PHL-ATCT-0129
UPS1307

Section 1.
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PHL-ATCT-0129
UPS1307

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PHL-ATCT-0129
UPS1307

Section 2.
Certification

Federal Aviation Administration

Memorandum

Date:	March 2, 2006
From:	Manager, Philadelphia ATCT
To:	Area Director of Eastern Terminal Operations
Subject:	**INFORMATION:** Certification Statement Aircraft Accident; UPS1307 Philadelphia, PA., February 8, 2006

I hereby certify that Air Traffic Aircraft Accident Package, PHL-ATCT-0129, has been reviewed, and it is complete and accurate.

Michael D. Wagner

Michael D. Wagner

PHL-ATCT-0129
UPS1307

Section 3.
FAA Form 8020-6, Report of Aircraft Accident,
and FAA Form 8020-6-1, Report of Aircraft Accident (Continuation Sheet)

PHL-ATCT-0129
UPS1307

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT

REPORT DATE: March 2, 2006

REPORT NO.: PHL-ATCT-0129

NAME OF REPORTING FACILITY: Philadelphia (PHL) ATCT

1. AIRCRAFT TYPE AND IDENTIFICATION	2. DATE/TIME OF ACCIDENT (GMT)	3. LOCATION OF ACCIDENT
DC8Q, UPS1307	February 8, 2006, 0459 UTC	Philadelphia Airport, Philadelphia, PA., intersection of Runway27R and Taxiway L

4. NATURE OF ACCIDENT	5. TYPE OF FLIGHT
Cargo area caught fire at destination	IFR Flight Plan

6. FLIGHT CREW

NAME	POSITION	ADDRESS (CITY AND STATE)	UNIN-JURED	IN-JURED	FATAL-ITY
Michael J. Higgins	Captain	Orlando, FL	X		
Jess W. Grigg	First Officer	Crestwood, KY	X		
Joseph J. Chvatal	Flight Engineer	Tucson, AZ	X		

7. PASSENGER DATA

(If available, list names, addresses, extent of injuries, and other information on continuation sheet.)

NUMBER ABOARD AIRCRAFT	NUMBER UNIN-JURED	NUMBER INJURED	NUMBER FATAL-ITIES
0	0	0	0

8. AIRCRAFT DAMAGE	9. PROPERTY DAMAGE
Destroyed	None

10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS

Normal

11. WEATHER DATA

CONDITIONS IN ACCIDENT AREA AT TIME OF ACCIDENT
KPHL Surface Weather Observation – 2354 EST: Wind two seven zero degrees at seven knots, visibility ten statute miles, sky clear, temperature zero, dew point minus eight, altimeter three zero zero six.

REPORT JUST PRIOR TO ACCIDENT	DATE/TIME
KPHL Surface Weather Observation – 2354 EST: Wind two seven zero degrees at seven knots, visibility ten statute miles, sky clear, temperature zero, dew point minus eight, altimeter three zero zero six.	02/08/06 0454 UTC

FIRST REPORT SUBSEQUENT TO ACCIDENT	DATE/TIME
KPHL Surface Weather Observation -- 0054 EST: Wind three zero zero at eight knots, visibility ten statute miles, sky clear, temperature minus one, dew point minus nine, altimeter three zero zero nine.	02/08/06 0554 UTC

12. ATS PERSONNEL INVOLVED

NAME	FACILITY	OPERATING POSITION	CHECK IF EYEWITNESS
Richard Casey *(KZ)	PHL	Mid	
David Beck (DB)	PHL	Local Control	X
Robert Snead (SB)	PHL	Flight Data	X
Calvin Rohan (RO)	PHL	Supervisor	
*Operating Initials			

13. SIGNATURE OF FACILITY CHIEF

Michael D. Wagner

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

REPORT OF AIRCRAFT ACCIDENT

(Continuation Sheet)

REPORT DATE	REPORT NO.
February 16, 2006	PHL-ATCT-0129

NAME OF REPORTING FACILITY
ATLANTA (ATL) ATCT

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

February 8, 2006

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

0332 UPS1307 taxied out of North Cargo ramp for runway 26 Left with a restriction to hold short of Runway 26 Right at taxiway Dixie.

0334 Ground Control instructed UPS1307 to cross runway 26 Right and hold short of runway 26 Left at taxiway Dixie.

0336 Ground Control instructed UPS1307 to cross runway 26 Left and join taxiway Echo behind an MD-80.

0339 Local Control instructs UPS1307 to taxi into position and hold on runway 26 Left.

0340 Local Control instructs UPS1307 to fly heading 285 degrees, and clears them for take-off.

0342 UPS1307 is instructed to contact Atlanta Departure.

No More Follows

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	REPORT DATE February 24, 2006	REPORT NO. PHL-ATCT-0129
REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	NAME OF REPORTING FACILITY Atlanta (A80) TRACON	

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

February 8, 2006

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

0342 Atlanta approach established radio and radar contact with UPS1307 off Hartsfield International airport leaving 2,200 climbing to 10,000 feet. Atlanta approach cleared UPS1307 to 14,000 feet.

0343 UPS1307 issued right turn heading 090.

0346 UPS1307 switched to Atlanta Center East Departure.

No More Follows

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION **REPORT OF AIRCRAFT ACCIDENT** (Continuation Sheet)	REPORT DATE February 17, 2006	REPORT NO. PHL-ATCT-0129
	NAME OF REPORTING FACILITY Atlanta ARTCC (ZTL)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

February 8, 2006

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

0346 UPS1307 checked on the Atlanta ARTCC R49 position climbing to fourteen thousand feet. R49 cleared UPS1307 to climb to flight level two three zero.

