SK
OVC013-TOP025/OVC032-TOP061 /TA M02 /IC LGT RIME 032-061 /RM
HIGHER LAYERS ABOVE=

UBUS31 KWBC 101300
TVC UA /OV TVC090004 /TM 1252 /FL030 /TP B190 /SK OVC011 /TA M01
/IC LGT RIME 011-030 /RM TA ON SURFACE M05=

UBUS31 KWBC 101300

FNT UA /OV FNT330010 /TM 1252 /FLUNKN /TP C208 /SK
OVC013-TOP025/OVC032-TOP061 /TA M02 /IC LGT RIME 032-061 /RM
HIGHER LAYERS ABOVE=

UBUS01 KMSC 101300

HTL UA /OV HTL270005/TM 1250/FL080/TP C208/TA M05/IC LGT RIME/RM TOPS

UBUS31 KWBC 101305

HTL UA /OV HTL270005/TM 1250/FL080/TP C208/TA M05/IC LGT RIME/RM
TOPS 080=

UBUS01 KMSC 101300

GRR UA /OV GRR215010 /TM 1305 /FL067 /TP E135 /SK UNKN-TOP067 /TA
UNKN /IC LGT RIME=

UBUS01 KMSC 101300

MKG UA /OV MKG360005 /TM 1300 /FLUNKN /TP C208 /SK OVCUNKN-TOP034
/TA M03 /IC LGT MX /RM DURC LAYERS ABOVE 050=

UBUS31 KWBC 101315

GRR UA /OV GRR215010 /TM 1305 /FL067 /TP E135 /SK UNKN-TOP067 /TA
UNKN /IC LGT RIME=

UBUS31 KWBC 101315

MKG UA /OV MKG360005 /TM 1300 /FLUNKN /TP C208 /SK OVCUNKN-TOP034
/TA M03 /IC LGT MX /RM DURC LAYERS ABOVE 050=

UBUS01 KMSC 101400

GLR UA /OV APN270030 /TM 1353 /FLUNKN /TP C340 /SK OVC070 /TA M02
/IC LGT MX 070 /RM RAGGED BASES-TOP080=

UBUS01 KMSC 101400

GRR UA /OV BIV045020 /TM 1400 /FL063 /TP M20T /TA UNKN /IC NEG /RM
TOP063=

UBUS31 KWBC 101410

GLR UA /OV APN270030 /TM 1353 /FLUNKN /TP C340 /SK OVC070 /TA M02
/IC LGT MX 070 /RM RAGGED BASES-TOP080=

UBUS31 KWBC 101410

GRR UA /OV BIV045020 /TM 1400 /FL063 /TP M20T /TA UNKN /IC NEG /RM
TOP063=

UBUS01 KMSC 101400

RQB UA /OV RQB/TM 1425/FL035/TP TBM7/TA M01/IC LGT MX DURGC/RM BASES

UBUS31 KWBC 101435

RQB UA /OV RQB/TM 1425/FL035/TP TBM7/TA M01/IC LGT MX DURGC/RM
BASES 035 TOPS 070=

UBUS01 KMSC 101400

TEW UA /OV JXN060014 /TM 1441 /FL040 /TP UNKN /SK UNKN-TOP035 /TA
UNKN /WV 24026KT /IC LGT-MOD 035-040 /RM DURC BTWN LYRS/TP
SK92=

UBUS31 KWBC 101450

TEW UA /OV JXN060014 /TM 1441 /FL040 /TP UNKN /SK UNKN-TOP035 /TA
UNKN /WV 24026KT /IC LGT-MOD 035-040 /RM DURC BTWN LYRS/TP

