

ZKC-ARTCC-468
CEA5966

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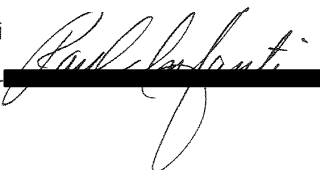
ZKC-ARTCC-468
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Section 2.
FAA Form 8020-6, Report of Aircraft Accident
FAA Form 8020-6-1, Report of Aircraft Accident (Continuation Sheet)

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT				REPORT DATE	REPORT NO.		
				January 25, 2005	ZKC-ARTCC-468		
NAME OF REPORTING FACILITY Kansas City (ZKC) ARTCC							
1. AIRCRAFT TYPE AND IDENTIFICATION Jet Stream (JS32), CEA5966		2. DATE/TIME OF ACCIDENT (GMT) October 20, 2004, 0037 UTC		3. LOCATION OF ACCIDENT 4 S Kirksville, MO			
4. NATURE OF ACCIDENT Impacted two miles short of the Kirksville runway on approach.			5. TYPE OF FLIGHT IFR Flight Plan				
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNIN- JURED	IN- JURED	FATAL- ITY	
	Kim William Sasse	Pilot	Ramsey, New Jersey			X	
	Jonathan William Paimer	1 st Officer	Cincinnati, Ohio			X	
7. PASSENGER DATA None				NUMBER ABOARD AIRCRAFT 13	NUMBER UNIN- JURED 0	NUMBER INJURED 2	FATAL- ITIES 11
8. AIRCRAFT DAMAGE Demolished			9. PROPERTY DAMAGE Wooded area.				
10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS Unknown							
11. WEATHER DATA	CONDITIONS IN ACCIDENT AREA AT TIME OF ACCIDENT Kirksville Metar – 1919 CDT: wind zero four zero at five knots, visibility three miles, mist, ceiling three hundred overcast, temperature nine degrees celsius, dew point nine degrees celsius, altimeter two nine nine five, remarks, automated station with precipitation discriminator, lightning detection system not operating.						
	REPORT JUST PRIOR TO ACCIDENT Kirksville Metar – 1855 CDT: wind zero three zero at seven knots, visibility six miles, mist, ceiling seven hundred overcast, temperature nine degrees celsius, dew point nine degrees celsius, altimeter two nine nine five, remarks, automated station with precipitation discriminator, ceiling four hundred variable nine hundred, sea level pressure one zero one four point eight hectopascals, six hour precipitation total missing, temperature nine point four degrees celsius, dew point eight point nine degrees celsius, pressure tendency rising one point one hectopascals in the last three hours, lightning detection system not operating.				DATE/TIME 10/19/04 2355 UTC		
	FIRST REPORT SUBSEQUENT TO ACCIDENT Kirksville Metar – 1955 CDT: wind zero three zero at seven knots, visibility four miles, mist, ceiling three hundred overcast, temperature nine degrees celsius, dew point nine degrees celsius, altimeter two nine nine six, remarks, automated station with precipitation discriminator, sea level pressure one zero one five point two hectopascals, temperature nine point four degrees celsius, dew point eight point nine degrees celsius, lightning detection system not operating.				DATE/TIME 10/20/04 0055 UTC		
12. ATS PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION	CHECK IF EYEWITNESS			
	Steven P. Conner *(CX)	ZKC ARTCC	Hallsville Low Radar (R52)				
	James H. Waltz (JQ)	ZKC ARTCC	Kirksville Low Radar (R40)				
	Lee A. Cape (LD)	ZKC ARTCC	Kirksville Low Manual (D40)				
	Thomas O. Moloney III (TQ)	ZKC ARTCC	Kirksville Low Radar (R40)				
	Christopher M. Followell (CI)	ZKC ARTCC	Trails Supervisor-In-Charge (OSIC)				
13. SIGNATURE OF FACILITY CHIEF Paul Infanti 							

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT <small>(Continuation Sheet)</small>	REPORT DATE October 21, 2004	REPORT NO. ZKC-ARTCC-468
	NAME OF REPORTING FACILITY St. Louis (STL) ATCT	

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

October 20, 2004

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

2325 – The pilot of CEA5966 called Clearance Delivery (CD), requesting ATC clearance to Kirksville, Missouri.

2325 – CD issued the clearance and obtained a readback.

2347 – CEA5966 advised East Ground Meter (ME) that he was ready for taxi.

2347 – ME instructed CEA5966 to monitor Ground Control on 121.9.

2348 – Ground Control Outbound (GO) instructed CEA5966 to taxi to Runway 30L via Taxiway Alfa.

2348 – CEA5966 correctly read back the taxi instructions.

2355 – South Local Control (SL) instructed CEA5966 to taxi into position and hold on Runway 30L.

2355 – CEA5966 correctly read back the position and hold clearance.

2355 – SL instructed CEA5966 to fly runway heading, and cleared CEA5966 for takeoff on Runway 30L.

2355 – CEA5966 correctly read back the departure clearance.

2356 – SL instructed CEA5966 to turn left heading 260 degrees, and to contact Departure Control.

2356 – CEA5966 correctly read back the heading assignment and changed frequency.

No More Follows

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CEA5966

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT <small>(Continuation Sheet)</small>	REPORT DATE October 22, 2004	REPORT NO. ZKC-ARTCC-468
	NAME OF REPORTING FACILITY Gateway TRACON (T75)	

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

October 20, 2004

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

2356 CEA5966 reported on Departure South (DS) frequency.

2357 CEA5966 instructed to climb and maintain five thousand.

2358 CEA5966 instructed to climb and maintain one one thousand.

0000 CEA5966 instructed to fly heading two seven zero.

0001 CEA5966 instructed to climb and maintain one zero thousand.

0003 CEA5966 instructed to fly heading three two zero intercept Ozark 3 Departure.

0004 CEA5966 instructed to contact Kansas City Center frequency 119.62.

No More Follows

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	REPORT DATE November 20, 2004	REPORT NO. ZKC-ARTCC-468
REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	NAME OF REPORTING FACILITY Kansas City ARTCC (ZKC)	
14. CHRONOLOGICAL SUMMARY OF FLIGHT (Including control or other services provided by ATS facilities, and emergency action taken.)		
October 20, 2004		
ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED		
<p>0004 CEA5966 contacted Kansas City Center (R52), Hallsville Low, level at 10,000 feet. R52 acknowledged.</p> <p>0008 R52 instructed CEA5966 to climb and maintain 12,000 feet. CEA5966 acknowledged.</p> <p>0016 R52 instructed CEA5966 to contact Kansas City Center on 132.6. CEA5966 acknowledged.</p> <p>0016 CEA5966 contacted Kansas City Center (R40), Kirksville Low, level at 12,000 feet.</p> <p>0017 R40 acknowledged and asked CEA5966 if they had the Kirksville weather report. CEA5966 responded they did.</p> <p>0017 D40 (Radar associate) called R52 and asked for control on CEA5966. R52 released control to D40.</p> <p>0017 R40 asked CEA5966 what approach they wanted. CEA5966 responded they were requesting vectors (assigned heading) to the LOC DME RWY36 approach to Kirksville. R40 responded that he had CEA5966's request.</p> <p>0017 R40 instructed CEA5966 to descend and maintain 8,000 feet at pilot's discretion. CEA5966 acknowledged. R40 instructed CEA5966 to fly their present heading vectors for the LOC DME RWY36 approach. CEA5966 acknowledged.</p> <p>0023 R40 instructed CEA5966 to descend and maintain 3,000 feet at pilot's discretion. CEA5966 acknowledged.</p> <p>0027 R40 instructed CEA5966 to turn ten degrees right, vectors for the localizer runway 36 final approach course. CEA5966 acknowledged.</p> <p>0027 R40 asked CEA5966 their heading. CEA5966 responded the new heading was 310 degrees. R40 acknowledged.</p> <p>0030 R40 advised CEA5966 that they were eleven miles south of the Kemmy Outer Marker (final approach fix), R40 instructed CEA5966 to turn right to a heading of 330 degrees, maintain 3,000 feet until established on the localizer, cleared for the LOC DME RWY36 approach at Kirksville. CEA5966 acknowledged.</p> <p>0033 R40 advised CEA5966 that a frequency change was approved and instructed CEA5966 to report their arrival time on R40's frequency or through flight service station. CEA5966 acknowledged and stated they would cancel their IFR flight plan with R40 when they landed. R40 acknowledged.</p> <p>0043 R40 called CEA5966 to see if they could hear him. No response.</p> <p>0051 R40 called CEA5966 to see if they could hear him. No response.</p> <p>0054 R40 called Columbia, Mo. AFSS (COU AFSS) to see if CEA5966 had cancelled their IFR flight plan with them. R40 also asked COU AFSS if they could find out any information about CEA5966, and they should have landed at Kirksville about 15 minutes prior.</p> <p>0058 N98695 called R40 on the ground at Kirksville wanting an IFR clearance to Saint Louis, Mo. R40 advised N98695 that there was an overdue aircraft at Kirksville and suggested they look around on the ramp to see if they could see CEA5966, otherwise R40 would have to wait until he received an IFR cancellation. N98695 acknowledged and said they would check on that aircraft.</p> <p>0059 R40 called CEA5966 to see if they could hear him. No response.</p>		
No More Follows		

