



Federal Aviation Administration

Memorandum

Date: October 25, 2022

To: Ryan Almasy, Director, Eastern Service Center

MARK
COLLINS

Digitally signed by MARK
COLLINS
Date: 2022.10.25
07:05:19 -04'00'

From: Mark A. Collins, Manager, Portland (ME) Airport Traffic
Control Tower

Subject: **INFORMATION:** Certification Statement
Aircraft Accident, N902AT
Arundel, ME, October 05, 2022

I certify that aircraft accident package, 22-002-PWM, has been reviewed and is complete.

Copy

Aircraft Accident Package

22-002-PWM

N902AT, BE36

October 05, 2022, 1757 UTC

Destroy: October 05, 2027 UTC

SECTION 1.
Table of Contents

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SECTION 2.

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

FAA Form 8020-6, Report of Aircraft Accident

| | | | | | | | |
|---|--|---|-----------------------------|---|---------------------------|--------------------|---------|
| DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION | | REPORT DATE October 18, 2022 | REPORT NO. 22-002-PWM | | | | |
| REPORT OF AIRCRAFT ACCIDENT | | NAME OF REPORTING FACILITY Portland (ME) ATCT (PWM) | | | | | |
| 1. AIRCRAFT IDENTIFICATION AND TYPE N902AT, BE36 | 2. DATE/TIME OF ACCIDENT (UTC) October 5, 2022; 1757 UTC | 3. LOCATION OF ACCIDENT: CITY, STATE (MAND) Arundel, ME | | | | | |
| 4. NATURE OF ACCIDENT Aircraft crashed on final approach to the Biddeford Municipal Airport. | | LATITUDE/LONGITUDE (OPTL) N43 25 22.9000 W070 31 12.5000 | | | | | |
| | | 5. TYPE OF FLIGHT IFR Flight Plan | | | | | |
| 6. FLIGHT CREW | NAME | POSITION | ADDRESS (CITY AND STATE) | UNINJURED | INJURED | FATALITY | UNKNOWN |
| | Eldon Morrison | Pilot | Yarmouth, ME | | | X | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| 7. PASSENGER DATA | | NUMBER ABOARD AIRCRAFT 1 | NUMBER UNINJURED 0 | NUMBER INJURED 0 | NUMBER FATALITIES 1 | | |
| 8. AIRCRAFT DAMAGE Destroyed | | | 9. PROPERTY DAMAGE None | | | | |
| 10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS Normal | | | | | | | |
| 11. WEATHER DATA (USE UTC DATE/TIME) | REPORT JUST PRIOR TO ACCIDENT SANFORD MUNI METAR - 1746 UTC: automated, wind zero one zero at nine, visibility two and one-half statute miles, light rain, mist, ceiling one thousand overcast, temperature one three, dew point one two, altimeter two nine nine seven | | | | | | |
| | FIRST REPORT SUBSEQUENT TO ACCIDENT SANFORD MUNI SPECI - 1813 UTC: automated, wind zero one zero at seven, visibility four statute miles, light rain, mist, ceiling seven hundred overcast, temperature one three, dew point one two, altimeter two nine nine seven | | | | | | |
| 12. ATO PERSONNEL INVOLVED | NAME | FACILITY | OPERATING POSITION | CHECK IF EYEWITNESS | | | |
| | Melissa Garcia *(MJ) | PWM ATCT | CASCO AP | | | | |
| | Christopher Presley (CP) | PWM ATCT | FD DI | | | | |
| | Justin Conners (JC) | PWM ATCT | CASCO AP | | | | |
| | Brian Whittemore (BN) | PWM ATCT | WS SI | | | | |
| | | | | | | | |
| | | | | | | | |
| *OPERATING INITIALS | | | | | | | |
| 13. SIGNATURE OF FACILITY MANAGER Mark A. Collins | | MARK COLLINS | | Digitally signed by MARK COLLINS Date: 2022.10.18 12:44:46 -04'00' | | | |
| FAA Form 8020-6 (4-17) Supersedes Previous Edition | | | | | | Electronic Version | |

22-002-PWM

N902AT



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

REPORT DATE

October 28, 2022

REPORT NO.