SK92=

UBUS01 KMSC 101400
APN UA /OV APN180012 /TM 1445 /FLUNKN /TP C340 /SK OVC060-TOP080
/TA M06 /IC LGT MX 060-080=

UBUS01 KMSC 101400
TVC UA /OV TVC180010/TM 1445/FL011/TP BE58/TA M02/IC LGT CLR DURGC/RM

UBUS31 KWBC 101455
APN UA /OV APN180012 /TM 1445 /FLUNKN /TP C340 /SK OVC060-TOP080
/TA M06 /IC LGT MX 060-080=

UBUS31 KWBC 101455
TVC UA /OV TVC180010/TM 1445/FL011/TP BE58/TA M02/IC LGT CLR
DURGC/RM BASES 011 TOPS 070 MULT LYRS=

UBUS01 KMSC 101400
APN UA /OV APN/TM 1445/FL060/TP C340/TA M03/IC LGT MX DURGC/RM TOPS

UBUS01 KMSC 101400
PTK UA /OV PTK /TM 1450 /FL100 /TP CL60 /SK OVC044-TOP062 /WX DZ
/TA M05 /RM DURC 100=

UBUS31 KWBC 101500
APN UA /OV APN/TM 1445/FL060/TP C340/TA M03/IC LGT MX DURGC/RM
TOPS 078=

UBUS31 KWBC 101500
PTK UA /OV PTK /TM 1450 /FL100 /TP CL60 /SK OVC044-TOP062 /WX DZ
/TA M05 /RM DURC 100=

UBUS01 KMSC 101600
TVC UA /OV TVC /TM 1602 /FL060 /TP PA27 /SK OVC010/OVC060-TOP070
/TA M07 /IC LGT MX=

UBUS01 KMSC 101600
TVC UA /OV TVC/TM 1600/FL060/TP PA27/TA M07/IC LGT MX/RM BASES 010

UBUS31 KWBC 101610
TVC UA /OV TVC /TM 1602 /FL060 /TP PA27 /SK OVC010/OVC060-TOP070
/TA M07 /IC LGT MX=

UBUS31 KWBC 101610
TVC UA /OV TVC/TM 1600/FL060/TP PA27/TA M07/IC LGT MX/RM BASES 010
TOPS 070=

UBUS01 KMSC 101600
DTW UA /OV KDTW /TM 1607 /FL060 /TP CRJ2 /TA M03 /IC LGT RIME /RM
FA RY21L=

UBUS31 KWBC 101615
DTW UA /OV KDTW /TM 1607 /FL060 /TP CRJ2 /TA M03 /IC LGT RIME /RM
FA RY21L=

UBUS01 KMSC 101600
DTW UA /OV DTW /TM 1639 /FL025 /TP E145 /SK OVC014-TOP055 /TA M02
/TB NEG /IC NEG /RM DURC THRU 055=

UBUS31 KWBC 101655

DTW UA /OV DTW /TM 1639 /FL025 /TP E145 /SK OVC014-TOP055 /TA M02
 /TB NEG /IC NEG /RM DURC THRU 055=

UBUS01 KMSC 101700
 FNT UA /OV FNT /TM 1713 /FL055 /TP MD88 /SK OVC013-TOP055/ SKC /RM
 DURC=

UBUS31 KWBC 101720
 FNT UA /OV FNT /TM 1713 /FL055 /TP MD88 /SK OVC013-TOP055/ SKC /RM
 DURC=

UBUS01 KMSC 101700
 TVC UA /OV TVC /TM 1748 /FLUNKN /TP CRJ2 /SK UNKN-TOP029 /TA M01
 /IC LGT RIME 029=

UBUS31 KWBC 101755
 TVC UA /OV TVC /TM 1748 /FLUNKN /TP CRJ2 /SK UNKN-TOP029 /TA M01
 /IC LGT RIME 029=

UBUS01 KMSC 101800
 TVC UA /OV TVC /TM 1810 /FLUNKN /TP BE58 /SK OVC011-TOP030 /TA M02
 /TB LGT /IC LGT RIME /RM DURD 030-SFC=

UBUS31 KWBC 101820
 TVC UA /OV TVC /TM 1810 /FLUNKN /TP BE58 /SK OVC011-TOP030 /TA M02
 /TB LGT /IC LGT RIME /RM DURD 030-SFC=