ZKC-ARTCC-468
CEA5966

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT <small>(Continuation Sheet)</small>	REPORT DATE November 17, 2004	REPORT NO. ZKC-ARTCC-468
	NAME OF REPORTING FACILITY Columbia AFSS (COU)	
14. CHRONOLOGICAL SUMMARY OF FLIGHT <i>(Including control or other services provided by ATS facilities, and emergency action taken.)</i>		
October 20, 2004		
ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED		
23:30 NOTAM Position left a message with the airport manager of the Kirksville , MO Regional Airport about a pilot report of the approach lights and VASI lights not working.		
23:41 Supervisor left a message with the airport manager of the Kirksville , MO Regional Airport about a pilot report of the approach lights and VASI lights not working.		
00:03 David Hall, an employee of the Kirksville Regional Airport, contacted the supervisor and advised that the approach lights and VASI lights were all working correctly.		
00:54 Kansas City Center, Kirksville sector contacted In-Flight for any information on CEA5966.		
00:59 David Hall contacted the supervisor to relay a report of an aircraft crash 4 miles south of the airport.		
01:00 The reported aircraft accident was relayed to the Kansas City Center Operations Supervisor.		
01:21 The Missouri State Highway Patrol called to confirm that there was an accident.		
No More Follows		

ZKC-ARTCC-468
CEA5966

Section 3.
Certified Indexes and Normal Services Statements

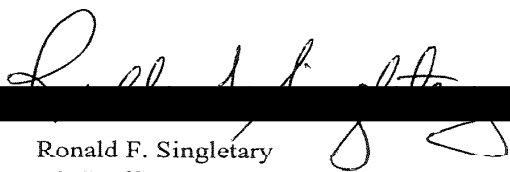
ZKC-ARTCC-468
CEA5966

CERTIFIED INDEX

October 21, 2004

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

FAA Form 8020-6-1
FAA Form 7230-4, Daily Record of Facility Operation
Personnel Logs
Automated Sign-In/Sign-Out (SISO) Data
Personnel Statements
Original Voice Recordings
Certified Cassette Re-recordings
METAR Weather Data



Ronald F. Singletary
Air Traffic Manager
St. Louis ATCT

ZKC-ARTCC-468
CEA5966



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION:** Normal Service Statement;
Reference Aircraft Accident; CEA5966;
4 South of Kirksville, MO; October 20, 2004 UTC

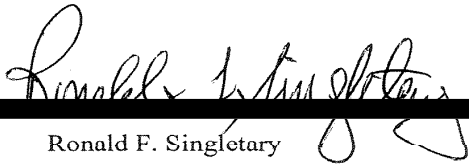
Date: October 21, 2004

From: Manager, St. Louis ATCT

Reply to
Attn. of:

To: Kansas City ARTCC

All services provided by St. Louis ATCT were normal and there were no pertinent transmissions.



Ronald F. Singletary

2 Attachments:
Certified Index
FAA Form 8020-6-1

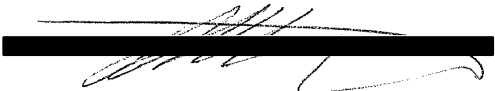
ZKC-ARTCC-468
CEA5966

CERTIFIED INDEX

November 22, 2004

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

FAA Form 7230-4
FAA Form 7230-10
Personnel Logs
FAA Form 8020-6-1
Flight Progress Strip
Personnel Statements
Original Voice Recording
Certified Cassette Re-recordings



Vincent V. Shobe
Acting Air Traffic Manager
Gateway TRACON



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION:** Normal Services Statement;
Reference Aircraft Accident ZKC-ARTCC-468;
4 south Kirksville, MO; October 20, 2004


Date: **NOV 16 2004**

From: Acting Air Traffic Manager,
Gateway TRACON, T75-1

Reply to
Attn. of:

To: Kansas City Center

All services provided by Gateway TRACON were normal and there were no pertinent transmissions.


Vincent V. Shobe

2 attachments
Certified Index
FAA Form 8020-6-1


ZKC-ARTCC-468
CEA5966

CERTIFIED INDEX

November 16, 2004

I hereby certify that the following copies of records are true copies of originals which are on file in this office

FAA Form 8020-9
FAA Form 8020-6
FAA Form 8020-6-1
FAA Form 7230-4
FAA Form 7230-10
Personnel Logs
Facility Layout Chart
Automated Sign-In/Sign Out (SISO) Data
FAA Form 8020-3
Personnel Statements
Flight Progress Strips
National Track Analysis Program (NTAP)
Data Analysis Reduction Tool (DART)
Original Voice Recordings
Certified Cassette Re-recordings
CWSU Weather METAR Report
CWSU Weather Satellite Photo


Jose Garcia
Assistant Air Traffic Manager
Kansas City ARTCC

ZKC-ARTCC-468
CEA5966

Certified Index

November 16, 2004

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

FAA Form 7230-4
FAA Form 8020-6-1
CruOps – Sign On Log
Position Log
Original voice recordings
Cassette copy of original voice recordings



Janet A. Ford
Air Traffic Manager,
Columbia AFSS



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

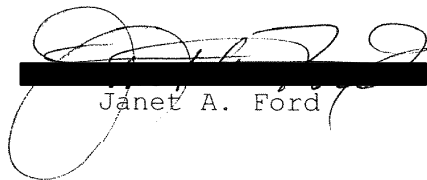
Subject: **INFORMATION:** Normal Service Statement;
Reference Aircraft Accident; CEA5966;
4 S Kirksville, MO; October 20, 2004
From: Manager, Columbia AFSS

Date:
Nov. 16, 2004

Reply
to
Attn.
of:

To: Kansas City ARTCC

All services provided by Columbia AFSS were normal, and
there were no pertinent transmissions.



Janet A. Ford

Attachments
Certified Index
FAA Form 8020-6-1

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CEA5966

Section 4.
FAA Form 7230-4, Daily Record of Facility Operation

ZKC-ARTCC-468
CEA5966

500
5010
506

Page No. 1 of 1
Date 10/19/04


U.S. Department of Transportation
Federal Aviation Administration

Daily Record of Facility Operation

Location Olathe, KS	Identification ZKC	Type Facility ARTCC	Operating Position AMIC	Checked By
				Air Traffic Manager PRI

Time (UTC)	REMARKS
0500	D. MULLINAX (NX) ON. WCLC. CFPL: CFPL: SECON YELLOW.
1100	F. TRUPIANO (FT) ON. WCLC.
1200	G. GUTHRIE (YS) ON, WCLC.
1328	F. TRUPIANO (FT) ON. WCLC.
1330	127.7 M/S XMTR (GA) OTS.
1435	G. GUTHRIE (YS) ON.
1631	135.9 (FH) M XMTR OTS.
1708	J. SCHNEIDER (KX) ON.
1739	135.9 (FH) M XMTR RTS.
1752	135.9 (FH) M/XMTR OTS.
1753	G. GUTHRIE (YS) ON.
1757	JEFF BAALMAN, LANGA AIR, REQ INFO ON N5172J. INFO PROVIDED: ACFT LOCATION AND ETA AT ALN.
1845	127.7 (GA) M/S XMTR RTS.
2000	N. HOUSH (HU) ON, WCLC.
2245	T. VAN DYNE ON.
2337	N. HOUSH ON.
0120	COU AFSS CALLED TO ADVISE OF POSSIBLE A/C ACCIDENT NEAR IRK.
0205	RECEIVED CONFIRMATION OF A/C CRASH 4 MILES S. IRK. CEA5966, JS32, STL TO IRK.
0215	CONF CALL NOTIFICATIONS: ROC: HAMILTON; ATD: HUMPHREY; FSDO: MARTENS (MCI FSDO). A/C ACCIDENT #468, CEA5966.
0445	B. REITER (BX) ON. WCLC.
0459	COB.

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.

Watch Supervisor(s) Signature	Watch Supervisor(s) Signature	Watch Supervisor(s) Signature
		

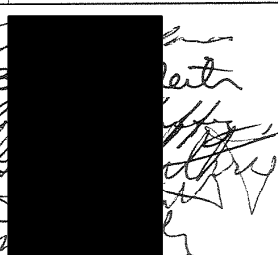
ZKC-ARTCC-468
CEA5966

Section 5.
Personnel Logs

22

Personnel Log	REGION			FAC ID.	AREA IDENTIFICATION					Tuesday
	ACE			ZKC	OZARK					October 19, 2004
Team 5 of 7	G R A D E	S H I F T	E M P T	TIME ON	TIME OFF	HOURS ON DUTY INIT.	CREDIT HOURS EARNED INIT.	HOURS ON LEAVE INIT.	REMARKS	
Team 5										
Bever	14	E	AE	0600	1400	8 AE				
Hause	14	IV	IV	0600	1400	8 IV				
McNa	14	D	MX	0700	1500	8 4			DRUSM DUSM	
Needh	13	H	DA	0700	1500	8 DA				
Ratta	9	H	NN	0630	1500	8 NN	0+30		CE 0630-0100/AUTO/0x	
Reiter	15	H ₅	BX	0700	1500	8 BX				
Schw	14	E	DS	0600	1400	8 DS				
Stanle	14	H	ST	0700	1500	8 ST			800 ST FLA/W	
Wart	14	H	TS	0700	1500	8 TS				
BEVER	14	A	AE	2230	2400	1+30 AE				
Mc	14	A	MX	2245	2400	1+15 4				
Sch	14	A	DS	2215	2400	1+45 DS				
Hause	14	A	CV	2245	2400	1+15 N				
Reit	15	A	Bx	2300	2400	1 Bx				
	INITIALS			SUPERVISOR/CONTROLLER-IN-CHARGE SIGNATURES					ON	OFF
<p>I certify all entries on this log are accurate for the time I had watch responsibilities as Area Supervisor or Controller-in-Charge</p>										