0347 R49 cleared UPS1307 direct to the Spartanburg.

0349 R49 switched UPS1307 to R32. UPS1307 checked on the R32 position climbing to flight level two three zero. R32 cleared UPS1307 to climb and maintain flight level three three zero.

0405 R32 requested a ride report from UPS1307. UPS1307 advised the ride was smooth.

0412 UPS1307 was handed off from Atlanta ARTCC to Washington ARTCC.

No More Follows

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION **REPORT OF AIRCRAFT ACCIDENT** (Continuation Sheet)	REPORT DATE February 17, 2006	REPORT NO. PHL-ATCT-0129
	NAME OF REPORTING FACILITY Washington ARTCC (ZDC)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

February 8, 2006

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

0412 UPS1307 checked on to the Washington ARTCC Montebello (R60) sector's frequency at FL330.

0415 UPS1307 was cleared direct to Flat Rock.

0428 UPS1307 was handed off to the Washington ARTCC Irons (R14) sector.

0429 UPS1307 checked on to R14's frequency at FL330. R14 acknowledged and cleared UPS1307 direct Woodstown direct Philadelphia.

0430 UPS1307 was issued a pilots discretion descent to FL240.

0433 UPS1307 reported out of FL330 for FL240.

0436 UPS1307 was handed off to the Washington ARTCC Woodstown (R19) sector.

0437 UPS1307 checked on to R19's frequency descending through FL275 for FL240.

0441 UPS1307 was cleared to cross 10 miles south of Woodstown at 11,000 feet and issued the Philadelphia altimeter of 3005.

0444 UPS1307 was handed off to Philadelphia Approach Control.

No More Follows

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	REPORT DATE March 2, 2006	REPORT NO. PHL-ATCT-0129
REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	NAME OF REPORTING FACILITY Philadelphia (PHL) ATCT	

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

February 8, 2006

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED

0445 UPS1307 contacted Philadelphia (PHL) approach descending out of 15,500 feet for 11,000 feet.

0445 PHL approach controller (MID) issued altimeter setting.

0446 MID issued UPS1307 a zero five zero degree heading and a descent to 6,000 feet.

0448 MID issued UPS1307 a zero six zero degree heading and a descent to 4,000 feet.

0454 MID issued UPS1307 a zero one zero degree heading and a descent to 2,100 feet.

0455 The pilot of UPS1307 reported the field in sight.

0455 MID cleared UPS1307 for a visual approach to Runway 27 Right (RWY27R) and instructed the pilot to contact the tower.

0455 UPS1307 contacted PHL local control (LC) on a visual approach to RWY27R.

0455 The pilot of UPS1307 advised LC that they had a cargo bay smoke indicator light and requested the emergency equipment to standby.

0455 LC requested the fuel and souls-on-board. Crash phone circuit was activated. ALERT 1.

0455 LC coordinated with the TRACON regarding the emergency.

0456 LC re-cleared UPS1307 to land on Runway 27 Left (RWY27L). (airport designated emergency runway)

0456 The pilot of UPS1307 acknowledges cleared to land RWY27L.

0456 LC requested fuel in pounds.

0458 LC ascertained if UPS1307 was lined up for RWY27R or RWY27L.

0458 The pilot of UPS1307 said he was sorry, he thought they were cleared for RWY27R. The pilot then confirms if they are cleared to land on RWY27R.

0458 LC advised that UPS1307 was cleared to land on RWY27R and that he would advise the emergency response equipment.

0459 The pilot of UPS1307 advised evacuation of aircraft.

0500 Airport Ten closed RWY27R, Runway 17/35.

0512 ALERT 2 called by tower.

0514 Airport closed.

No More Follows

PHL-ATCT-0129
UPS1307

Section 4.
Normal Service Statements and Certified Indexes

PHL-ATCT-0129

Federal Aviation Administration

Memorandum

Date: February 16, 2006

From: Manager, Atlanta Air Traffic Control Tower, ATL-1

To: Philadelphia ATCT

Subject: INFORMATION: Normal Service Statement
Aircraft Accident; UPS1307
Philadelphia, PA., February 8, 2006

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

Frances Mulkey

Frances Mulkey

2 Attachments
Certified Index
FAA Form 8020-6-1

PHL-ATCT-0129
UPS1307

CERTIFIED INDEX

February 16, 2006

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

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6-1
Personnel Statements
Original Voice Recording(s)
Certified Cassette Re-recording(s)

Frances Mulkey

Frances Mulkey
Air Traffic Manager
Atlanta Air Traffic Control Tower

PHL-ATCT-0129

Federal Aviation Administration

Memorandum

Date: March 8, 2006

From: Manager, Atlanta TRACON, A80-1

To: Philadelphia ATCT

Subject: **INFORMATION:** Normal Service Statement
Aircraft Accident; UPS1307
Philadelphia, PA., January 8, 2006

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

Brian E. Lentini

2 Attachments
Certified Index
FAA Form 8020-6-1

PHL-ATCT-0129
UPS1307

CERTIFIED INDEX

February 24, 2006

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

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6-1
Flight Progress Strip
Personnel Logs
Personnel Statement
Radar Data
Original Voice Recording
Certified Cassette Re-recording

Brian E. Lent
Brian E. Lentini
Air Traffic Manager
Atlanta TRACON

PHL-ATCT-0129

Federal Aviation Administration

Memorandum

Date: February 17, 2006

From: Acting Manager, Atlanta ARTCC, ZTL-1

To: Philadelphia ATCT

Subject: INFORMATION: Normal Service Statement
Aircraft Accident; UPS1307
Philadelphia, PA., February 8, 2006

All services provided by Atlanta ARTCC were normal, and there were no pertinent transmissions.