UBUS01 KMSC 101800
 TVC UA /OV TVC/TM 1810/FL030/TP BE58/TA M02/TB CONT LGT CAT/IC LGT

UBUS31 KWBC 101830
 TVC UA /OV TVC/TM 1810/FL030/TP BE58/TA M02/TB CONT LGT CAT/IC LGT
 RIME/RM DURD BASES 011 TOPS 030=

UBUS01 KMSC 101800
 TVC UA /OV TVC090007 /TM 1826 /FL020 /TP C525 /SK OVC013-TOP028
 /TA 00 /IC LGT RIME /RM DURD=

UBUS31 KWBC 101835
 TVC UA /OV TVC090007 /TM 1826 /FL020 /TP C525 /SK OVC013-TOP028
 /TA 00 /IC LGT RIME /RM DURD=

UBUS01 KMSC 101900
 FNT UA /OV FNT315004 /TM 1905 /FL040 /TP B737 /SK OVC013-TOP040
 /TA UNKN /IC NEG=

UBUS31 KWBC 101910
 FNT UA /OV FNT315004 /TM 1905 /FL040 /TP B737 /SK OVC013-TOP040
 /TA UNKN /IC NEG=

UBUS01 KMSC 101900
 TTF UA /OV DTW180010 /TM 1910 /FL130 /TP CRJ2 /SK OVC021-TOP060
 /TA 10 /IC NEG /RM DURC=

UBUS31 KWBC 101920
 TTF UA /OV DTW180010 /TM 1910 /FL130 /TP CRJ2 /SK OVC021-TOP060
 /TA 10 /IC NEG /RM DURC=

UBUS01 KMSC 101900
 TTF UA /OV CRL/TM 1912/FL360/TP E190/TB CONT LGT OCNL MDT CHOP =

UBUS31 KWBC 101925
TTF UA /OV CRL/TM 1912/FL360/TP E190/TB CONT LGT OCNL MDT CHOP=

UBUS01 KMSC 102000
DTW UA /OV DTW135006 /TM 2035 /FL035 /TP CRJ2 /SK OVC012-TOP035
/TA M03 /IC NEG /RM DURC TO FL130=

UBUS31 KWBC 102045
DTW UA /OV DTW135006 /TM 2035 /FL035 /TP CRJ2 /SK OVC012-TOP035
/TA M03 /IC NEG /RM DURC TO FL130=

UBUS01 KMSC 102100
DESCENDING TO FL220 =

UBUS01 KMSC 102100
IWD UA /OV IWD/TM 2139/FL070/TP PC12/IC NEG/RM DURC BASES 004 TOPS

UBUS31 KWBC 102150
IWD UA /OV IWD/TM 2139/FL070/TP PC12/IC NEG/RM DURC BASES 004 TOPS
040=

UBUS01 KMSC 102100
FNT UA /OV FNT /TM 2142 /FL008 /TP MD88 /SK OVC047-TOP067 /RM DURD

UBUS01 KMSC 102100
FNT=

UBUS31 KWBC 102155
FNT UA /OV FNT /TM 2142 /FL008 /TP MD88 /SK OVC008-TOP022 /RM DURD
FNT=

UBUS31 KWBC 102155
FNT UA /OV FNT /TM 2142 /FL008 /TP MD88 /SK OVC047-TOP067 /RM DURD
FNT=

UBUS01 KMSC 102100
DESCENT FL270 - FL240 =

UBUS01 KMSC 102200
APN UA /OV APN/TM 2145/FL055/TP CRJ2/RM BASES 020 TOPS 055=

UBUS31 KWBC 102205
APN UA /OV APN/TM 2145/FL055/TP CRJ2/RM BASES 020 TOPS 055=

UBUS01 KMSC 102200
TVC UA /OV TVC/TM 2214/FL030/TP E145/TA M02/IC LGT RIME/RM TOPS 060=

UBUS31 KWBC 102230
TVC UA /OV TVC/TM 2214/FL030/TP E145/TA M02/IC LGT RIME/RM TOPS
060=

UBUS01 KMSC 102300
CMX UA /OV CMX/TM 2318/FL038/TP C208/SK BASESUNKN-TOP038/IC NEG

UBUS01 KMSC 102300
SAW UA /OV DLH-SAW/TM 2319/FL360/TP B77W/TB CONT LGT CHOP =

UBUS31 KWBC 102325
CMX UA /OV CMX/TM 2318/FL038/TP C208/SK BASESUNKN-TOP038/IC NEG

001-038=

UBUS31 KWBC 102325

SAW UA /OV DLH-SAW/TM 2319/FL360/TP B77W/TB CONT LGT CHOP=

UBUS01 KMSC 102300

MBL UA /OV MBL/TM 2332/FL110/TP JS31/WX RA/TA 05/IC NEG=

UBUS31 KWBC 102340

MBL UA /OV MBL/TM 2332/FL110/TP JS31/WX RA/TA 05/IC NEG=

UBUS01 KMSC 102300

PLN UA /OV PLN/TM 2341/FL060/TP C208/SK BASESUNKN-TOP060/TA M02/IC

UBUS31 KWBC 102350

PLN UA /OV PLN/TM 2341/FL060/TP C208/SK BASESUNKN-TOP060/TA M02/IC
TRACE/RM BETWEEN LAYERS=

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

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

QUALITY CONTROLLED LOCAL
CLIMATOLOGICAL DATA
(final)
HOURLY OBSERVATIONS TABLE
OAKLAND CO. INTNL AIRPORT (94817)
PONTIAC, MI
(01/2014)