Personnel Log Team 6 of 7	REGION			FAC ID.		AREA IDENTIFICATION			Tuesday October 19, 2004		
	REGION	REGION	REGION	FAC ID.	FAC ID.	AREA IDENTIFICATION	AREA IDENTIFICATION	AREA IDENTIFICATION	HOURS ON LEAVE INIT.	REMARKS	
	G R A D E	S H I F T	E M P T	TIME ON	TIME OFF	HOURS ON DUTY INIT.	CREDIT HOURS EARNED INIT.	HOURS ON LEAVE INIT.			
Bench	14	I	XF	0712	1512	8 XF					
Ermilio	9	I	VN	0712	1512	8 VN					
Guffey	15	N ₂ X	GX	1100	1900	8 67					
Hamer	14	L	NA	0712	1512	8					
Henry	14	D	MH	0700	1500	8 MH					
Hudson	14	S X	MI	1400	2200	8 MI					
Lehman	14	I	DL	0712	1512	8 DL				CIC 33	
Malott	14	D ^{on} X	MP								
Peterson	14	I	AP	0712	1412	7 AP				Airspace Office 2113x	
Rittman		S	OJ	1400	2200	8 OJ					
StGeorge	14	D	CD			8 CD					
INITIALS			SUPERVISOR/CONTROLLER-IN-CHARGE SIGNATURES						ON	OFF	
<p>I certify all entries on this log are accurate for the time I had watch responsibilities as Area Supervisor or Controller-in-Charge</p>											

Personnel Log	REGION		FAC ID.	AREA IDENTIFICATION				Tuesday		
	ACE		ZKC	OZARK				October 19, 2004		
Team 7 of 7	G R A D E	S H I F T	E M P T	TIME ON	TIME OFF	HOURS ON DUTY INIT.	CREDIT HOURS EARNED INIT.	HOURS ON LEAVE INIT.	REMARKS	
Beuerlein	14	L 8x	EU	1400	2200			8(02)	02/Bx	
Boyle	14	S	BG	1400	2200	B			CIC 51	
Brazel	14	S	LZ	1400	2200	8			TP 2419 Bx	
Carter	14	S	DK	1400	2200	DK				
Harris	11	S	DH	1400	2200	DH				
Holt	14	S	XO	1400	2200	XO				
Hottma	15	R	HT	1300	2100			8(02)	02/TV	
Lawren	14	S	SX	1400	2100	8			TP 4413 Bx 3+37 Bx	
Molsen	14	I 8x	LC	0712	1512	LC				
Seitz	14	D	SB	0700	1500	SB				
Willer	14	L	JX	1400	2200			JX	6x	
		INITIALS	SUPERVISOR/CONTROLLER-IN-CHARGE SIGNATURES				ON	OFF		
		NX Bx 6x 1/5 DB KLC					0800	0700		
							0700	1500		
							1100	1900		
							0700	1500		
							1900	2300		
							1500	2300		

I certify all entries on this log are accurate for the time I had watch responsibilities as Area Supervisor or Controller-in-Charge

Personnel Log		REGION		FAC ID.		AREA IDENTIFICATION			Tuesday October 19, 2004		
Team 4 of 7		ACE		ZKC		TRAILS			REMARKS		
GRAD E	SHIP	EM P	INIT	TIME ON	TIME OFF	HOURS ON DUTY INIT.	CREDIT HOURS EARNED INIT.	HOURS ON LEAVE INIT.			
_____ Bates-Wood	_____	15	AF H	MB	0630	1030	4 MB	4 (02) MB	02-OP A-OP F-OP		
Cooney		14	T	AC				8:00 (01) 05	01-MB		
Griffiths		14	L	GS	0700	1500					
_____		14	A	LS	0000	0630	6:30				
_____ H...		14	A	HY	0000	0635	6:35				
Tassey		14	L	TY							
_____ Van...		14	A	VP	0000	0630	6:30				
Weber		14	A	BJ	0000	0645	6:45				
		INITIALS		SUPERVISOR/CONTROLLER-IN-CHARGE SIGNATURES				ON OFF			
<p>I certify all entries on this log are accurate for the time I had watch responsibilities as Area Supervisor or Controller-in-Charge</p>											

Personnel Log		REGION		FAC ID.		AREA IDENTIFICATION			Tuesday October 19, 2004		
Team 5 of 7		ACE		ZKC		TRAILS			REMARKS		
		G R A D E	S H I F T	E M P T I N I T	TIME ON	TIME OFF	HOURS ON DUTY INIT.	CREDIT HOURS EARNED INIT.	HOURS ON LEAVE INIT.		
Breth	[REDACTED]	T	T	UM	0700	1500	8 UM				
Brooks	[REDACTED]	14	E	AI	0600	1400	8 AI				
Brooks	[REDACTED]	14	E	KF	0600	1400	8 KF				
Huber	[REDACTED]	14	E	HX	0600	1400	8 HX			T.P. = 3+59/CI	
Jmel	[REDACTED]	14	J H	IC	0700	1600	8 IC			0/2m	
Mende	[REDACTED]	14	H	XT	0700	1500	8 XT				
O'Gra	[REDACTED]	T	H	OT	0700	1500	8 OT				
Smith	[REDACTED]	14	E	JJ	0600	1400	8 JJ				
Wood	[REDACTED]	15	L H	ZM	0700	1500				8 (02) 02/NX	
Huber	[REDACTED]	14	A	Hx	2300	2400	1 Hx				
Brooks	[REDACTED]	14	A	OT	2300	2400	1 OT				
Brooks	[REDACTED]			AI	2300	2400	1 AI				
Brooks	[REDACTED]	14	A	KF	2300	2400	1 KF				
Smith	[REDACTED]	14	A	JJ	2300	2400	1 JJ				
		INITIALS		SUPERVISOR/CONTROLLER-IN-CHARGE SIGNATURES				ON	OFF		
<p>I certify all entries on this log are accurate for the time I had watch responsibilities as Area Supervisor or Controller-in-Charge</p>											

Personnel Log Team 7 of 7	REGION			FAC ID.	AREA IDENTIFICATION				Tuesday October 19, 2004	
	REGION	ACE	ZKC	TRAILS	TIME ON	TIME OFF	HOURS ON DUTY INIT.	CREDIT HOURS EARNED INIT.	HOURS ON LEAVE INIT.	REMARKS
Alvarez	G R A D E	S H I F T	E M P L O Y E E				8			
Alvarez	14	S	IZ		1400	2200	1Z			
Blankenship	P	D	HL							
Cape	T	T	LD		1400	2315	9415 LD			OT/1+15 2200-2315/R-8 Other/CI
Faler	14	U	FN		1506	2306	8			
Kolfa	14	8	KI		0712	1512	8 KI			@W/QB-JL
Mold	14	S	TQ		1400	2300	9 TQ			2200-2300 OT/R-8 Other/CI
Ross	14	S	MF		1400	2200	8.0 MP			CE 1300-1400/Auto/JL
Wall	14	S	UU		1300	2200	7.0 UU	1.0 UU		
Wak	14	S	JQ		1400	2400	10 JQ			O/T 2200-2400/HU/m3
Web	14	S	AZ		1310	2200	8+50 AZ	+50 AZ		CE 1310-1400/AUTO/CI
You	15	R	YG				10+45 YG	3+45 YG		CE 2100-2400 2345/Accid Invest/TV
Fou	15	R	CI		1300	2400	11+0 CI	3+0 CI		
W	14	X	JQ		0000	0100	1+00 JQ			O/T 0000-0100/HU/m3
INITIALS		SUPERVISOR/CONTROLLER-IN-CHARGE SIGNATURES				ON		OFF		
I certify all entries on this log are accurate for the time I had watch responsibilities as Area Supervisor or Controller-in-Charge NY JL YS CI HU BX		[Signature] [Signature] [Signature]				0000 0700 0700 1500 0700 1500 1500 2100 1500 2300 2300 2400				

ZKC-ARTCC-468
CEA5966

Section 6.
FAA Form 7230-10, Position Log, and Automated Equivalent

POSITION LOG					
1. FACILITY ID	2. POSITION IDENTIFIER	3. POS TYPE	4. DATE		
ZKC	OZ	O	MONTH	DAY	YEAR
			10/19/2004		
5. TIME ON	6. INITIALS	7. TIME OFF	8. CODE	9. POSITION IDENTIFIER	10. POSITION TYPE
0500		1159		OMIC	O
1200	BX	1300	S		
1238	DL	1311	C		
1312	BX	1024	S		
1605 ^{3x} 1625	GX	1720	S		
1715	BX	1959	S		
2000	GX	2050	S		
2024	DB	2058	C		
2058 ^{3x} 2059	CX	2355	S		
2356	DB	0123	C		
0124	BG	0215	C		
0216	DB	0400 ^{3x} 0359	C		
0401 ^{3x} 0400		0459		OMIC	O
CODE	C = ATCS or FDS is responsible for position S = Supervisor, Staff Specialist, manager is responsible for position T = Person signed on is receiving OJT				

Minutes Worked::

419
60
33
192
75
164
50
34
177
87
51
104 ^{3x}
58 ₁₀₃

OpInt Minutes Worked: Code:
 BG 51 C
 DB ~~225~~ ^{3x} 224 C 344
 DL 33 C
 BX 416 S
 GX 302 S

POSITION LOG						
1. FACILITY ID	2. POSITION IDENTIFIER	3. POS TYPE	4. DATE			
ZKC	TR	O	MONTH	DAY	YEAR	
			10/19/2004			
5. TIME ON	6. INITIALS	7. TIME OFF	8. CODE	9. POSITION IDENTIFIER	10. POSITION TYPE	Minutes Worked::
0500		1159		AMIC	O	419
1200	JL		S			0 Bx
1200	JL	1240	S			40
1241	MB	1310	S			29
1311	JL	1330	S			19
1331	BD	1403	<i>S/C</i>	<i>12/17/04</i>		32
1404	JL	1715	S			191
1716	BD	1740	C			24
1741	JL	1900	S			79
1901	CI	2303	S			242
2304	CZ	2325	S			21
2326	CI	0137	S			131
0138	IZ	0232	C			54
0233	BY	0246	C			13
0247	CI	0400	S			73
0401		0459	S	OMIC		58
CODE	C = ATCS or FDS is responsible for position S = Supervisor, Staff Specialist, manager is responsible for position T = Person signed on is receiving OJT					