22-002-PWM

NAME OF REPORTING FACILITY

Boston ARTCC (ZBW)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
October 05, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1621 N902AT reported on frequency with the ZBW Parso Sector Radar Position (R16). R16 did not acknowledge.

1622 N902AT reported on frequency again. R16 responded go ahead. N902AT reported he was a BE36 that departed from Presque Isle, Maine, enroute to Biddeford Municipal Airport (B19), six-thousand feet, and requested an Instrument Flight Rules clearance that was on file. R16 instructed N902AT to squawk 5317, and the pilot correctly acknowledged.

1623 R16 radar identified N902AT and then issued the Instrument Flight Rules clearance to the Biddeford Airport, and the pilot acknowledged.

1629 R16 instructed N902AT to change to their frequency 120.25, and the pilot correctly acknowledged. N902AT reported on the 120.25 frequency, and R16 acknowledged. R16 broadcasted a Hazardous Inflight Weather Advisory Service message.

1700 R16 instructed N902AT to contact Bangor Approach on 118.92, and the pilot correctly acknowledged.

No More Follows



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

REPORT DATE

October 27, 2022

REPORT NO.

22-002-PWM

NAME OF REPORTING FACILITY

Bangor ATCT (BGR)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
October 05, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1700 N902AT checks in with Bangor Radar (BGR) level at 6,000 feet. BGR issues the local altimeter. N902AT acknowledges.

1704 N902AT requests a descent to 4,000 feet and a 20 degree right turn. BGR exchanges traffic information with N902AT about a Cessna 3 nautical miles (NM) southwest of their position at 4,600 feet. BGR instructs N902AT to maintain 6,000 feet and to say reason for the request.

1705 N902AT responds that the reason for the deviation is a buildup. BGR approves the 20 degree right turn and tells N902AT to expect lower in 5 NM. N902AT acknowledges the 20 degrees right, but incorrectly reads back to expect lower in 20 NM. The other aircraft, N8162B, reports N902AT in sight. BGR instructs N8162B to maintain visual separation from N902AT. BGR instructs N902AT to descend and maintain 4,000 feet.

1710 BGR instructs N902AT to contact Portland Approach on 128.35. N902AT acknowledges.

No More Follows



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

REPORT DATE

October 28, 2022

REPORT NO.

22-002-PWM

NAME OF REPORTING FACILITY

Portland (ME) ATCT (PWM)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
October 05, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1710 N902AT called the Portland Approach CASCO sector (CASCO), descending to 4000, advising he was getting back on track. CASCO issued the Portland altimeter 29.98. N902AT acknowledged.

1726 CASCO advised N902AT to switch to frequency 119.75. N902AT acknowledged.

1727 N902AT checked in on 119.75. CASCO acknowledged.

1740 CASCO gave N902AT a descent clearance to 3000. N902AT acknowledged. CASCO told N902AT to advise when they had the weather and NOTAMs at Biddeford Municipal Airport (B19), and asked what approach they requested. N902AT advised they had the B19 weather and requested the RNAV runway six approach. CASCO gave N902AT a heading of 250 degrees as a vector to final. N902AT acknowledged.

1742 CASCO descended N902AT to 2300. N902AT acknowledged. CASCO gave N902AT a heading of 240 degrees. N902AT acknowledged.

1747 CASCO gave N902AT a heading of 150 degrees. N902AT acknowledged.

1749 CASCO advised N902AT that he was two miles from DEXXY, to turn left heading 090 degrees, maintain 2300 until established on the final approach course, and that he was cleared RNAV runway six approach to B19. N902AT asked CASCO to repeat. CASCO advised N902AT that he was three miles from DEXXY, to turn left heading 090 degrees, maintain 2300 until established on the final approach course, and that he was cleared RNAV runway six approach at Brunswick, then corrected to B19. N902AT acknowledged that he was cleared for the approach with a 090 heading.

1751 CASCO advised N902AT to change to advisory frequency, to report Instrument Flight Rules (IFR) cancellation in the air or on the ground via the telephone number, and offered the number if he needed it. N902AT acknowledged and requested CASCO to please give him the number. CASCO asked N902AT to say again. N902AT said to please give him the number. CASCO read the phone number to N902AT. N902AT did not acknowledge and CASCO asked if he copied. N902AT advised he copied and was switching.