Elevation: 976 ft. above sea level

Latitude: 42.665

Longitude: -83.418

Data Version: VER2

Date	Time (LST)	Station Type	Sky Conditions	Visibility (SM)	Weather Type	Dry Bulb Temp (F)	Wet Bulb Temp (C)	Dew Point (F)	Rel Humid %	Wind Speed (MPH)	Wind Dir	Wind Gusts (MPH)	Station Pressure (in. hg)	Net Press 3-hr Chg (mb)	Sea Level Pressure (in. hg)	Report Type	Precip. Total (in)	Alt-meter (in. hg)
10	0004	12	FEW006 OVC020	1.50	-SN BR	19	-7.0	19	-7.3	18	-8.0	96	5	140	29.19	M	SP	30.25
10	0011	12	BKN006 OVC020	2.00	-SN BR	19	-7.0	19	-7.3	18	-8.0	96	5	160	29.19	M	SP	30.25
10	0022	12	BKN006 OVC020	3.00	-SN BR	21	-6.0	20	-6.6	18	-8.0	88	5	140	29.18	M	SP	30.24
10	0034	12	OVC006	2.50	-SN BR	21	-6.0	20	-6.6	18	-8.0	88	5	150	29.18	M	SP	30.23
10	0051	12	OVC006	1.75	-SN BR	21	-6.0	20	-6.6	18	-8.0	88	5	150	29.16	M	SP	30.22
10	0053	12	OVC006	1.75	-SN BR	21	-6.1	20	-6.4	19	-7.2	92	5	150	29.16	M	AA	30.22
10	0101	12	BKN006 BKN019 OVC070	2.00	-SN BR	21	-6.0	20	-6.4	19	-7.0	92	5	160	29.16	M	SP	30.22
10	0109	12	SCT006 BKN019 OVC070	2.00	-SN BR	21	-6.0	20	-6.4	19	-7.0	92	3	140	29.15	M	SP	30.21
10	0121	12	BKN006 BKN019 OVC070	2.50	-SN BR	21	-6.0	20	-6.4	19	-7.0	92	7	160	29.15	M	SP	30.21
10	0151	12	OVC006	3.00	BR	21	-6.0	20	-6.4	19	-7.0	92	5	140	29.15	M	SP	30.20
10	0153	12	OVC006	3.00	BR	22	-5.6	21	-6.0	19	-7.2	88	5	150	29.15	M	SP	30.20
10	0242	12	BKN006 OVC034	2.50	-SN BR	23	-5.0	22	-5.7	19	-7.0	85	3	140	29.15	M	AA	30.20
10	0253	12	BKN006 BKN034 OVC060	2.00	-SN BR	23	-5.0	22	-5.5	20	-6.7	88	3	140	29.15	M	SP	30.20
10	0324	12	OVC006	3.00	BR	23	-5.0	22	-5.3	21	-6.0	92	3	140	29.14	M	SP	30.19
10	0345	12	OVC006	2.00	-SN BR	23	-5.0	22	-5.3	21	-6.0	92	3	140	29.13	M	SP	30.18
10	0351	12	OVC006	1.75	-SN BR	23	-5.0	22	-5.3	21	-6.0	92	3	150	29.13	M	SP	30.18
10	0353	12	OVC006	1.50	-SN BR	23	-5.0	22	-5.3	21	-6.1	92	0	000	29.13	M	AA	30.18
10	0418	12	OVC006	2.50	BR	25	-4.0	24	-4.6	21	-6.0	85	3	150	29.13	M	SP	30.18
10	0433	12	OVC004	2.00	-SN BR	25	-4.0	24	-4.6	21	-6.0	85	6	160	29.12	M	SP	30.17
10	0453	12	OVC004	2.00	BR	25	-3.9	24	-4.2	23	-5.0	92	5	160	29.11	M	AA	30.16
10	0510	12	OVC004	1.75	BR	25	-4.0	25	-3.8	25	-4.0	100	6	160	29.10	M	SP	30.15
10	0553	12	OVC004	1.75	-SN BR	26	-3.3	26	-3.5	25	-3.9	96	5	160	29.10	M	AA	30.15
10	0651	12	OVC002	0.75	BR	27	-3.0	27	-2.7	27	-3.0	100	5	180	29.09	M	SP	30.14
10	0653	12	OVC002	0.75	BR	28	-2.2	27	-2.6	26	-3.3	92	5	180	29.09	M	AA	30.14
10	0718	12	OVC001	0.50	FZFG	28	-2.0	28	-2.4	27	-3.0	96	5	160	29.09	M	SP	30.14
10	0753	12	OVC001	0.50	FZFG	28	-2.2	27	-2.6	26	-3.3	92	5	180	29.09	M	AA	30.14
10	0841	12	OV001	0.25	FZFG	28	-2.0	28	-2.4	27	-3.0	96	3	180	29.09	M	SP	30.14
10	0853	12	OV001	0.125	FZFGs	28	-2.2	28	-2.4	27	-2.8	96	5	180	29.09	M	AA	30.14
10	0937	12	OV001	0.25	+FZDZ FZFG	28	-2.0	28	-2.2	28	-2.0	100	3	160	29.09	M	SP	30.14
10	0953	12	OV001	0.125	+FZDZs	30	-1.1	30	-1.3	29	-1.7	96	5	170	29.09	M	AA	30.14
10	1011	12	OV002	0.25	FZFG	30	-1.0	29	-1.5	28	-2.0	92	5	180	29.09	M	SP	30.14
10	1053	12	OV002	0.25	FZFG	31	-0.6	31	-0.7	30	-1.1	96	6	180	29.09	M	AA	30.14
10	1153	12	OV002	0.25	FG	32	0.0	32	-0.2	31	-0.6	96	6	170	29.05	M	AA	30.10
10	1247	12	OV002	0.50	FG	32	0.0	32	0.0	32	0.0	100	8	170	29.00	M	SP	30.05
10	1253	12	OV002	0.50	FG	33	0.6	32	0.1	31	-0.6	92	8	160	29.00	M	AA	30.05