Shelby J. Pennix

2 Attachments
Certified Index
FAA Form 8020-6-1

PHL-ATCT-0129
UPS1307

CERTIFIED INDEX

February 17, 2006

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

FAA Forms 7230-4
FAA Forms 7230-10
FAA Form 8020-6-1
Personnel Logs
Personnel Statements
Original Voice Recordings
Certified Cassette Re-recordings
Computer Data

Shelby J. Pennix
Shelby J. Pennix
Acting Manager, Atlanta ARTCC

PHL-ATCT-0129

Federal Aviation Administration

Memorandum

Date: February 17, 2006

From: Acting Manager, Washington ARTCC, ZDC-1

To: Philadelphia ATCT

Subject: **INFORMATION**: Normal Service Statement

Aircraft Accident; UPS1307

Philadelphia, PA., February 8, 2006

All services provided by Washington ARTCC were normal, and there were no pertinent transmissions.

Irving E. Washington, JR
2 Attachments
Certified Index
FAA Form 8020-6-1

PHL-ATCT-0129
UPS1307

Section 5.
FAA Form 7230-4, Daily Record of Facility Operation

PHL–ATCT–0129
UPS1307

DAILY RECORD OF FACILITY OPERATION

DATE 02-07-06

LOCATION	IDENTIFICATION	TYPE FACILITY	OPERATING POSITION	CHECKED BY
PHILADELPHIA, PA	PHL	TOWER	OCIC/OSIC/OMIC	MANAGER M. WAGNER

	UTC	REMARKS
	0500	D. SWEENEY ON AS OSIC. ILS 27R L 26 17 IN USE. ASR 9 CHNL A LP/AUTO, ASR 11 CHNL A LP/AUTO, MODE S CHNL B. RWY 35 CLSD TO ARVL TRAFFIC. WCLC.
	0559	RWY 27 L CLOSED FOR MAINTENANCE.
	0731	RWY 27L OPEN/RWY 27R CLSD FOR MAINTENANCE.
	0833	RWY 27R OPEN/RWY 26 CLOSED FOR MAINTENANCE.
	0902	RWY 26 OPEN.
	1100	R NISZCZAK ON OMIC, ABOVE NOTED. RIVER WATCH PERSONNEL IN PLACE. 35 MINUTE NOTICE FOR SHIP IN CHANNEL. ILS27R/L/35/26. ASR9 CHNL A, ASR11 CHNL A, MODE S CHNL B.
	1118	10 MINUTE NOTICE FOR SHIP IN CHANNEL. NO DEMAND, ARRIVALS TO RWY 35 CANCELED AT THIS TIME. PARKING AT BASE OF THE TOWER, EXPECT AN EXTENDED DELAY.
	1140	SHIP CLEAR. RESUME RWY 35 ARRIVALS.
	1141	CIGA, ATN842. PREVIOUS ARRIVAL DID NOT CLEAR. SPACING SATISFACTORY.
E	1204	FALSE AMASS ALERT FOR RWY 35. TWR CANCELED USC112. DEPARTURE AFTER DEPARTURE ROLL BEGAN. NO TRAFFIC ON OR NEAR THE RWY. FALSE TARGET ON WEST SIDE OF RWY JUST NORTH OF TXY G. AMASS SWITCHED TO LIMITED MODE. AF ADVISED.
	1208	WCLC.
	1222	AIRPORT 10 WAS INSPECTING RWY 35 DUE TO FALSE TARGET. AS THE VEHICLE PASSED THE FALSE TARGET, IT DISAPPEARED. AMASS RETURNED TO NORMAL. CPL @ AOCC ADVISED.
	1245	SAPRS II IN USE.
	1400	SAPRS II TERMINATED. ILS27R/L/35/26. FLC74 FOR RNAV TO RWY 35, 10 MILE ARCS FOR RWY 17, 1 HOLDING PATTERN @ HYILL AND 1 RECORDED RUN ILS17.
	1445	FLC74 COMPLETED INSPECTIONS.
E	1500	PRM ON ENGINE GENERATOR.
E	1602	PRM BACK ON COMMERCIAL POWER.
	2021	SAPRS2 OPERATION, NEWFIELD AREA UNTIL 2200Z.
	2013	CITY ADVISED OF SHIP PASSAGE.
E	2031	PHL: #1 RCV'R 126.85 UNUSABLE (BREAKING UP) #2 OK....DG-PHL / JD-AOCC
	2032	PHL: D.URBAN ON...SAPR2...ASR-9 "A" LP/AUTO 6 LVL WX...ASR-11 "A" LP/AUTO...MODE-S "B"...126.85 #1 RCVR OTS...POSSIBLE GSP ANOMALIES 19-22Z (NAVY TESTING)...
	2102	PHL: SHIFT BRIEF COMPLETE...WCLC
	2143	PHL: DUPE CALL SIGN AWI3846 3 WEST OF PHL DEPART AS SAME CALL SIGN IS ON 3 MILE FINAL
	0000	PHL: DVRS CHECK COMPLETE
	0214	NXX GCA CLSD. ACN.
	0259	TTN: TOWER CLOSED
E	0308	PHL: 126.85 #1 RCVR NO ISSUES PROBLEM SEEMS CORRECTED ITSELF ...JD @ AOCC
	0339	C ROHAN ON AS OSIC, ABOVE NOTED.
	0359	SHIP SPOTTERS RLSD, RWY35 ARVS TERMINATED.
	0455	UPS1307 DC-8, RPRTS CARGO SMOKE INDICATION, CRASH PHONE ACTIVATED. 3 POB, 21.700 LBS FUEL.
	0459	UPS1307 LANDED RWY27R CLSD. CREW EVACUATED. POSSIBLE FIRE ON BOARD. SEE 7230-4 FOR 2/8/06. COB.