1805 CASCO gave a position relief briefing and advised the next controller they were waiting for the IFR cancellation on N902AT, that it had been a little over ten minutes, and that a search for the aircraft had



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

REPORT DATE

October 28, 2022

REPORT NO.

22-002-PWM

NAME OF REPORTING FACILITY

Portland (ME) ATCT (PWM)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

- started. Portland Approach Flight Data position (FD) called B19 looking for Bonanza N902AT and advised they had not received an IFR cancellation from that aircraft. B19 advised they did not see a Bonanza and there had been no activity at the airport since the morning. FD advised they would send emergency services to the airport to look for N902AT.
- 1807 Portland Approach Watch Supervisor (WS) called the Biddeford police dispatch to advise them that Portland Approach had an aircraft that had been going into B19 that they had not heard any communications from that they were expecting. The WS told the Biddeford dispatcher that B19 had advised they had not seen any aircraft land. Dispatch advised the WS that they were taking a report of a plane down in the Arundel area. Dispatch advised the fire department had been dispatched to the area and said they would call back with any additional information.
- 1810 Biddeford police called the WS and requested the aircraft type. The WS advised the aircraft was a Beech Bonanza and the call sign was N902AT. Biddeford requested information of souls on board the aircraft and the WS advised he did not have that information. Biddeford police advised a witness said there was a fire.
- 1813 The WS called the Joint Air Traffic Operations Command (JATOC) to advise them of a possible aircraft accident.
- 1817 The JATOC connected the WS with the Regional Operations Center (ROC) to advise them of a possible aircraft accident.
- 1828 FD gave a position relief briefing to a relieving controller and advised N902AT is down.
- 1834 Biddeford police called the WS and, using law enforcement phonetics, advised that the only identifiable numbers at the end of the call sign of the downed aircraft were Adam Thomas, and confirmed that the type aircraft was a Beechcraft.

No More Follows

SECTION 3.
Review of Services Memoranda



Federal Aviation Administration

Memorandum

Date: October 21, 2022

To: Portland (ME) Airport Traffic Control Tower
Aircraft Accident File 22-002-PWM

Tarah Park, Manager,

TARAH R
PARK

Digitally signed by
TARAH R PARK
Date: 2022.10.21
16:43:27 -04'00'

From: Boston Air Route Traffic Control Center, ZBW ARTCC

Subject: **INFORMATION**: Review Of Services Memo
Aircraft Accident, N902AT
Arundel, ME, October 05, 2022

ZBW ARTCC conducted a review of services concerning N902AT and was determined to have routine services. As a supporting facility with routine services I certify the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies of the original are on file at this facility.

Certified Original Copy(ies) of Voice Recording(s)
Certified Working Copy(ies) of Voice Recording(s)
ERAM Local Adaptation File
FAA Form 7230-4
FAA Form 8020-6-1
Facility Layout Chart(s)
Playback Workstation File
ERAM SAR Files
ERAM Radar Files
Email(s)
DALR Incident Export Files
Pre-Duty Weather Briefing Product(s)
Pre-Duty Weather Completion Log(s)
ALNOT
SATORI Files
Processor Configuration Layout

22-002-PWM

N902AT



Federal Aviation Administration

Memorandum

Date: October 26, 2022

To: Portland (ME) Airport Traffic Control Tower
Aircraft Accident File 22-002-PWM

Timothy J. Graf, Manager,

TIMOTHY J
GRAF

Digitally signed by
TIMOTHY J GRAF
Date: 2022.10.26
14:10:30 -04'00'

From: Bangor Airport Traffic Control Tower, BGR ATCT

Subject: **INFORMATION**: Review Of Services Memo
Aircraft Accident, N902AT
Arundel, ME, October 05, 2022

BGR ATCT conducted a review of services concerning N902AT and was determined to have routine services. As a supporting facility with routine services I certify the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies of the original are on file at this facility.