OpInt	Minutes Worked:	Code:
BD	24	C
BY	13	C
IZ	54	C
BD	32	S
CI	446	S
CZ	21	S
JL	329	S
MB	29	S

ZKC-ARTCC-468
CEAS966

SECTOR REPORT

DATE= 10/19/04

POSITION	FPL	TRAINEE	AREA/CREW	TIME-ON	TIME-OFF	SUB-TOTAL TIME	ACCUMULATED TIME
R52	CX		41	23:49	00:18	00:29	010:34
R53	DS		45	11:00	12:06	01:06	
R53	CM		42	12:06	12:33	00:27	
R53	LC		47	12:33	13:05	00:32	
R53	DA		45	13:05	14:20	01:15	
R53	FD		42	14:20	15:02	00:42	
R53	DA		45	15:02	16:31	01:29	
R53	AE		45	16:31	17:30	00:59	
R53	DA		45	17:30	19:04	01:34	
R53	LC		45	19:04	19:46	00:42	
R53	LC		47	19:46	20:03	00:17	
R53	SK		47	20:03	21:24	01:21	
R53	CX		41	21:24	22:23	00:59	
R53	MI		46	22:23	23:38	01:15	
R53	PX		41	23:38	00:42	01:04	
R53	LZ		47	00:42	01:32	00:50	
R53	PX		41	01:32	02:17	00:45	
R53	LZ		47	02:17	03:15	00:58	
R53	PX		41	03:15	04:34	01:19	017:34
R53	DS		45				

CC-ARTCC-468
CEAS966
POSITION

SECTOR REPORT

DATE= 10/19/04

POSITION	FPL	TRAINEE	AREA/CREW	TIME-ON	TIME-OFF	SUB-TOTAL TIME	ACCUMULATED TIME
D26	KF			04:03	04:06	00:03	031:33
R40	BU			BOS 05:00	07:49	02:45	
R40	VP			07:49	10:56	03:07	
R40	AI			10:56	11:54	00:58	
R40	BD			11:54	12:06	00:12	
R40	XT			12:06	13:03	00:57	
R40	OT			13:03	14:12	01:09	
R40	XT			14:12	14:42	00:30	
R40	IC			14:42	15:20	00:38	
R40	OT			15:20	16:34	01:14	
R40	IC			16:34	17:24	00:50	
R40	OT			17:24	18:05	00:12	
R40	AZ			18:05	19:36	00:15	
R40	IZ			19:36	20:33	00:42	
R40	BY			20:33	21:04	00:31	
R40	ED			21:04	21:28	00:24	
R40	D0			21:28	22:06	00:38	
R40	UU			22:06	22:45	00:39	
R40	MF			22:45	00:01	01:16	
R40	J9			00:01	00:33	00:32	
R40	T0			00:33	01:11	00:38	
R40	08			01:11	01:44	00:33	
R40	SR			01:44	02:26	00:42	
R40	UU			02:26	02:50	00:24	
R40	BY			02:50	03:57	01:07	
R40	OT			03:57	04:09	00:12	
R40	KF			04:09	04:21	00:12	
R40	OT			04:21	05:00	00:39	
R40	HX			12:20	13:16	00:56	
R40	KI			13:16	13:49	00:21	
R40	HX			13:49	15:07	01:18	
R40	IC			15:07	15:47	00:24	
R40	HX			15:47	16:53	01:06	
R40	HX			17:41	18:20	00:39	
R40	HX			19:24	20:21	00:57	
R40	LD			20:21	21:00	00:39	
R40	LD			21:00	22:08	01:08	
R40	LD			22:08	01:05	02:17	
R40	JJ			04:02	05:00	00:58	034:43
R41	FS			14:08	14:41	00:33	
R41	KI			14:41	15:15	00:34	
R41	FS			15:15	15:28	00:13	
R41	AI			15:28	15:57	00:29	
R41	XT			15:57	16:12	00:15	
R41	FS			16:12	17:39	01:27	
R41	BD			17:39	18:05	00:26	
R41	UU			18:05	19:00	00:55	
R41	IZ			19:00	19:06	00:06	
R41	BY			19:06	19:49	00:43	

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CEA5966

Section 7.
Facility Layout Chart

Kansas City Air Route Traffic Control Center
Facility Layout Diagram

02A	ICT HI		TUL HI		SWO LO		62A
02D	02R	27R	27D	62R	62D		

FLINT HILLS

72R	72D	07D	07R	03/71R	03/71D	03/71A	OSIC/CIC
VINTA LO		CNU SH		EMP SH / SGF LO			

OSIC/CIC	EMP LO		STJ LO		CHIEF SH		TRAPR SH	
	48D	48R	46R	46D	41D	41R	47R	47D

TRAILS

42R	42D	40R	40D	26D	26R	24R	24D	24A
ANX LO		IRK LO		MCI HI		SLN HI		

OSIC/CIC	67A	ANY LO		SLN LO		GCK LO	
	67D	67R	66R	66D	66A	68D	68R

PRAIRIE

PRAIRIE EXTENSION

21R	21D	21A
DDC SH		

20D	20R	06R	06D	23A	23D	23R	22R	22D
HYS HI		ANY HI		LBL HI		GCK HI		

94A	FARGO SH		STL HI		84A	CAP LO	
	94D	94R	84R	84D		59R	59D

RIVERS

OSIC/CIC	HLV LO		MAC	VIH HI		SWISS SH	
	51R	51D	51A	29D	29R	31R	31D

OZARK

92D	92R	32R	32D	50A	50D	50R	OSIC/CIC
COLIE SH		TRX HI		UIN LO			

52A	52D	52R	53R	53D	30D	30R	28R	28D
	VIH LO		COU LO		HLV HI		SGF HI	

88D	88R	89D	89R	TRAFFIC MANAGEMENT
-----	-----	-----	-----	--------------------

OSIC/CIC	ENL LO		JAZZ LO		FAM HI		14A
	56R	56D	54D	54R	14R	14D	

GATEWAY

86D	86R	87D	88R	WATCH DESK
96R	96D			

58A	58D	58R	12R	12D	98D	98R	90R	90D
	VLA LO		COWES HI		ROCK SH		BLUES SH	

NOAA	
------	--

NOM	
-----	--

ZKC-ARTCC-468
CEA5966

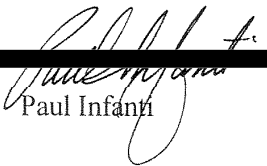
Section 8.
FAA Form 7230-19, ARTCC Flight Progress Strips

ZKC ARTCC-468
CEA5966

CEA5966 T/JS32/A T229 51 385 01	↑	OZARK3 MCM IRK STL OZARK3 MCM IRK	4761
	STL P2342	120	ST+

CEA5966 T/JS32/A T229 G224 40 385 03	MCM 00 ³⁸ 0030	↓ 120 86	STL./MCM IRK IRK <i>R</i> <i>W</i> <i>50/52</i> <i>C</i>	4761
	IRK			

I certify that this is a true copy of the original which was used by the controller.


Paul Infanti

ZKC-AR1CC-468
CEA5966

Section 9.
Transcriptions of Voice Recordings



US Department
of Transportation

**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION:** Partial Transcript;
Aircraft Accident; CEA5966;
4 S Kirksville, MO; October 20, 2004

Date: November 17, 2004

From: Kansas City ARTCC

Reply to
Attn. of:

To: Aircraft Accident File ZKC-ARTCC-468

This transcription covers the Kansas City ARTCC, Hallsville Low position for the time period from 10/19/04, 2359 UTC to 10/20/04, 0023 UTC.

Agencies Making Transmissions	Abbreviations
Corporate Express Airlines Flight #5966	CEA5966
Kansas City ARTCC, R52 (Hallsville Low)	R52
Kansas City ARTCC, D40 (Kirksville Low)	D40

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving CEA5966:

~~Troy Gattis~~
Troy Gattis
Air Traffic Control Specialist
Kansas City ARTCC

2359
(0000-0003)
0004
0004:56 CEA5966 kansas city center corpex fifty nine sixty six checking in with
you ten thousand good evening

0005
0005:01 R52 corpex fifty nine sixty six kansas city center roger

0006
0007
0008
0008:05 R52 corpex fifty nine sixty six climb and maintain one two thousand

ZKC ARTCC 468
CEA5966

Page 2 of 2

0008:17 R52 corpex fifty nine sixty six climb and maintain one two thousand twelve thousand

0008:22 CEA5966 one two thousand corpex fifty nine sixty six

0009

(0010-0015)

0016

0016:28 R52 corpex fifty nine sixty six contact kansas city center one three two point six

0016:38 CEA5966 kansas city on one thirty two point six corpex fifty nine sixty six

0017

0017:07 R52 over ride fifty two

0017:08 D40 forty request control corpex fifty nine sixty six

0017:11 R52 released with me c x

0017:12 D40 l d

0018

(0019-0022)

0023

End of Transcript



Memorandum

US Department
of Transportation

**Federal Aviation
Administration**

Subject: **INFORMATION:** Partial Transcript;
Aircraft Accident; CEA5966;
4 S Kirksville, MO; October 20, 2004

Date: January 25, 2004

From: Kansas City ARTCC

Reply to
Attn. of:

To: Aircraft Accident File ZKC-ARTCC-468

This transcription covers the Kansas City ARTCC, Kirksville Low position for the time period from 10/20/04, 0011 UTC to 10/20/04, 0117 UTC.