I CERTIFY that all entries above are correct; that scheduled operations have been accomplished, except as noted, and all abnormal occurrences and conditions have been recorded.

Calli Rohan

PHL-ATCT-0129
UPS1307

DAILY RECORD OF FACILITY OPERATION

PAGE NO. 1 of 1

DATE 02-08-06

LOCATION	IDENTIFICATION	TYPE FACILITY	OPERATING POSITION	CHECKED BY
PHILADELPHIA, PA	PHL	TOWER	OCIC/OSIC/OMIC	MANAGER M. WAGNER LWR

	UTC	REMARKS
	0500	C ROHAN ON AS OSIC. ARPT10 REPORTS RWY27R AND 17/35 CLSD. ASR9 CHNL/A, ASR11 CHNL, MODE-S CHNL/B
	0513	UPS1307 DISABLED ON RWY27R, ON FIRE. ARPT CLSD.
	0521	DF @ ROC NOTIFIED. UPS1307 REG # N748UP.
	0528	ATM ADVISED OF ACFT INCIDENT AND ARPT CLOSURE.
	0534	CF2 ADVISED OF ARPT CLOSURE.
	0535	DVRS/STARS FACILITY.
Q	0536	QAR: AIRCRAFT ACCIDENT, UPS1307
	0600	WCLC.
	1035	S. BATCHELDER ON AS OMIC. ILS27L 26 35. AIRPORT CLOSED ANTICIPATE OPENING BETWEEN 1100-1130Z.
Q	1109	AIRPORT OPEN. ILS 27L 26 35. QAR UPS1307 CLOSED, ATC SERVICES NORMAL
	1115	WCLC.
	1251	SAPRS 2 VARIANT. POTTSTOWN AT YARDLY. DISABLED AIRCRAFT ON RWY27R.
	1407	BOEING TELEPHONE LINE RINGING CONSTANTLY. AOCC ADVISED.
	1412	ILS 40N OTS TIL 17Z.
	1558	RWY 27R OPEN. ILS 27R L 35 26.
Q	1615	QAR: TCAS EVENT PDT4220 RA WITH VFR AIRCRAFT SHOWING 4700'. PDT4220 WAS DESCENDING TO 5000'. TRFC WAS EXCHANGED. TCAS FORM FILED. QAR COMPLETE.
	1850	R NISZCZAK ON OMIC, ABOVE NOTED. ILS27R/L/35/26. ASR9 CHNL B, ASR11 CHNL A. MODE S CHNL A.
E	1927	RWY 9R APPROACH LIGHTS RTS.
E	1957	40N ILS RTS.
E	2000	WCLC. DVRS CHECK COMPLETE.
	2010	TWR WCLC, USAIR RAMP BRIEF COMPLETE.
	2015	RWY 27R GO AROUND, USA127 HEAVY. CREW INFORMED ATC THAT THE AIRCRAFT WAS ON AUTOPILOT AND WENT AROUND ON ITS OWN.
	2030	SAPRS II IN USE.
Q	2145	QAR, MED EMERGENCY INBOUND FFT448. AIRCRAFT VECTORED FOR RWY 27R. LANDED AND EXPEDITED TO THE GATE. ATC SERVICES SATISFACTORY. QAR CLSD.
	2210	RWY 27L GO AROUND, FLG5931. PREVIOUS ARRIVAL SLOW TO CLEAR. SPACING ADEQUATE.
	0002	20 MINUTE NOTICE FOR SHIP IN CHANNEL.
	0030	SAPRS II TERMINATED. ILS27R/L/35/26.
E	0035	ASR9 CHNL A IN USE
	0038	45 MINUTE NOTICE FOR SHIP IN CHANNEL.
	0054	SHIP NOW AT UPS. STOP RWY 35 ARRIVALS.
	0120	SHIP CLEAR, RESUME RWY 35 ARRIVALS.
	0145	40 MINUTE NOTICE FOR SHIP IN CHANNEL. WILL SWITCH BACK TO SAPRS II
	0209	10 MINUTE NOTICE FOR SHIP IN CHANNEL. NO MORE RWY 35 ARRIVALS.
	0210	SAPRS II IN USE.
	0223	SHIP CLEAR.
	0226	M POISSON OSIC. ABOVE NOTED.
	0330	R. KNOLL ON AS OSIC. ABV NOTED.
	0500	COB.

I CERTIFY that all entries above are correct; that scheduled operations have been accomplished, except as noted, and all abnormal occurrences and conditions have been recorded.

(KO)