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

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

FAA Form 7230-10

FAA Form 7230-4

Facility Layout Chart(s)

Flight Progress Strip(s)

STARS Playback Workstation File

STARS Radar Data

STARS Adaptation File

DALR Incident Export Files

Pre-Duty Weather Briefing Product(s)

Pre-Duty Weather Completion Log(s)



Federal Aviation Administration

Memorandum

Date: October 12, 2022

To: Portland (ME) Airport Traffic Control Tower
Aircraft Accident File 22-002-PWM

Mark A. Collins, Manager,

**MARK
COLLINS**

Digitally signed by MARK
COLLINS
Date: 2022.10.17
09:09:50 -04'00'

From: Portland (ME) Airport Traffic Control Tower, PWM ATCT

Subject: **INFORMATION**: Review Of Services Memo
Aircraft Accident, N902AT
Arundel, ME, October 05, 2022

PWM ATCT conducted a review of services concerning N902AT and was determined to have pertinent services. As the holding facility with pertinent services I certify the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies of the original are on file in this office.

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

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

FAA Form 7230-10

FAA Form 7230-4

FAA Form 8020-3

FAA Form 8020-6

FAA Form 8020-6-1

FAA Form 8020-9

Facility Layout Chart(s)

Flight Progress Strip(s)

Mandatory Occurrence Report

Personnel Log(s)

STARS Playback Workstation File

Weather Data

Covered Event Review

STARS Radar Data

STARS Adaptation File

NOTAM(s)

Falcon Bookmark

DALR Incident Export Files



Pre-Duty Weather Briefing Product(s)

22-002-PWM

N902AT

Pre-Duty Weather Completion Log(s)

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

| DAILY RECORD OF FACILITY OPERATION | | | | PAGE NO Page 1 of 1 |
|--|--|---------------|--|---|
| | | | | DATE Oct 5, 2022 |
| LOCATION | IDENTIFICATION | TYPE FACILITY | OPERATING POSITION | CHECKED BY  |
| Portland, ME | PWM | ATCT | OMIC | AIR TRAFFIC MANAGER Mark A. Collins |
| UTC TIME | REMARKS | | | |
| 0945 | CFPL: CUMB MODE S CH. B INTERMITTENT. AWAITING PARTS | | | |
| | CFPL: FOOT PEDAL ON Z SCOPE MALFUNCTIONING. INTERMITTENT STUCK MIC WITH THE FOOT PEDAL. AOCC NOTIFIED (KG). UNPLUGGED FOOTPEDAL FOR NOW. | | | |
| | A. SCHEFFLER ON, RWY 11 IN USE, WCLC. -- AX | | | |
| 1138 | D. HEADY ON -- AX | | | |
| M 1355 | PWM-M-2022/10/05-0001 -- N6107E -- HD | | | |
| 1604 | J. BREault ON. -- HD | | | |
| 1648 | B. WHITTEMORE ON. -- BN | | | |
| M 1831 | PWM-M-2022/10/05-0002 -- N902AT -- BN <i>Aircraft Accident Pwm-m-2022/10/05-0002 N902AT 10/14/2022 LB</i> | | | |
| 1916 | D. HEADY ON -- BN | | | |
| 1945 | B. WHITTEMORE ON. -- BN | | | |
| 2024 | D. HEADY ON -- BN | | | |
| 2057 | J. CONNERS ON. -- HD | | | |
| 2122 | N. DOYLE ON. -- JC | | | |
| 2155 | N. BAYLEY ON. -- ND | | | |
| 2228 | N. DOYLE ON. -- ND | | | |
| 2310 | B. WHITTEMORE ON. -- BN | | | |
| 2350 | TRACAB. -- BN | | | |
| 0004 | N. WAHLBERG ON. -- BN | | | |
| 0359 | COB. -- SB | | | |
| 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. | | | SIGNATURES(S) OF WATCH SUPERVISOR(S)  | |