10	1311	12	OVC002	1.00	BR	34	1.0	33	0.6	32	0.0	92	9	160	28.99	M	SP	30.04
10	1353	12	OVC002	1.75	BR	33	0.6	33	0.3	32	0.0	96	8	180	28.97	30.06	AA	30.02
10	1453	12	OVC004	1.75	BR	34	1.1	34	0.8	33	0.6	96	7	160	28.93	30.02	AA	29.98
10	1531	12	OVC004	2.00	BR	34	1.0	34	1.1	34	1.0	100	8	160	28.92	M	SP	29.97
10	1549	12	OVC004	1.75	BR	36	2.0	34	1.3	32	0.0	85	10	160	28.91	M	SP	29.96
10	1553	12	OVC004	1.75	BR	35	1.7	34	1.2	33	0.6	92	9	160	28.91	30.00	AA	29.96
10	1642	12	OVC004	0.75	BR	36	2.0	35	1.7	34	1.0	92	7	150	28.89	M	SP	29.94
10	1653	12	OVC002	0.75	BR	34	1.1	34	0.8	33	0.6	96	8	150	28.89	29.96	AA	29.94
10	1753	12	VV002	0.75	FG	35	1.7	35	1.4	34	1.1	96	7	150	28.86	29.94	AA	29.91
10	1853	12	VV002	0.50	FG	36	2.0	35	1.7	34	1.0	92	11	150	28.84	29.91	AA	29.88
10	1929	12	VV002	0.25	FG	36	2.0	36	2.2	36	2.0	100	10	140	28.82	29.88	SP	29.86
10	2005	12	VV002	0.50	-RA FG	36	2.0	36	2.2	36	2.0	100	10	150	28.81	29.88	AA	29.85
10	2023	12	VV002	0.75	-RA BR	36	2.0	36	2.2	36	2.0	100	9	150	28.79	M	SP	29.84
10	2025	12	VV002	0.75	-RA BR	36	2.0	36	2.2	36	2.0	100	9	140	28.78	M	SP	29.82
10	2045	12	OVC002	1.50	-RA BR	36	2.0	36	2.2	36	2.0	100	9	160	28.77	M	SP	29.81
10	2053	12	OVC002	1.75	-RA BR	36	2.2	36	1.9	35	1.7	96	8	160	28.77	29.84	AA	29.81
10	2100	12	OVC002	2.00	-RA BR	36	2.0	36	2.2	36	2.0	100	10	150	28.77	M	SP	29.81
10	2153	12	OVC002	2.50	-RA BR	36	2.2	36	1.9	35	1.7	96	9	150	28.74	29.81	AA	29.78
10	2250	12	OVC002	3.00	RA BR	37	3.0	37	2.5	36	2.0	96	10	150	28.69	M	SP	29.73
10	2253	12	OVC002	3.00	RA BR	37	2.8	36	2.3	35	1.7	93	8	140	28.68	29.75	AA	29.72
10	2353	12	OVC002	3.00	-RA BR	37	2.8	37	2.5	36	2.2	96	9	140	28.63	29.69	AA	29.67