PHL-ATCT-0129
UPS1307

Section 6.
Personnel Logs

PHL-ATGT 0129
UPS1307

DATE: 8/7/06

SIGNATURE	TIME ON	INIT	TIME OFF	INIT	HOURS ON DUTY	SUPERVISOR REMARKS
[illegible]	2200	AH	0630	AH	8+30	.5 CRE BOS
David Matteson	2200	DJ	0630	DJ	8+30	.5 CRE BOS
[illegible]	2230	PW	0630	PW	8+00	
[illegible]	2230	WW	0630	WW	8+00	8 OT
[illegible]	2230	AS	0630	AS	8+00	
Mary Wynder	0530	MW	1230	MW	7+00	ICU
[illegible]	0600	HR	1400	HR	8+00	
Tiana Jagemann	0600	TJ	1400	TJ	8+00	
[illegible]	0600	DB	1400	DB	8+00	
[illegible] Herkman	0600	RH	1400	RH	8+00	DTL
[illegible]	0600	AA	1400	AA	8+00	
[illegible]	0600	JP	1400	JP	8+00	
Dennis Kelly	0600	DK	1500	DK	9+00	1 CRE BOS
[illegible]	0600	BP	1400	BP	8+00	
[illegible]	0600	AM	1400	AM	8+00	
[illegible]	0600	RO	1400	RO	8+00	
[illegible]	0600	RN	1400	RN	8+00	
[illegible]	0630	JC	1430	JC	8+00	
David [illegible]	0630	HG	1430	HG	8+00	
[illegible]	0630	JA	1430	JA	8+00	
[illegible]	0630	ST	1430	ST	8+00	
[illegible]	0630	JQ	1430	JQ	8+00	
[illegible]	0630	WH	1530	WH	9+00	1 CRE EOS
[illegible]	0630	SY	1430	SY	8+00	
[illegible]	0640	CB	1440	CB	8+00	
[illegible]	0645	ER	1445	ER	8+00	
[illegible]	0700	RM	1500	RM	8+00	
[illegible]	0800	BK	1600	BK	8+00	

PHL FORM 7230-5

HL-ATCT-0129
PS1307

DATE: 2/7/06

SIGNATURE	TIME ON	INIT	TIME OFF	INIT	HOURS ON DUTY	SUPERVISOR REMARKS
[signature]	0810	KR	1600	KR	7+50	+10 min exc. (RN)
[signature]	1000	GO	1800	GO	8+00	
[signature]	1000	TB	2000	TB	10+00	2 CRE BOS
[signature]	1000	CM	1800	CM	8+00	
William J Thomas	1100	TO	1900	TO	8+00	
[signature]	1230	XR	2030	XR	8+00	
[signature]	1230	MR	2230	MR	10+00	ERRN 2 credit
[signature]	1230	FX	2030	FX	8+00	
[signature]	1230	KM	2030	KM	8+00	
[signature]	1230	LH	2030	LH	8+00	
[signature]	1300	GR	2300	GR	10+00	2 CHE BOS
[signature]	1300	BS	2300	BS	10+00	2 CHE BOS
RUSSELL, MARIO McRussell	1315	LL	2000	LL	6+45	1+15 S/L
[signature]	1315	BE	2115	BE	8+0	
[signature]	1330	KO	2130	KO	8+00	
Jeffrey Hayes	1400	HN	0000	HN	10+00	1 CRE BOS 1 CRE EOS
[signature]	1400	VD	2300	VD	9+00	1 CRE BOS
RVVR	1400	RV	2000	RV	8+00	
[signature]	1400	RR	2030	RR	6+30	S/L 1+30
[signature]	1430	BC	2230	BC	8+00	
[signature]	1430	VW	2230	VW	8+00	
[signature]	1430	MK	2230	MK	8+00	
[signature]	1430	NJ	2230	NJ	8+00	
[signature]	1450	YU	2250	YU	8+00	
[signature] KENNETH McCHORD	1450	CE	2350	CE	9+00	1 CRE BOS
Diane Zimmermann	1450	ZM	2350	ZM	9+00	1 CRE EOS
[signature]	1500	FJ	0000	FJ	9+00	1 CRE EOS
[signature]	1450	JL	2250	JL	8+00	

PHL FORM 7230-5

HL-ATCT-0129
PS1307

DATE: 2/7/06

SIGNATURE	TIME ON	INIT	TIME OFF	INIT	HOURS ON DUTY	SUPERVISOR REMARKS
[illegible]	DD	1455	2255	DD	8+00	
[illegible]	1500	MH	2300	MH	8+00	
[illegible]	1500	JB	2300	JB	8+00	
[illegible]	1600	XX	2330	XX	7+30	+30 Code 21
Rodney H Hill	1620	HL	0000	HL	8+00	

PHL FORM 7230-5

DATE: 02-08-06

PHL-ATCT-0129
UPS1307

SIGNATURE	TIME ON	INIT	TIME OFF	INIT	HOURS ON DUTY	SUPERVISOR REMARKS
[illegible] Casey	2130	KZ	0630	KZ	9+00	1CRE BOS
[illegible]	2200	SB	0630	SB	8.5	.5 CE BOS
[illegible]	2230	DB	0630	DB	8+00	
William [illegible]	2230	BP	0630	BP	8+00	
[illegible]	2230	RO	0800	RO	9+30	~~9+~~
Mary Wunder	0530	MW	1330	MW	8+00	
[illegible]	0600	CB	1400	CB	8+00	
[illegible]	0545 ~~0600~~	KO	1400	KO	8+15	+15 CHE BOS
[illegible]	0600	HR	1400	HR	8+00	
[illegible]	0600	JK	1400	JK	8+00	
[illegible]	0600	CI	1130	CI	5+30	2+30 SL
[illegible]	0600	SK	1400	SK	8+00	1CRE BOS 1CRE EOS
[illegible]	0600	ST	1400	ST	8+00	
[illegible]	0600	JQ	1400	JQ	8+00	
[illegible]	0600	XR	1400	XR	8+00	
[illegible]	0600	TB	1500	TB	9+00	1 CRE BOS
[illegible]	0600	CM	1500	CM	9+00	1 CRE BOS
[illegible]	0600	RM	1400	RM	8+00	
[illegible]	0520	SS	1350	SS	8+30	+30 Cong
Walter Cornett III	0700	CW	1500	CW	8+00	
[illegible]	0600	KR	1430	KR	8+30	+30 CRE EOS
Joseph S. Wyck III	0630	JW	1430	JW	8+00	
[illegible] Estes	0630	ES	1430	ES	8+00	
[illegible]	0630	OY	1430	OY	8+00	
[illegible]	0630	JA	1430	JA	8+00	
Wendy Heath	0630	WH	1530	WH	9+00	1 CRE EOS
[illegible]	0630	PU	1430	PU	8+00	
[illegible]	0630	SY	1430	SY	8+00	