FAA Form 7230-4

SECTION 5.
Personnel Log(s)

| PERSONNEL LOG | | REGION | | FACILITY | | AREA ID | | | DATE | | |
|---|------|---------|----------|---------------|----------------|------------|----------------------------------|------------------------------|--|---------|------------|
| | | ANE | | PWM | | OPERATIONS | | | MONTH: OCT | DAY: 05 | YEAR: 2022 |
| NAME | CODE | TIME ON | TIME OFF | HOURS ON DUTY | HOURS ON LEAVE | LEAVE TYPE | HOURS NON POSITION DUTIES ASGNDE | HOURS POSITION DUTIES ASGNDE | REMARKS FOR: ALL ABSENCES FROM FACILITY, TRNG, TDY AND NON POSITIONAL DUTIES | | |
| BREAULT, JEFFREY (NM) 05:30 - 13:30 | R | 05:30 | 13:30 | 08+00 | | | 00+11 | 04+40 | | | |
| SCHEFCIK, STEVEN (SS) 05:30 - 13:30 | R | 05:30 | 13:30 | 09+30 | | | 03+08 | 03+31 | | | |
| | 9 | 13:30 | 15:00 | | | | | | | | |
| SCHEFFLER, AXEL (AX) 05:30 - 13:30 | R | 05:30 | 13:30 | 08+00 | | | 00+00 | 04+37 | | | |
| ORFF, LISA (LB) 06:00 - 14:30 | R | 06:00 | 14:30 | 10+45 | | | 00+00 | 00+00 | | | |
| | 97 | 14:30 | 16:45 | | | | | | | | |
| PATTEN, SHAUN (ST) 06:30 - 15:00 | R | 06:30 | 15:00 | 12+30 | | | 00+00 | 00+00 | | | |
| | 97 | 15:00 | 19:00 | | | | | | | | |
| PRESLEY, CHRISTOPHER (CP) 06:50 - 14:50 | R | 06:50 | 14:50 | 10+00 | | | 01+55 | 04+49 | | | |
| | 97 | 14:50 | 16:50 | | | | | | | | |
| HEADY, DAVID (HD) 06:57 - 14:57 | R | 06:57 | 14:57 | 10+00 | | | 03+03 | 06+07 | | | |
| | 97 | 14:57 | 16:57 | | | | | | | | |
| WEAVER, DEREK (DW) 08:30 - 16:30 | R | 08:30 | 16:30 | 08+00 | | | 00+50 | 04+37 | | | |
| GARCIA, MELISSA (MJ) 08:50 - 18:50 | R | 08:50 | 18:50 | 13+30 | | | 07+31 | 03+13 | | | |
| | 97 | 18:50 | 22:20 | | | | | | | | |
| CARON, NATHAN (NC) 09:00 - 17:00 | R | 09:00 | 17:00 | 08+00 | | | 08+00 | 00+00 | | | |
| BURROWS, JUSTIN (JD) 09:15 - 17:15 | R | 09:15 | 17:15 | 09+00 | | | 00+00 | 05+33 | | | |
| | 51 | 17:15 | 18:15 | | | | | | | | |
| DOYLE, NIKOLAS (ND) 12:30 - 20:30 | 9 | 12:10 | 12:30 | 08+20 | | | 00+00 | 04+59 | | | |
| | R | 12:30 | 20:30 | | | | | | | | |
| CONNERS, JUSTIN (JC) 12:30 - 20:30 | 9 | 12:15 | 12:30 | 08+15 | | | 00+00 | 05+26 | | | |
| | R | 12:30 | 20:30 | | | | | | | | |
| WHITTEMORE, BRIAN (BN) 12:30 - 20:30 | R | 12:30 | 20:30 | 09+15 | | | 05+15 | 04+00 | | | |
| | 9 | 20:30 | 21:45 | | | | | | | | |
| COLLINS, MARK (MC) 14:00 - 22:30 | R | 14:00 | 18:30 | 08+00 | 00+30 | Leave | 00+00 | 00+00 | | | |
| | R | 19:00 | 22:30 | | | | | | | | |
| BAYLEY, NICHOLAS (BY) 14:15 - 22:15 | R | 14:15 | 22:15 | 08+00 | | | 00+00 | 05+14 | | | |
| WAHLBERG, NOAH (NW) 16:15 - 00:15 | 9 | 16:02 | 16:15 | 08+13 | | | 00+00 | 05+21 | | | |
| | R | 16:15 | 00:15 | | | | | | | | |
| JOHNSON, KRISTY (KJ) 14:15 - 00:15 | | | | | 10+00 | Leave | 00+00 | 00+00 | | | |
| SUPERVISORY CERTIFICATE | NAME | CODE | TIME ON | TIME OFF | INTLS | NAME | CODE | TIME ON | TIME OFF | INTLS | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |

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

| PERSONNEL LOG | | REGION | | FACILITY | | AREA ID | | | DATE | | |
|--|---------|--------------------------------------|----------|---------------|----------------|------------|-----------------------------------|-------------------------------|--|---------|------------|
| | | ANE | | PWM | | OPERATIONS | | | MONTH: OCT | DAY: 05 | YEAR: 2022 |
| NAME | CODE | TIME ON | TIME OFF | HOURS ON DUTY | HOURS ON LEAVE | LEAVE TYPE | HOURS NON POSITION DUTIES ASGND E | HOURS POSITION DUTIES ASGND E | REMARKS FOR: ALL ABSENCES FROM FACILITY, TRNG, TDY AND NON POSITIONAL DUTIES | | |
| TECENO, TIMOTHY (TT) 16:15 - 00:15 | | | | | 08+00 | Leave | 00+00 | 00+00 | | | |
| LUND, TYLER (LT) 16:15 - 00:15 | | | | | 08+00 | Leave | 00+00 | 00+00 | | | |
| BROWN, STEVEN (SB) RDO | 51 | 16:15 | 00:15 | 08+00 | | | 01+00 | 05+02 | | | |
| ALGHAMDI, RASHEED (RA) RDO | | | | | | | | | | | |
| BRYANT, ANDREW (AB) RDO | | | | | | | | | | | |
| HANSEN, SHELBY (SA) RDO | | | | | | | | | | | |
| KASPER, ALEXANDER (AK) RDO | | | | | | | | | | | |
| MAGLIACANE, NICHOLAS (NJ) RDO | | | | | | | | | | | |
| PORTERFIELD, KYLE (KP) RDO | | | | | | | | | | | |
| RUSS, ROBERT (RR) RDO | | | | | | | | | | | |
| SHEARER, COTY (CG) RDO | | | | | | | | | | | |
| SUPERVISORY CERTIFICATE | NAME | CODE | TIME ON | TIME OFF | INTLS | NAME | CODE | TIME ON | TIME OFF | INTLS | |
| | MARK | Digitally signed by MARK COLLINS | | | | | | | | | |
| | COLLINS | Date: 2022.10.18 11:46:04 -04'00' | | | | | | | | | |
| | | | | | | | | | | | |