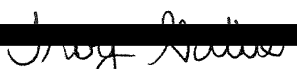
Agencies Making Transmissions

Corporate Express Airlines Flight #5966
Kansas City ARTCC, R40 (Kirksville Low)
Columbia Missouri AFSS
Cessna 402 N98695
Grumman Gulfstream N720DR

Abbreviations

CEA5966
R40
COU
N98695
N720DR

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving CEA5966:


Troy Gattis
Air Traffic Control Specialist
Kansas City ARTCC

0011
(0012-0015)

0016
0016:55 CEA5966 kansas city center corpex fifty nine sixty six checking in with you one two thousand

0017:00 R40 corpex fifty nine sixty six kansas city center good evening uh do you have the kirksville weather yet

0017:05 CEA5966 yes sir we do

ZKC-ARTCC-468
CEA5966

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0017:08	R40	corpex fifty nine sixty six roger uh what approach do you want over there
0017:12	CEA5966	we'd like vectors to the localizer d m e runway three six into kirksville
0017:16	R40	roger we have your request
0017:46	R40	corpex fifty nine sixty six descend at pilots discretion maintain eight thousand
0017:50	CEA5966	pilots discretion down to eight thousand corpex fifty nine sixty six
0017:59	R40	and corpex fifty nine sixty six fly your present heading vectors for the localizer three six approach
0018:04	CEA5966	present heading vectors for the localizer fifty nine sixty six
0019 (0020-0022) 0023		
0023:37	R40	corpex fifty nine sixty six descend at pilots discretion maintain three thousand
0023:42	CEA5966	pilots discretion maintain three thousand corpex fifty nine sixty six
0024 0025 0026 0027		
0027:06	R40	corpex fifty nine sixty six turn ten degrees right now vectors for the localizer uh uh runway three six final approach course
0027:13	CEA5966	ten right for vectors final approach course runway three six corpex fifty nine sixty six
0027:18	R40	corpex fifty nine sixty six say the new heading

0027:22 CEA5966 three one zero corpex fifty nine sixty six

0027:25 R40 thank you
0028
0029
0030

0030:35 R40 corpex fifty nine sixty six uh one one miles south of uh kemmy turn
right heading three three zero maintain three thousand until established
on the localizer cleared localizer d m e runway three six approach at
kirksville

0030:48 CEA5966 three thousand feet until established uh heading three three zero
cleared for the localizer d m e runway three six into kirksville

0031
0031:34 R40 good rides the weather's down some it's i f r at kirksville over there and
um whiteman's still there no special activities little bit of flow up there
whiteman tacan out i guess sedalia's closed at night and the n d b's out
november seven echo sierra roger um traffic he's doing the localizer
three six approach cleared for it still on your frequency

0032
0032:12 R40 cool

0033
0033:40 R40 corpex fifty nine sixty six frequency change approved report the down
time on this frequency or through flight service

0033:46 CEA5966 all right frequency change approved we'll cancel with you on the
ground corpex fifty nine sixty six so long

0033:50 R40 roger
0034
(0035-0042)

0043
0043:37 R40 corpex fifty nine sixty six radio check
0044
(0045-0050)
0051

0051:48 0052 0053 0054 0054:42	R40 COU	corpex fifty nine sixty six radio check radio
0054:44	R40	yeah it's kansas city center kirksville low could you uh see if at kirksville airport you've got a cancellation or see if you could find out about corpex fifty nine sixty six should've landed there about fifteen minutes ago
0054:54	COU	corpex sixty nine sixty six
0054:56	R40	uh corpex five niner six six
0054:59	COU	oh five niner ok we'll check it out
0055:01	R40	thanks
0055:02	COU	uh g b
0055:02 0056 0057 0058 0058:27	R40 N98695	t q kansas city center twin cessna niner eight six niner five is on the ground at kirksville like to pick up i f r clearancc to saint louis
0058:37	R40	twin cessna niner eight six niner five kansas city center roger uh i'd like to but uh i haven't gotten a cancellation yet from corpex fifty nine sixty six uh if you want to take a look around on the ramp see if there's a corpex fifty nine sixty six parked there let me know uh otherwise i'll have to wait til i get a cancellation

0058:53 N98695 okay i'll radio in check on that six niner five

0059
0059:50 R40 corpex fifty nine sixty six corpex radio check
0100
(0101-0104)
0105
0105:03 N98695 kansas city center twin cessna niner eight six niner five you heard from corpex yet at kirksville

0105:10 R40 uh we've got some eyewitness reports that they think he might have went down short of the runway so we're checking into that

0105:17 N98695 okay roger six niner five

0106
0106:10 R40 twin cessna niner eight six niner five can you see anything uh a few miles south of the runway

0106:15 N98695 uh niner eight six niner five uh looking i don't see anything negative

0106:20 R40 roger

0106:25 R40 gulfstream seven two zero delta romeo just so you know we're looking for an aircraft possibly uh crashed south of the kirksville airport

0106:34 N720DR alright thank you very much uh you anticipate a hold for us or

0106:38 R40 uh most likely
0107
0108
0108:11 R40 november niner eight six niner five uh be advised the corpex is overdue it's been more than a half an hour uh if you would still like to go uh and it appears clear to you i can issue a departure clearance at this time

0108:41 R40 twin cessna niner eight six niner five radio check

0108:49 R40 gulfstream zero delta romeo uh we haven't confirmed where the uh corpex is uh he is overdue and with your concurrence if you would like an approach clearance i am able to give you one

0109
0109:06 N720DR okay say that one more time you are able to give an approach clearance

0109:09 R40 zero delta romeo affirmative uh it is possible that that aircraft is a few miles south of the airport uh the airport ought to be clear there was an aircraft on the ground looking for a clearance to get out and uh he's not online anymore uh if you would like an approach in there and you are able to make one let me know if you would like one

0109:09 N720DR yeah if we are able to get an approach clearance we'll go ahead and do that and in the event of a missed (unintelligible)

0109:34 R40 november seven two delta romeo turn left to a heading three three zero maintain three thousand until established on the localizer cleared for the localizer three six at kirksville

0109:57 N720DR left heading three three zero and three thousand localizer approach to kirksville

0110:46 R40 it is i f r board is empty traffic we are talking to the bright ones we are not talking to any dim ones corpex fifty nine sixty six is uh considered uh probably lost uh we are going through investigation of that uh eye witnesses thought they might have seen him three or four miles south of the airport zero delta romeo has been advised of that and uh would like the approach clearance so i gave him one with that information uh if he has to he will miss approach questions

0111:29 R40 so corpex was you think he landed short is what we think yes that's what we think hmm okay no questions

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CEA5966

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0112
(0113-0116)
0117

End of Transcript



Memorandum

US Department
of Transportation

**Federal Aviation
Administration**

Subject: **INFORMATION:** Partial Transcript;
Aircraft Accident; CEA5966;
4 S Kirksville, MO; October 20, 2004

Date: November 17, 2004

From: Kansas City ARTCC

Reply to
Attn. of:

To: Aircraft Accident File ZKC-ARTCC-468

This transcription covers the Kansas City ARTCC, Kirksville Low Manual position for the time period from 10/20/04, 0012 UTC to 10/20/04, 0024 UTC.

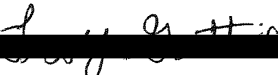
Agencies Making Transmissions

Kansas City ARTCC, R52 (Hallsville Low)
Kansas City ARTCC, D40 (Kirksville Low)
Kansas City ARTCC, R50 (Quincy Low)
Kansas City ARTCC, R40 (Kirksville Low)

Abbreviations

R52
D40
R50
R40

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving CEA5966:


Troy Gattis
Air Traffic Control Specialist
Kansas City ARTCC

0012
(0013-0016)

0017

0017:07 R52 over ride fifty two

0017:09 D40 forty request control corpex fifty nine sixty six

0017:11 R52 released with me c x

0017:12 D40 l d

ZKC-AR1CC-468
CEA5966

Page 2 of 2

0017:16	R50	over ride
0017:18	D40	forty request control corpex fifty nine sixty six
0017:21	R50	corpex fifty nine sixty six your control for lower
0017:22	D40	l d
0017:23	R50	(unintelligible)
0018 0018:17	R40	you're leaving
0018:18	D40	yeap nothing i need to tell you about that you don't know
0018:21	R40	i got it
0018:22 0019 (0020-0023) 0024	D40	okay l d

End of Transcript

ZKC-ARTCC-468
CEA5966

Section 10.
FAA Form 8020-3, Facility Accident/Incident Notification Record

FACILITY ACCIDENT/INCIDENT NOTIFICATION RECORD

Aircraft Identification	CEA 5966
Date	10/20/04
Airport IIR - Kirksville, MO	

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

	Phone No.	Time	Initials	
			Caller	Recipient
Airport Emergency Equipment 24 Hr. Dispatch	6606655621	N/A		FIRE & TRAFFIC BULLETS PEIR MO HIGHWAY PATROL
Additional Emergency Equipment		N/A		
Search and Rescue EDF RCC	ZKC	0135	SS	BE
*Washington Operations Center (WOC) VIA ROC	(202) 267-3333	N/A *	HU	
Region Operations Center (ROC)	(816) 329-3000			
Air Traffic Manager Paul R. Infanti	(913) 254-8400	0120 0200	HU	PA PI
Flight Standards District Office (FSDO) MKC	8168912100	0215	HU	MARTENS
Air Traffic Investigations Division (AAT-200) VIA ROC		0215	HU	
National Transportation Safety Board (NTSB) VIA ROC		0215	HU	DINWIDDIE
System Maintenance Organization Manager VIA MCC		0215	TV	FREEMAN
Law Enforcement Police	6606655621	N/A		
National Weather Service (NWS) NWS STL	6364471888	0223	TV	ACQUAVIVA
Military Authority		N/A		
Port Authority Scott Meredith (660) 665-1544	(660) 665-5020	0215	TV	JODY
Aircraft Operator American Connections	6606270100	0115	HU	
Law Enforcement Sheriff	6606654644	N/A		
DEN		0156		
MO HIGHWAY PATROL TERRY BARNETT	[REDACTED]	0115	HU	
Police/Sheriff: 24 Hr. **** Sheriff: Adair Co.		N/A		
Mailing Address:				
Kirksville Regional A/P Rt 6 Kirksville, MO 63501				

Form Updated by (Name, Title, Facility): Richard Sweeney, Quality Assurance Specialist, ZKC ARTCC Date: March 27, 2003
 *Accidents requiring telephone notification to Washington shall be made immediately following notification for emergency equipment and/or search and rescue.