PHL FORM 7230-5

DATE: 02-08-06

HL-ATCT-0129
PS1307

SIGNATURE	TIME ON	INIT	TIME OFF	INIT	HOURS ON DUTY	SUPERVISOR REMARKS
[illegible]	0655	DD	1455	DD	8+00	
[illegible]	0630	LH	1430	LH	8+00	
[illegible]	0645	BE	1445	BE	8+0	
[illegible]	0700	JP	1500	JP	8+00	
[illegible]	0700	KM	1500	KM	8+00	
[illegible]	1020	CD	1820	CD	8+00	
[illegible]	1100	JX	1900	JX	8+00	
[illegible]	1100	VO	1900 ~~1900~~	VO ~~VO~~	8+00 ~~8+00~~ RN	
[illegible]	1300	BK	2300	BK	10+00	2CRE
[illegible]	1200	AA	2100	AA	9+00	
[illegible]	1210	RW	2010	RW	8+20	+20 C21 BOS
[illegible]	1230	MK	2030	MK	8+00	
[illegible]	1230	VW	2030	VW	8+00	
[illegible]	1230	MH	2030	MH	8+00	
[illegible]	1230	BS	2030	BS	8+00	
[illegible]	1237	FJ	2037	FJ	8+00	
[illegible]	1500	GR	2300	GR	10+00	2 CHE BOS
[illegible]	1330	RN	2130	RN	8+00	
[illegible]	1400	HN	0000	HN	10+00	1 CRE BOS 1 CRE EOS
[illegible]	1400	NJ	2200	NJ	8+00	
	1400	RR	0000	RR	10+00	1 CRE BOS 1 CRE EOS
[illegible]	1430	DJ	2230	DJ	8+00	
[illegible]	1430	JJ	2230	JJ	8+00	
[illegible]	1415	ZM	2215	ZM	8+00	
[illegible] KENNETH MCCLOUD	1415	CE	2215	CE	8+00	
[illegible]	1430	BC	2230	BC	8+00	
[illegible]	1430	JB	2230	JB	8+00	
[illegible]	1430	TJ	2230	TJ	8+00	

FAA FORM 7230-5

HL-ATCT-0129
PS1307

DATE: 02-08-06

SIGNATURE	TIME ON	INIT	TIME OFF	INIT	HOURS ON DUTY	SUPERVISOR REMARKS
John B Clarco	1430	VC	2230	VC	8+00	
[illegible]	1500	ME	2300	ME	8+00	
[illegible]	1450	JL	2250	JL	8+00	
[illegible] Thomas	1500	To	2300	To	8+00	
[illegible]	1600	[illegible]	2400	[illegible]	8+00	
Rodney H Hill	1630	HL	0030	HL	8+00	
[illegible]	1630	WW	0030	WW	8+00	
[illegible]	1430	XX	2230	XX	8+00	

PHL FORM 7230-5

PHL-ATCT-0129
UPS1307

Section 7.
FAA Form 7230-10, Position Logs Electronic Equivalent

PHL-ATCT-0129
UPS1307

FAA Form 7230-10 (6-94 Electronic Equivalent)
Position: MD Type: AR Date: 02 07 2006 FACID: PHL

TIME ON	INITIALS	TIME OFF	TRNG TYPE	POSN TYPE
0500	WW	1857		
1858	RO	1859		
0425	KZ	0459		

FAA Form 7230-10 (6-94 Electronic Equivalent)
Position: MD Type: AR Date: 02 08 2006 FACID: PHL

TIME ON	INITIALS	TIME OFF	TRNG TYPE	POSN TYPE
0500	KZ	1000		
1001	BP	1106		
0450	SY	0456		
0457	CB	0459		

PHL-ATCT-0129
UPS1307

FAA Form 7230-10 (6-94 Electronic Equivalent)
Position: LE Type: LC Date: 02 07 2006 FACID: PHL

TIME ON	INITIALS	TIME OFF	TRNG TYPE	POSN TYPE
0500	PW	1114		
1115	JP	1144		
1145	BP	1150		
1151	CB	1225		
1226	BP	1334		
1335	JA	1408		
1409	BP	1515		
1516	ER	1644		
1645	CB	1717		
1718	ER	1735		
1736	MR	1750		
1751	CB	1908		
1909	MR	2003		
2004	CE	2032		
2033	MR	2110		
2111	CE	2149		
2150	BS	2227		
2228	FX	2325		
2326	NJ	0014		
0015	MH	0028		
0029	MK	0126		
0127	BS	0152		
0153	MK	0258		
0259	MH	0358		
0359	CE	0450		
0451	DB	0459		

PHL-ATCT-0129
UPS1307

FAA Form 7230-10 (6-94 Electronic Equivalent)
Position: LE Type: LC Date: 02 08 2006 FACID: PHL

TIME ON	INITIALS	TIME OFF	TRNG TYPE	POSN TYPE
0500	DB	1023		
1024	KZ	1101		
1102	DK	1153		
1154	BE	1307		
1308	SY	1356		
1357	DK	1500		
1501	KM	1533		
1534	CI	1618		
1619	BE	1736		
1737	VW	1807		
1808	GR	1858		
1859	KM	1943		
1944	VW	1958		
1959	FX	2037		
2038	NJ	2141		
2142	WW	2205		
2206	ZM	2244		
2245	FX	2320		
2321	ZM	0024		
0025	VW	0055		
0056	NJ	0211		
0212	DJ	0306		
0307	WW	0459		