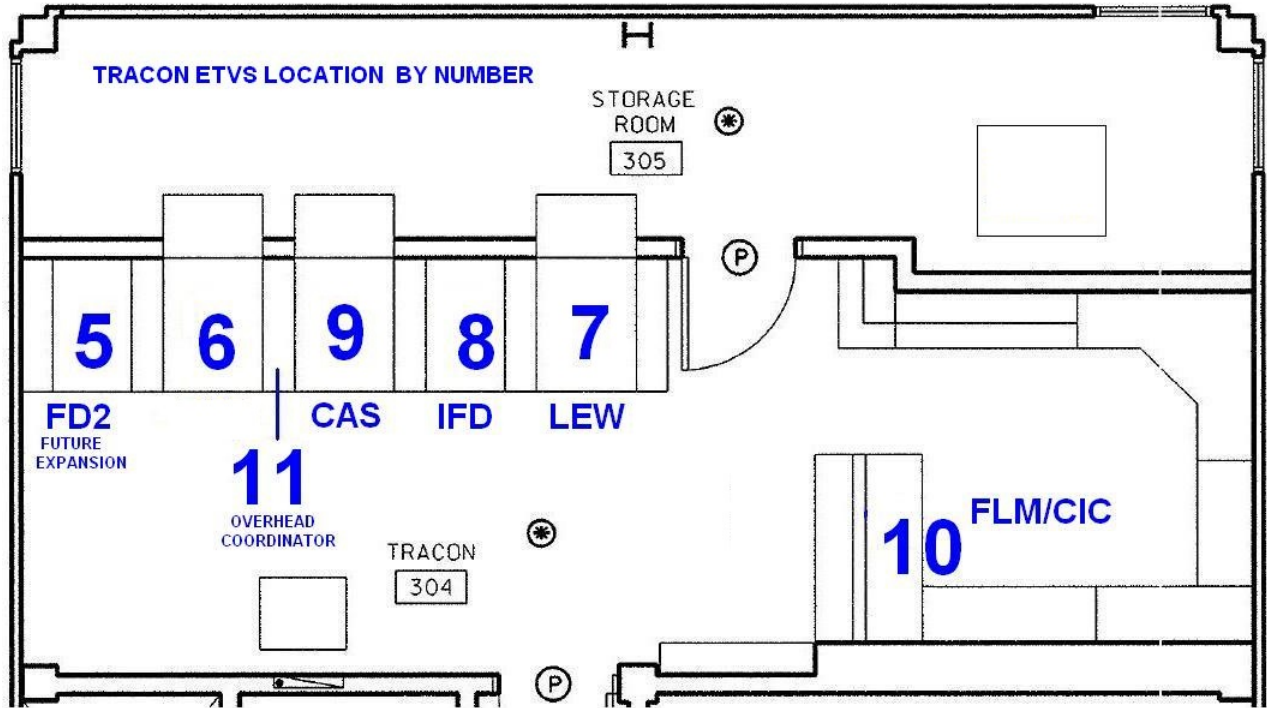
THE SIGNATURES ABOVE CERTIFY THAT THE ABOVE ENTRIES ARE CORRECT
(Signatures and times in charge are noted on FAA Form 7230-4, Daily Record of Facility Operation)

SECTION 6.

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

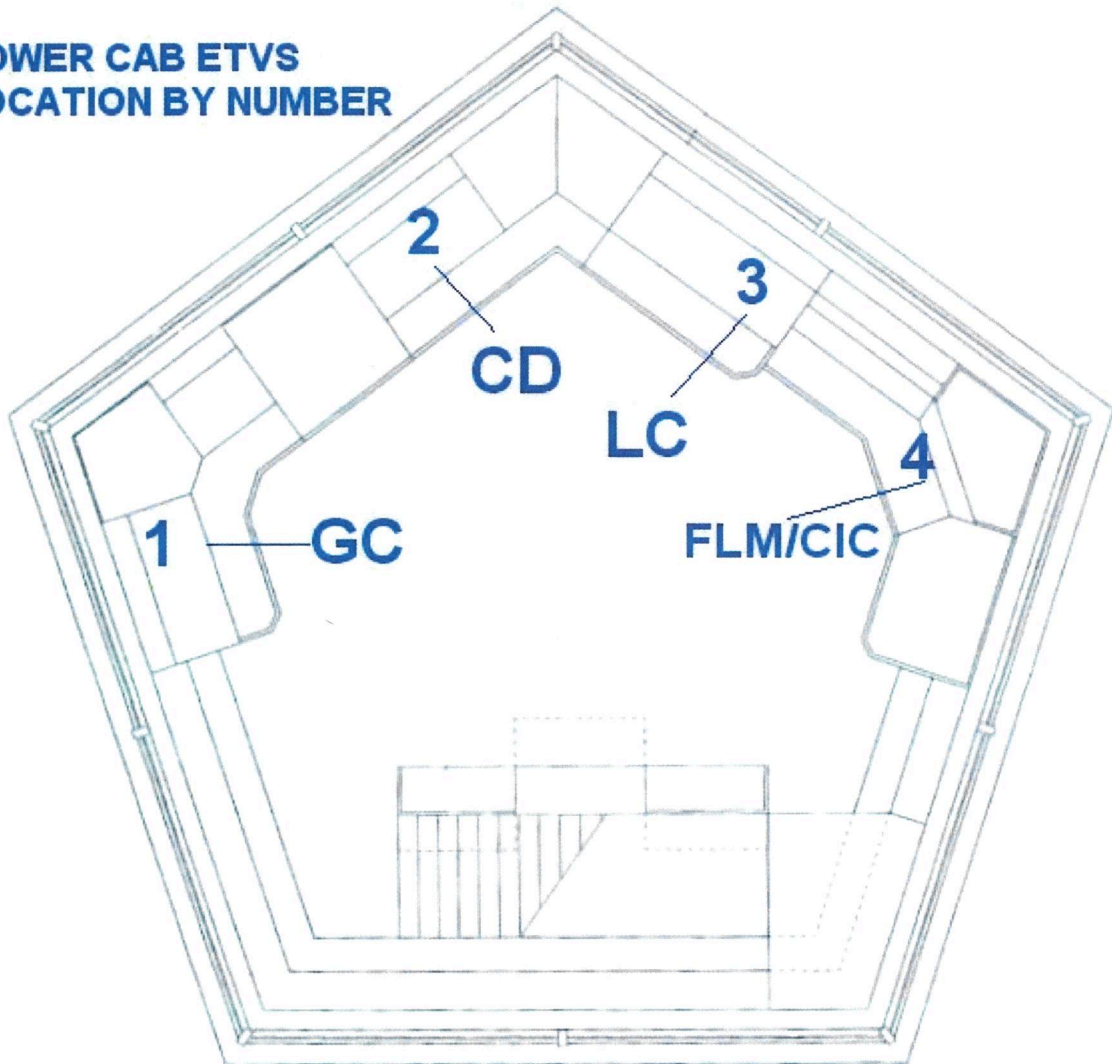
SECTION 7.
Facility Layout Chart(s)