* CON AFSS HAS RECD PUBLIC NOTICE ABOUT THE ACCIDENT. HQ CALLED ZKC

ZKC ARTCC 468
CEA5966

Section 11.
Personnel Statements

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
KANSAS CITY AIR ROUTE TRAFFIC CONTROL CENTER

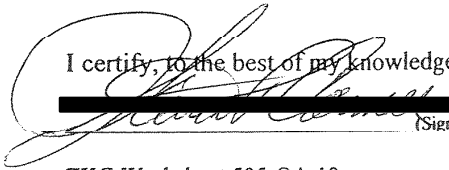
This statement concerns the accident/incident involving CEA5966 (Call-sign) and _____ (Call-sign)
at 4 S. IRKSVILLE, MO (Location), on 10/20/2004 (MM, DD, YYYY) at 0037 UTC.
My name is STEVEN P. CONNER (First, Mi, Last) (EX) (Oper. Init.). I am employed as
() an Air Traffic Control Specialist / () a Supervisory Air Traffic Control Specialist by the FAA at the
Kansas City Air Route Traffic Control Center, Olathe, Kansas. I was working the RS2 (Position) from
2349 (Time on SISO) UTC to 0018 (Time off SISO) UTC.

Text of Statement:

I WAS WORKING RS2 WHEN CEA5966 CONTACTED
KC CENTER ON INITIAL CALL. ALL COMMUNICATION
WAS NORMAL WHEN I COMPLETED THE HANDOFF AND
COMMUNICATION CHANGE TO SECTOR 40.

I DO NOT REMEMBER WHAT THE VARIOUS SETTINGS OF
THE OPERATIONAL EQUIPMENT WERE AT THE TIME OF THE
ACCIDENT.

I certify, to the best of my knowledge and recollection, the above statement is correct.



(Signature) 10/20/2004 (Date)

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
KANSAS CITY AIR ROUTE TRAFFIC CONTROL CENTER

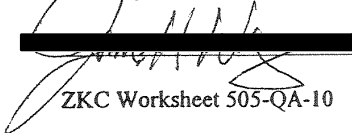
This statement concerns the accident/incident involving CEA5966 (Call-sign) and _____ (Call-sign) at 4 MILES SOUTH OF KIRKSVILLE, MISSOURI (Location), on 10/20/04 (MM, DD, YYYY) at 0037 UTC. My name is JAMES H. WALTZ (First, Mi, Last) (JQ) (Oper. Init.). I am employed as (X) an Air Traffic Control Specialist / () a Supervisory Air Traffic Control Specialist by the FAA at the Kansas City Air Route Traffic Control Center, Olathe, Kansas. I was working the R40 (Position) from 0001 (Time on SVSO) UTC to 0033 (Time off SVSO) UTC.

Text of Statement:

I WAS WORKING SECTOR 40 COMBINED WITH SECTOR 42 WHEN CEA5966 CHECKED ON FREQUENCY 132.6 AT 12,000 FEET. I ASKED THE PILOT IF HE HAD RECEIVED THE KIRKSVILLE, MO AUTOMATED WEATHER, AND HE ANSWERED IN THE AFFIRMATIVE. I THEN ASKED THE PILOT WHAT APPROACH HE WANTED AT KIRKSVILLE, AND HE SAID HE WANTED THE LOCALIZER/D.M.E. RUNWAY 36 APPROACH. I ASSIGNED HIM A TEN DEGREE RIGHT TURN TO START HIM TOWARD THE LOCALIZER AND GAVE HIM A PILOT'S DISCRETION DESCENT CLEARANCE TO 3,000 FEET. I THEN GAVE HIM HIS POSITION FROM KEMMY, THE OUTER MARKER, GAVE HIM A HEADING OF 330°, TOLD HIM TO MAINTAIN 3,000 UNTIL ESTABLISHED ON THE LOCALIZER AND CLEARED HIM FOR THE LOCALIZER/D.M.E. RUNWAY 36 APPROACH AT KIRKSVILLE. I THEN WAS RELIEVED FROM THE SECTOR. I DO NOT REMEMBER WHAT THE VARIOUS SETTINGS OF THE OPERATIONAL EQUIPMENT WERE AT THE TIME OF THE ACCIDENT.

I RESERVE THE RIGHT TO CHANGE MY STATEMENT SHOULD NEW INFORMATION ^{THAT} ~~BECOME~~ AVAILABLE TO ME.
BECOMES

I certify, to the best of my knowledge and recollection, the above statement is correct.

 (Signature) 10/20/04 (Date)

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
KANSAS CITY AIR ROUTE TRAFFIC CONTROL CENTER

This statement concerns the accident/incident involving CEA5966 (Call-sign) and — (Call-sign) at 7 MILES SOUTH OF KIRKSVILLE, MISSOURI (Location), on 10/20/04 (MM, DD, YYYY) at 0037 UTC. My name is JAMES H. WALTZ (First, Mi, Last) JH (Oper. Init.). I am employed as an Air Traffic Control Specialist / () a Supervisory Air Traffic Control Specialist by the FAA at the Kansas City Air Route Traffic Control Center, Olathe, Kansas. I was working the R40 (Position) from 0001 (Time on SI/SO) UTC to 0033 (Time off SI/SO) UTC.

Text of Statement:

AMENDED PERSONNEL STATEMENT:
I GAVE CEA5966 TWO DESCENT CLEARANCES BEFORE CLEARING HIM FOR AN APPROACH. THE FIRST ONE WAS A PILOT'S DISCRETION CLEARANCE TO 8,000 FEET AND THE SECOND WAS APPROXIMATELY 6 MINUTES AFTER THAT AND WAS A PILOT'S DISCRETION DESCENT TO 3,000 FEET.

I certify, to the best of my knowledge and recollection, the above statement is correct.

[Signature] (Signature) 11/1/04 (Date)
ZKC Worksheet 505-QA-10

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
KANSAS CITY AIR ROUTE TRAFFIC CONTROL CENTER

This statement concerns the accident/incident involving CEA5966 (Call-sign) and _____ (Call-sign)
at 4 S KIRKSVILLE, MO (Location), On 10-20-4 (MM, DD, YYYY) at 0037 UTC.
My name is LEE CAPE (First, Mi, Last) (LD) (Oper. Init.). I am employed as
() an Air Traffic Control Specialist / () a Supervisory Air Traffic Control Specialist by the FAA at the
Kansas City Air Route Traffic Control Center, Olathe, Kansas. I was working the D40 (Position) from
2248 (Time on SI/SO) UTC to 0018 (Time off SI/SO) UTC.
0105 to LC 1-25-05

Text of Statement:

I WAS WORKING THE SECTOR 40 D SIDE POSITION,
WHEN CEA5966 CHECKED ON AT 120. I GOT CONTROL
FROM SECTORS 50 + 52 FOR DESCENT + RELAYED
THE INFORMATION TO THE SECTOR 40 RADAR CONTROLLER.
I GAVE THE SECTOR 40 R CONTROLLER A RELIEF
BRIEFING AND LEFT THE POSITION. I DO NOT REMEMBER
WHAT THE VARIOUS SETTINGS OF THE OPERATIONAL
EQUIPMENT WERE AT THE TIME OF THE ACCIDENT.

I certify, to the best of my knowledge and recollection, the above statement is correct.

[Signature] (Signature) 10/20/04 (Date)

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
KANSAS CITY AIR ROUTE TRAFFIC CONTROL CENTER

This statement concerns the accident/incident involving Cea 5966 (Call-sign) and _____ (Call-sign) at ^{TOM}~~TRK~~ 4 s. Kirksville ^{MO TOM} (Location), on 10/19/2004 (MM, DD, YYYY) at 0033 ⁰⁰³⁷ ~~0038~~ ^{TOM} UTC. My name is Thomas O. Moloney III (First, Mi, Last) (TO) (Oper. Init.) . I am employed as () an Air Traffic Control Specialist / () a Supervisory Air Traffic Control Specialist by the FAA at the Kansas City Air Route Traffic Control Center, Olathe, Kansas. I was working the 40R (Position) from 0033 (Time on SI/SO) UTC to 0111 (Time off SI/SO) UTC.

Text of Statement:

I gave a routine communication change to Cea5966 at 0033 Z. After not getting a timely do time, I called FSS at 0054 to investigate. (due to my estimate that I thought the aircraft would land at 0038)

I do not recall the various settings of the operational equipment at the time of the accident. 10/26/04 T.O. Moloney

I certify, to the best of my knowledge and recollection, the above statement is correct.

[Signature] (Signature) 10/19/04 (Date)

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
KANSAS CITY AIR ROUTE TRAFFIC CONTROL CENTER

This statement concerns the accident/incident involving CEA5966 (Call-sign) and _____ (Call-sign) at 4S KIRKSVILLE, MO (Location), on 10/20/2004 (MM, DD, YYYY) at 0037 UTC. My name is CHRISTOPHER M. FOLLOWELL (First, Mi, Last) (CL) (Oper. Init.). I am employed as () an Air Traffic Control Specialist / (X) a Supervisory Air Traffic Control Specialist by the FAA at the Kansas City Air Route Traffic Control Center, Olathe, Kansas. I was working the ASIC (Position) from 2326 (Time on S/SO) UTC to 0137 (Time off S/SO) UTC.

Text of Statement:

I was conducting general supervision & monitoring in the Trails Area when TMU called to relay an ARINC message to CEA5966. I established his position in ZKC 40/42 & was informed by that controller (TC) that CEA5966 was on the Kirksville advisory frequency. TC also advised that the expected down time report was becoming overdue.