PHL-ATCT-0129
UPS1307

FAA Form 7230-10 (6-94 Electronic Equivalent)
Position: CD Type: CD Date: 02 07 2006 FACID: PHL

TIME ON	INITIALS	TIME OFF	TRNG TYPE	POSN TYPE
0500	at.. GE	1108		GC
1109	BP	1145		
1146	JQ	1219		
1220	HG	1333		
1334	ER	1359		
1400	SO	1401		
1402	ER	1432		
1433	CB	1600		
1601	JP	1612		
1613	JQ	1649		
1650	HG	1730		
1731	FX	1744		
1745	HG	1814		
1815	JQ	1840		
1841	BS	2105		
2106	ZM	2146		
2147	MR	2218		
2219	ZM	2253		
2254	MR	0001		
0002	FX	0127		
0128	HL	0206		
0207	ZM	0343		
0344	SB	0459		

PHL-ATCT-0129
UPS1307

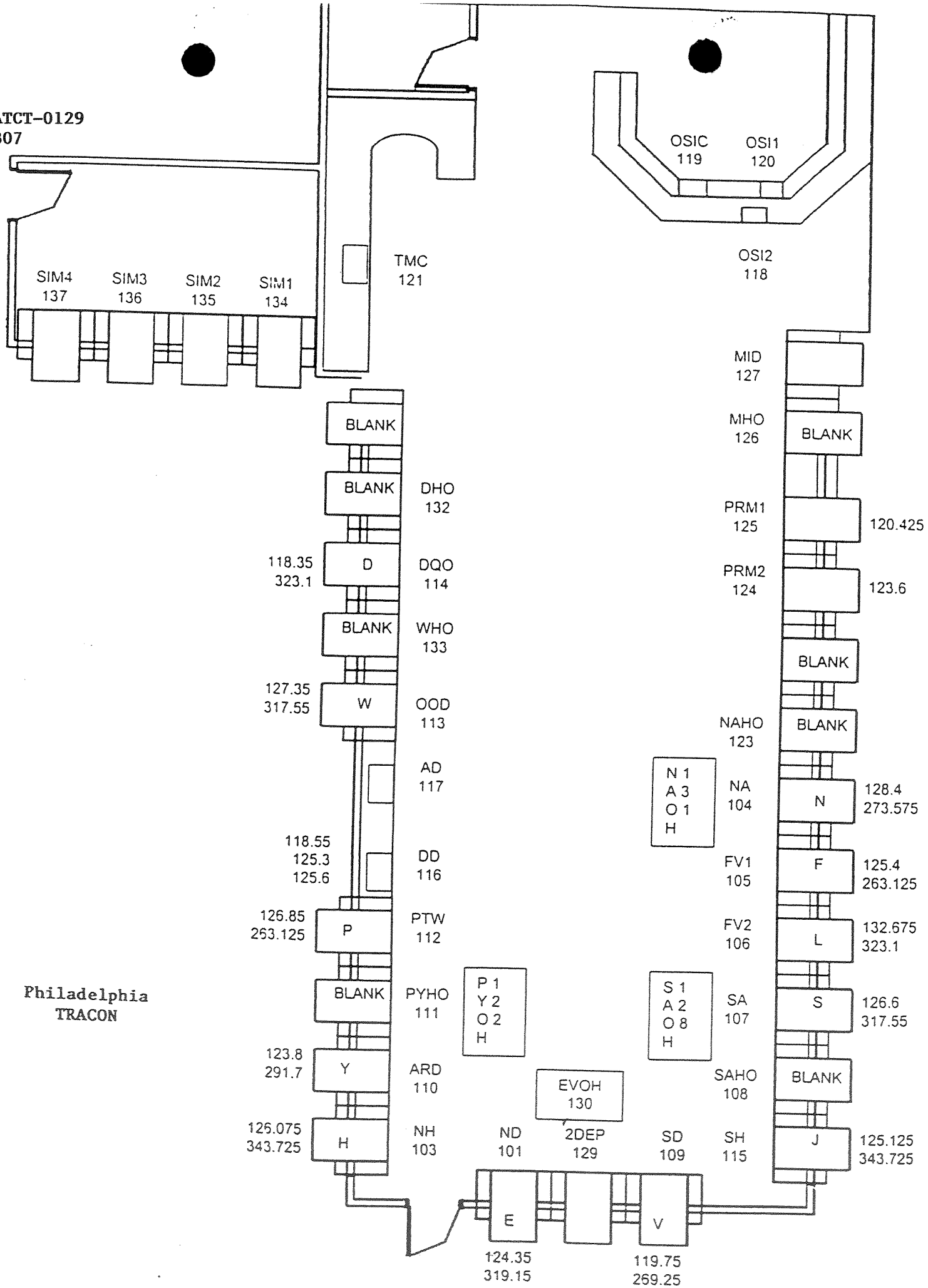
FAA Form 7230-10 (6-94 Electronic Equivalent)
Position: CD Type: CD Date: 02 08 2006 FACID: PHL

TIME ON	INITIALS	TIME OFF	TRNG TYPE	POSN TYPE
0500	SB	1058		
1059	CI	1101		
1117	CI	1137		
1138	JW	1209		
1210	KM	1232		
1233	JW	1322		
1323	KM	1504		
1505	CI	1508		
1509	BE	1555		
1556	JW	1605		
1606	JW/SI	1708	Normal	
1709	FX	1735		
1736	JW	1927		
1928	GR	2128		
2129	DJ	2153		
2154	VW	2346		
2347	NJ	0102		
0103	DJ	0144		
0145	GR	0459		