Portland TRACON (PWM) Facility Layout



PWM Tower (PWM) Facility Layout

TOWER CAB ETVS LOCATION BY NUMBER



SECTION 8.

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

Flight Progress Strip(s)

FPS Portland (ME) ATCT October 05, 2022 UTC

| | | | | | | | |
|------------------------|-----------|-------|-----|--------------|--|--|--|
| N902AT | 5317 | A1716 | IFR | <i>RF 53</i> | | | |
| ¹ BE36/A | BGR 318 | 022 | | | | | |
| 101 | KELME 042 | 058 | B19 | | | | |

SECTION 9.

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

SECTION 10.
Weather Products

Portland (ME) ATCT


Weather Products 10/5/2022 UTC

METAR KSFM 051746Z AUTO 01009KT 2 1/2SM -RA BR OVC010 13/12 A2997 RMK AO2 VIS 2V3
RAB20 CIG 006V012 P0000

SPECI KSFM 051813Z AUTO 01007KT 4SM -RA BR OVC007 13/12 A2997 RMK AO2 CIG 004V009
P0000

I certify the attached copy of the METARs originated from the APG-link to
archived weather is an accurate copy of the original.

**LISA M
ORFF**

 Digitally signed by LISA
M ORFF
Date: 2022.10.12
14:53:43 -04'00'

lisa orff
staff support specialist
Portland (ME) ATCT

SECTION 11.
NOTAMs



Federal Aviation Administration

Archived NOTAMs for Archival search on location 'B19' and date '2022-10-05'
Filter(s) used: None
Query ran at UTC: 12 Oct 2022 1552 UTC

!BGR 01/560 B19 AD AP RDO ALTIMETER UNREL. AUTOLAND, HUD TO TOUCHDOWN, ENHANCED FLT VISION SYSTEMS TO TOUCHDOWN, HEL OPS REQUIRING RDO ALTIMETER DATA TO INCLUDE HOVER AUTOPILOT MODES AND CAT A/B/PERFORMANCE CLASS TKOF AND LDG NOT AUTHORIZED EXC FOR ACFT USING APPROVED ALTERNATIVE METHODS OF COMPLIANCE DUE TO 5G C-BAND INTERFERENCE PLUS SEE AIRWORTHINESS DIRECTIVES 2021-23- 12, 2021-23-13 2201190501-2401190501

!BGR 10/021 B19 RWY 06 PAPI U/S 2210052031-2210122000EST

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

SECTION 12.
Other

UTC (Zulu) Time Conversion Chart

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

The time *0000 and 2400 are interchangeable. The time 2400 is associated with the date of the day ending, and 0000 with the day just starting.

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

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