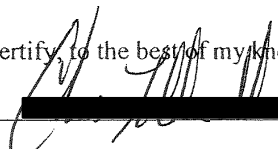
I called the phone number listed for Kirksville in the Airport/Facility Directory, and asked the respondent to conduct a ramp check. That individual reported the aircraft was not on the field, but that local emergency dispatchers had just been called to the scene of an airplane crash 4 miles south of the field.

He added that my call was just one of the inquiries coming in regarding this aircraft, and that they were now operating under the assumption that the crash was CEA5966.

I hung up and notified the OMIC.

There is no individual position configuration for this position. CMF
11/22/04

I certify, to the best of my knowledge and recollection, the above statement is correct.



(Signature) 10/19/04 (Date)

ZKC-ARTCC-468
CEA5966

Section 12.
Weather Products



20 Oct 2004 01:00Z

Product CIL: MTR

KIRK 200055Z AUTO 03007KT 4SM BR OVC003 09/09 A2996 RMK AO2 SLP152 -*AFTER*
T00940089 TSNO

KIRK 200113Z AUTO 04005KT 5SM BR OVC005 09/09 A2995 RMK AO2 CIG
003V008 TSNO

20 Oct 2004 00:00Z

Product CIL: MTR

KIRK 192355Z AUTO 03007KT 6SM BR OVC007 09/09 A2995 RMK AO2 CIG - *BEFORE*
004V009 SLP148 6//// T00940089 53011 TSNO

KIRK 200019Z AUTO 04005KT 3SM BR OVC003 09/09 A2995 RMK AO2 -- *during*
TSNO

I certify that this is a true copy of the original which was used by the controller.

Jose Garcia
Assistant Air Traffic Manager
Kansas City Air Route Traffic Control Center

ZKC-ARTCC-468

aoht

Thu Oct %2d 12:05: .004

1

19 Oct 2004 23:00Z

Product CIL: MTR

KSTL 192251Z 34007KT 2SM BR OVC005 11/10 A2990 RMK AO2 SLP127
T01060100

KSTL 192357Z 01006KT 1 1/2SM -DZ BR OVC007 10/10 A2992 RMK AO2 CIG
003V009 P0000

20 Oct 2004 00:00Z

Product CIL: MTR

KSTL 192351Z 36004KT 2SM -DZ BR OVC007 10/10 A2992 RMK AO2 DZB04
CIG 003V009 SLP133 P0000 60000 T01000100 10111 20100
53014

KSTL 200012Z 34006KT 1 1/2SM -DZ BR OVC004 10/10 A2993 RMK AO2 CIG
003V007 P0000

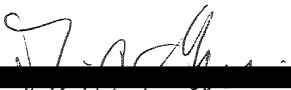
20 Oct 2004 01:00Z

Product CIL: MTR

KSTL 200051Z 35006KT 1 1/2SM -DZ BR OVC004 10/10 A2994 RMK AO2
SLP141 P0000 T01000100

KSTL 200127Z 34003KT 2SM -DZ BR OVC004 10/10 A2995 RMK AO2 CIG
003V008 P0000

I certify that this is a true copy of the original which was used by the controller.



José Garcia
Assistant Air Traffic Manager
Kansas City Air Route Traffic Control Center

Airport & NAVAID NOTAMs for Sector 42 10/19/04 8:55 PM

COU 10/044 9K5 4/22 UNSAFE HIGH GRASS TURF STRIP WEF 0410061530 (SLATER, MO)
DMO 10/003 DMO AP CLSD NGT (SEDALIA, MO)
DMO 10/002 DMO 18/36 CLSD WEF 0410151200 (SEDALIA, MO)
DMO 06/005 DMO 18 FIRST 600 CLSD (SEDALIA, MO)
COU 09/263 SZL APP 1200-0330 FRI TIL 0410300330 (KNOB NOSTER, MO)
COU 09/263 SZL APP 1200-0330 FRI TIL 0410300330 (KNOB NOSTER, MO)
COU 06/016 VER NDB RTS (BOONVILLE, MO)

Tower light outages for Sector 42

COU 10/085 OR2 TOWER 1337 (310 AGL) 6.4 NNE LGTS OTS TIL 0410281253 (LINCOLN, MO)
COU 10/081 OR2 TOWER 913 (240 AGL) 7.9 ENE LGTS OTS TIL 0410272049 (LINCOLN, MO)
COU 10/125 2M1 TOWER (320 AGL) 6.2 NE LGTS OTS (ASR 1222699) TIL 0411020709 (BATES CITY, MO)
COU 10/083 2M1 TOWER 1120 (265 AGL) 1.4 SSE LGTS OTS (ASR 1014913) TIL 0410280633 (BATES CITY, MO)
COU 10/133 3MO TOWER 1255 (304 AGL) 10 SSE LGTS OTS (ASR 1226900) TIL 0411031010 (OSCEOLA, MO)
COU 10/123 3VS TOWER 1367 (347 AGL) 5.4 E LGTS OTS (ASR 1020838) TIL 0411020205 (VERSAILLES, MO)
ICT 10/131 57K TOWER 1488 (409 AGL) 3 SW LGTS OTS (ASR 1046384) TIL 0411010137 (PLEASANTON, KS)
ICT 10/123 57K TOWER 1180 (320 AGL) 13 N LGTS OTS (ASR 1218479) TIL 0410301052 (PLEASANTON, KS)
ICT 10/102 57K TOWER 1434 (426 AGL) 10 NNW LGTS OTS (ASR 1200814) TIL 0410272140 (PLEASANTON, KS)
COU 10/126 BUM TOWER 1165 (275 AGL) 8.5 N LGTS OTS (ASR 1028516) TIL 0411021812 (BUTLER, MO)
COU 10/111 BUM TOWER 1303 (483 AGL) 2.7 S LGTS OTS (ASR 1004014) TIL 0410301332 (BUTLER, MO)
ICT 10/153 K81 TOWER 1391 (307 AGL) 11 ESE LGTS OTS (ASR 1216780) TIL 0411031347 (PAOLA, KS)
ICT 10/128 K81 TOWER 1170 (260 AGL) 3.8 SSW LGTS OTS (ASR 1232180) TIL 0410311238 (PAOLA, KS)
COU 10/132 LRY TOWER 1237 (320 AGL) 9.6 NNE LGTS OTS (ASR 1227069) TIL 0411030819 (HARRISONVILLE, MO)
COU 10/129 MHI TOWER 1161 (381 AGL) 2.4 NNW LGTS OTS (ASR 1007054) TIL 0411030038 (MARSHALL, MO)
COU 10/115 MHL TOWER 1743 (983 AGL) 3.9 SW LGT OTS (ASR 1232537) TIL 0410301807 (MARSHALL, MO)
COU 10/091 SZL TOWER 1229 (271 AGL) 8.3 SSE LGTS OTS (ASR 1005508) TIL 0410282149 (KNOB NOSTER, MO)
COU 10/091 SZL TOWER 1229 (271 AGL) 8.3 SSE LGTS OTS (ASR 1005508) TIL 0410282149 (KNOB NOSTER, MO)
COU 10/093 VER TOWER 961 (222 AGL) 1.7 WNW LGTS OTS (ASR 1232569) TIL 0410290002 (BOONVILLE, MO)

Regional VOR/TACAN/DME Outages

*BRL 10/006 BRL VOR OTS WEF 0410201300-0410202300 (BURLINGTON, IA)
*BRL 10/005 BRL TACAN OTS WEF 0410201300-0410212100 (BURLINGTON, IA)
BRL 09/017 BRL TACAN AZM OTS (BURLINGTON, IA)
*HUF 10/168 BVT TACAN OTS WEF 0410201500-0410201700 (LAFAYETTE, IN)
*STL 10/164 CSX VOR/DME UNMNT (ST LOUIS, MO)

I certify that this is a true copy of the original which was used by the controller.


Jose Garcia
Assistant Air Traffic Manager

19 Oct 2004 12:00Z

Product CIL: FD2

DATA BASED ON 191200Z

VALID 200000Z FOR USE 2100-0600Z. TEMPS NEG ABV 24000

FT	3000	6000	9000	12000	18000	24000	30000	34000	39000
BRL	0510	3007+10	2911+05	3013-01	2727-14	2739-26	284142	284652	275756

19 Oct 2004 12:00Z

Product CIL: FD2

DATA BASED ON 191200Z

VALID 200000Z FOR USE 2100-0600Z. TEMPS NEG ABV 24000

FT	3000	6000	9000	12000	18000	24000	30000	34000	39000
COU	0506	3110+13	3014+07	2917+01	2833-11	2741-24	284441	285350	286655

19 Oct 2004 12:00Z

Product CIL: FD2

DATA BASED ON 191200Z

VALID 200000Z FOR USE 2100-0600Z. TEMPS NEG ABV 24000

FT	3000	6000	9000	12000	18000	24000	30000	34000	39000
DSM	0706	3311+10	2915+04	2715-02	2634-15	2747-26	275442	275952	276257

I certify that this is a true copy of the original which was used by the controller.


 Jose Garcia
 Assistant Air Traffic Manager
 Kansas City Air Route Traffic Control Center

ZKC-ARTCC-468
CEA5966

aOht

Wed Oct %2d 01:24:.. .004

1

19 Oct 2004 19:00Z

Product CIL: WA3

WA3S

\036CHIS WA 191945

AIRMET SIERRA UPDT 6 FOR IFR AND MTN OBSCN VALID UNTIL 200200

AIRMET IFR...MN IA MO WI IL LS LM MI IN

FROM YWG TO YQT TO DLL TO ECK TO DXO TO FWA TO CVG TO FAM TO 30E

OSW TO MKC TO BRD TO YWG

OCNL/WDSR CIG BLW 010/VIS BLW 3SM BR/FG. CONDS CONTG BYD 02Z

THRU 08Z.