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

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

QUALITY CONTROLLED LOCAL
CLIMATOLOGICAL DATA
(final)
HOURLY REMARKS OBSERVATIONS TABLE
OAKLAND CO. INTNL AIRPORT (94817)
PONTIAC, MI
(01/2014)

Elevation: 976 ft. above sea level

Latitude: 42.665

Longitude: -83.418

Data Version: VER2

Date	Time	Remarks
10	0004	AO2 P0000 TSNO
10	0011	AO2 P0000 TSNO
10	0022	AO2 P0000 TSNO
10	0034	AO2 P0000 TSNO
10	0051	AO2 P0000 TSNO FIBI
10	0053	AO2 SLP251 P0000 60002 T10611072 11061 21078 58022 TSNO
10	0101	AO2 P0000 TSNO
10	0109	AO2 P0000 TSNO
10	0121	AO2 P0000 TSNO
10	0151	AO2 SNE38 P0000 TSNO FIBI
10	0153	AO2 SNE38 SLP245 P0000 T10561072 TSNO
10	0242	AO2 SNE37 P0000 TSNO
10	0253	AO2 SNE37 SLP242 P0000 T10501067 TSNO
10	0324	AO2 SNE02 P0000 TSNO
10	0345	AO2 SNE02B38 P0000 TSNO
10	0351	AO2 SNE02B38 P0001 TSNO FIBI
10	0353	AO2 SNE02B38 SLP237 P0001 60001 T10501061 56012 TSNO
10	0418	AO2 SNE16 P0000 TSNO
10	0433	AO2 P0000 TSNO
10	0453	AO2 SNE41 SLP227 P0000 T10391050 TSNO
10	0510	AO2 TSNO
10	0553	AO2 SNE49 SLP223 FIRST AUGMENTED OBS OF THE DAY P0000 T10331039 (BB)
10	0651	AO2 SFC VIS 1 1/4 SNE42 4/016 P0000 FIBI (BB)
10	0653	AO2 SFC VIS 1 1/4 SNE42 SLP222 4/016 P0000 60001 70003 T10221033 11022 21061 56014 (BB)
10	0718	AO2 TWR VIS 3/4 (BB)
10	0753	AO2 SLP221 T10221033 (BB)
10	0841	AO2 (BB)
10	0853	AO2 SLP223 T10221028 (BB)
10	0937	AO2 FZDZB31 P0000 (BB)
10	0953	AO2 FZDZB31 SLP221 P0000 60000 T10111017 53000 (BB)
10	1011	AO2 FZDZE05 P0000 (BB)
10	1053	AO2 FZDZE05 SLP219 P0000 T10061011 (BB)
10	1153	AO2 SLP205 T00001006 (BB)
10	1247	AO2 (BB)
10	1253	AO2 SLP190 4/016 60000 T00061006 10006 21022 56027 (BB)
10	1311	AO2 (BB)
10	1353	AO2 SLP179 T00060000 (BB)
10	1453	AO2 SLP165 T00110006 (CC)
10	1531	AO2 (CC)
10	1549	AO2 (CC)

10	1553	AO2 SLP158 T00170006 56030 (CC)
10	1642	AO2 (CC)
10	1653	AO2 SLP147 T00110006 (CC)
10	1753	AO2 SLP140 T00110006 (CC)
10	1853	AO2 SLP127 4/013 T00170011 10017 20006 58028 (CC)
10	1929	AO2
10	1953	AO2 SLP117 T00170017
10	2005	AO2 RAB0057 P0000
10	2023	AO2 RAB0057 P0001
10	2025	AO2 RAB0057 P0001
10	2045	AO2 RAB0057 P0002
10	2053	AO2 RAB0057 SLP106 P0002 T00220017
10	2100	AO2 P0001
10	2153	AO2 SLP094 P0006 60008 T00220017 58031
10	2250	AO2 P0007
10	2253	AO2 SLP074 P0007 T00280017
10	2353	AO2 SLP053 LAST AUGMENTED OBS OF THE DAY UNTIL 11Z P0008 T00280022 400281067

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PTK-ATCT-0210
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