AIRMET MTN OBSCN...KY

FROM HNN TO HMV TO 50SW LOZ TO HNN

MTNS OCNL OBSC BY CLDS/PCPN. CONDS CONTG BYD 02Z THRU 08Z.

....

19 Oct 2004 19:00Z

Product CIL: WA3

WA3T

\036CHIT WA 191945

AIRMET TANGO UPDT 3 FOR TURB VALID UNTIL 200200

NO SGFNT TURB EXP EXC INVOF CNVTV ACT.

....

19 Oct 2004 19:00Z

Product CIL: WA3

WA3Z

\036CHIZ WA 191945

AIRMET ZULU UPDT 3 FOR ICE AND FRZLVL VALID UNTIL 200200

AIRMET ICE...ND MN WI IL MT LM IH

FROM YWG TO YQT TO SSM TO YVV TO ECK TO DLL TO BJI TO MOT TO 60NE

ISN TO YWG

OCNL MOD RIME/MXD ICGICIP BTN FRZLVL AND FL200. FRZLVL 040-100

SLPG NW-SE. CONDS ENDG MOST SXNS BY 02Z EXC CONTG UPR MI AND LS

PTNS BYD 02Z ENDG 06Z-08Z.

AIRMET ICE...SD NE

FROM ABR TO OVR TO MCK TO SNY TO BFF TO 70NW RAP TO ABR

OCNL MOD RIME/MXD ICGICIP BTN 090 AND FL200. CONDS SPRDG EWD AND

CONTG BYD 02Z THRU 08Z.


FRZLVL...020-045 OVR NRN HIF ND.

OTRW...045-080 N OF A 70NW RAP-30N RWF-SSM LN SLPG TO

110-140 S OF A GLD-PWE-DXO LN.

....

I certify that this is a true copy of the original which was used by the controller.


Jose Garcia

Assistant Air Traffic Manager


Kansas City Air Route Traffic Control Center

ZKC-ARTCC-468

CEA5966

- *STL 10/167 FTZ VOR OTS WEF 0410201300-0410201900 (FORLSTELL, MO)
- *GLD 10/010 GLD TACAN OTS WEF 0410201400-0410201700 (GOODLAND, KS)
- *COU 10/142 HLV TACAN AZM OTS WEF 0410201300-0410201401 (HALLSVILLE, MO)
- MCI 10/011 MCI TACAN AZM OTS (KANSAS CITY, MO)
- *ICT 10/158 RBA VOR/DME OTS WEF 0410201400-0410201900 (ROBINSON, KS)

I certify that this is a true copy of the original which was used by the controller.



Jose Garcia

Assistant Air Traffic Manager

Kansas City Air Route Traffic Control Center

ZKC-ARTCC-468
CEA5966

TMMO 200122
COU UA /OV COU/TM 0119/FLUNKN/TP JS41/SK OVCUNKN-TOP040/IC NEG/RM
DURGD COU TOPS RGD=
TMMO 200027
SGF UA /OV SGF/TM 0024/FLUNKN/TP GLF2/SK OVC018-TOP030/RM FM
APC=
TMMO 200002
IRK UA /OV IRK040020/TM 0000/FL230/TP BE20/TA M20/WV 27652KT=
TMMO 192327
JLN UA /OV EOS072028/M58 DURD/TM 2324/FLUNKN/TP C525/SK
UNKN020-TOP026/RM FM APCH=
TMMO 192313
MCI UA /OV MCI180005/TM 2311/FLUNKN/TP B737/SK OVC021-TOP036/RM
MCI APCH=
MKC UA /OV MKC050005/TM 2312/FLUNKN/TP BE20/SK OVCUNKN-TOP038/RM
MCI APCH=
TMMO 192100
STL UA /OV STL170007 /TM 2049 /FL DURC /TP E145 /SK OVC011-TOP033
/RM CLR ABV=
TMMO 192051
SUS UA /OV SUS /TM 2038 /FL UNKN /TP FA50 /SK OVC011-TOP028=
TMMO 192032
MCI UA /OV MCI010001/TM 2030/FL018/TP B737/SK OVC018-TOPUNKN/RM
MCI APCH=
TMMO 191952
MCI UA /OV MCI/TM 1949/FLDURD/TP E145/SK OVCUNKN-TOP035=
TMMO 191850
STL UA /OV STL 270025 /TM 1840 /FL UNKN /TP DA40 /SK
OVCUNKN-TOP050/CA=
TMMO 191843
STL UA /OV STL/TM 1842/FL170/TP MU2/TB SMTH=
TMMO 191832
TBN UA /OV MAP/TM 1830/FL055/TP C185/SK OVCUNKN-TOP030/WX
FV50SM/TA 15/TB NEG=

I certify that this is a true copy of the original which was used by the controller.


[REDACTED]
Jose Garcia
Assistant Air Traffic Manager
Kansas City Air Route Traffic Control Center

20 Oct 2004 00:00Z

Product CIL: TAF

TAF AMD

KUIN 200040Z 200124 03008KT 2SM BR OVC004
TEMPO 0206 1SM BR OVC003
FM0600 03005KT 1/2SM FG OVC003
FM1500 06007KT 4SM BR OVC010=

TAF AMD

KUIN 200051Z 200124 03008KT 1SM BR OVC004
TEMPO 0206 1/2SM FG OVC003
FM0600 03005KT 1/2SM FG OVC003
FM1500 06007KT 4SM BR OVC010=

19 Oct 2004 23:00Z

Product CIL: TAF

KUIN 192353Z 200024 03008KT 4SM BR OVC006
FM0300 03005KT 3SM BR OVC008
FM1400 06007KT 4SM BR OVC010=
KUIN 192353Z 200024 03008KT 4SM BR OVC006
FM0300 03005KT 3SM BR OVC008
FM1400 06007KT 4SM BR OVC010=

TAF AMD

KUIN 200040Z 200124 03008KT 2SM BR OVC004
TEMPO 0206 1SM BR OVC003
FM0600 03005KT 1/2SM FG OVC003
FM1500 06007KT 4SM BR OVC010=

TAF AMD

KUIN 200051Z 200124 03008KT 1SM BR OVC004
TEMPO 0206 1/2SM FG OVC003
FM0600 03005KT 1/2SM FG OVC003
FM1500 06007KT 4SM BR OVC010=

19 Oct 2004 22:00Z

Product CIL: TAF

TAF AMD

KUIN 192227Z 192218 03008KT 4SM BR OVC006
FM0300 03005KT 3SM BR OVC008
FM1400 06007KT 4SM BR OVC010=

19 Oct 2004 17:00Z

Product CIL: TAF

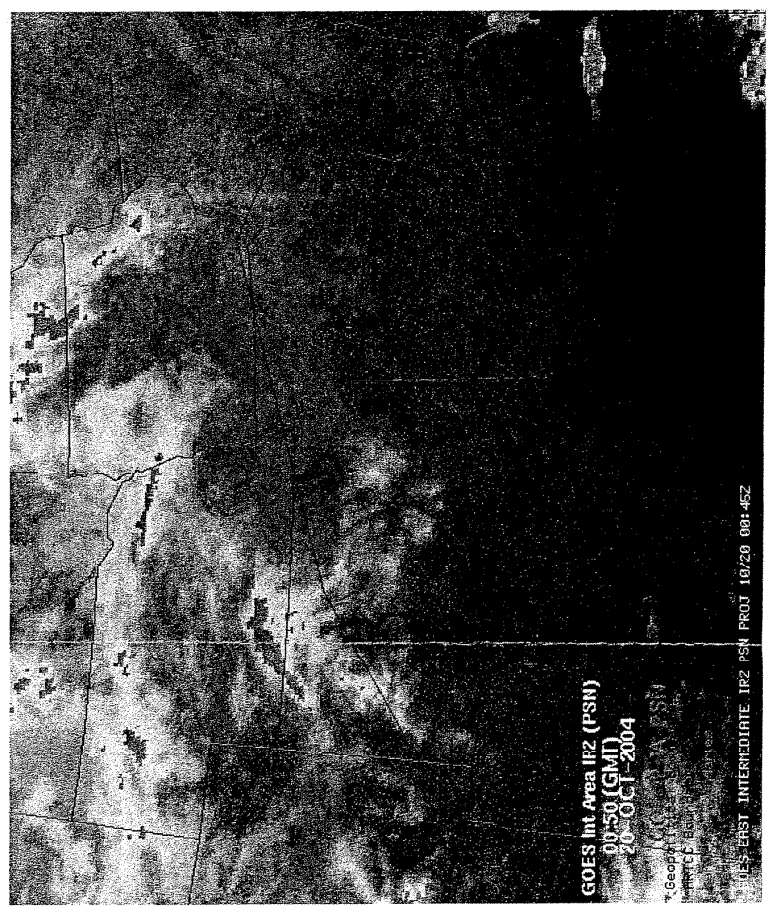
KUIN 191732Z 191818 03008KT 3SM BR OVC003
FM0300 03005KT 3SM BR OVC008
FM1400 06007KT 4SM BR OVC010=
KUIN 191732Z 191818 03008KT 3SM BR OVC003
FM0300 03005KT 3SM BR OVC008
FM1400 06007KT 4SM BR OVC010=

TAF AMD

KUIN 192227Z 192218 03008KT 4SM BR OVC006
FM0300 03005KT 3SM BR OVC008
FM1400 06007KT 4SM BR OVC010=

ZKU-AK100-468
CEA5966

006457



GOES Int Area IR2 (PSN)
00:50 (GMT)
20 OCT 2004

Geographic Information Systems
U.S. EAST INTERMEDIATE IR2 PSN PROJ 10/20 08:45Z

ZKC-ARTCC-468
CEA5966

004/78