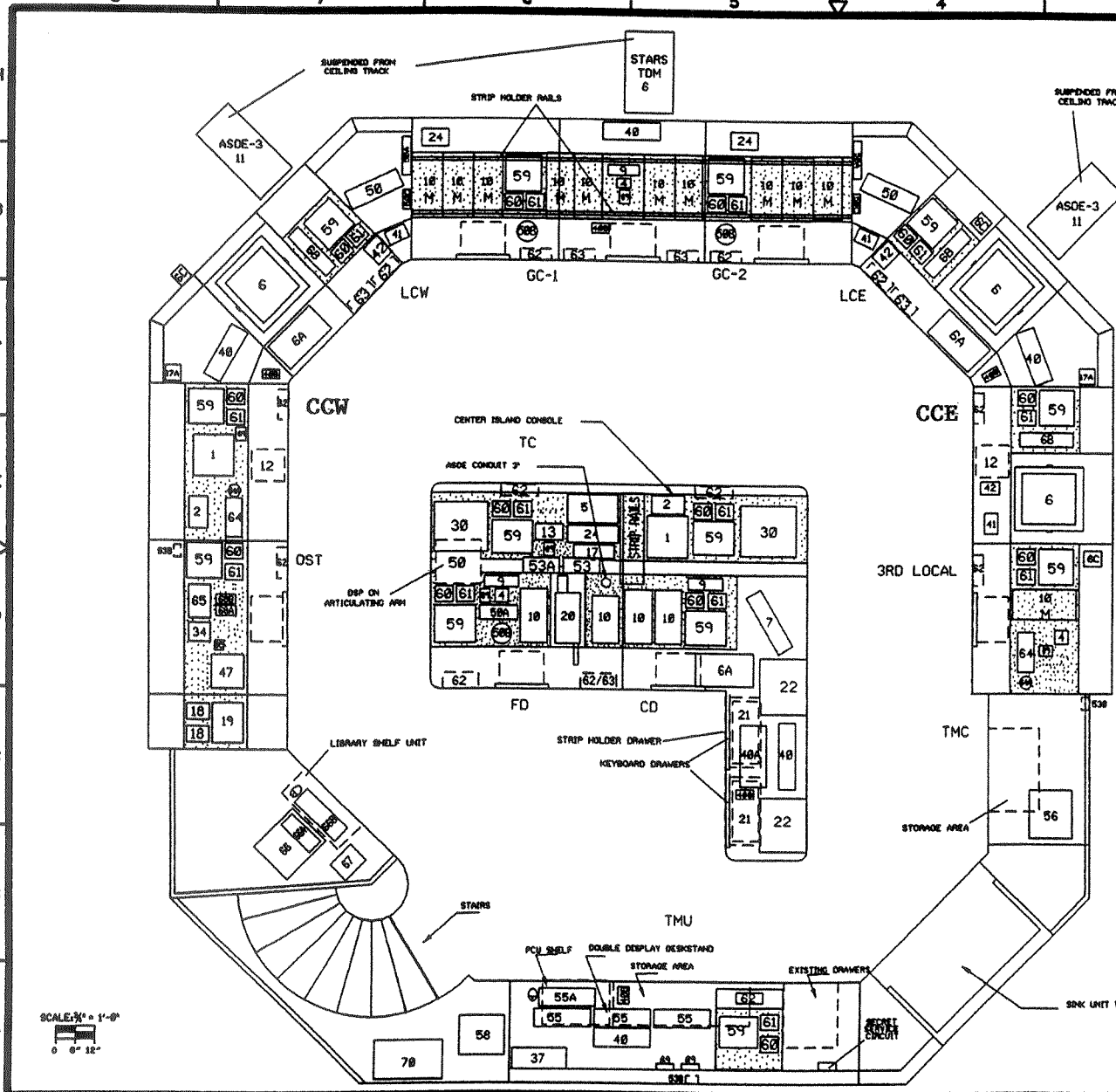
PHL-ATCT-0129
UPS1307

Section 8.
Facility Layout Charts

PHL-ATCT-0129
UPS1307



PHL-ATCT-0129
UPS1307



EQUIPMENT LEGEND

1. LLWAS AND TOWER RIBBON DISPLAY
2. RVR CONTROL
3. DAU
5. NAILM 6270
6. STARS TDL 6A, DIGITAL CONTROL PANEL (DCP) KEYPACK, 6B. DCP, 6C. TAAU
7. STARS MCH
9. DIGITAL CLOCK
10. STRIP BAYS
11. ASDE-3 DISPLAY
12. STRIP STORAGE
13. ALS EV/V PU
17. AMHES VOL CONTROL, 17A. AMHES SPEAKER
18. ATIS
19. TDLS PANEL
20. FDIO SER PRINT
21. TDLS KEYBOARD
22. TDLS DISPLAY
24. ASDE CONTROL PANEL
36. AIRPORT LIGHT PANEL, BEACON CONTROL
37. ALS DSO REV CTL
38. ANNUNCIATOR/FIRE ALARM
39. AHU CTL
46. SYSTEMS ATLANTA DISPLAY SYSTEM (ID54)
46A. SYSTEMS ATLANTA KEYPACK (ID54)
46B. SYSTEMS ATLANTA SLEW BALL (ID54)
41. ETXTR SCANNER
42. ETXTR KEYPACK
47. ILS - REMOTE STATUS AND INTERLOCK UNIT
50. DSP DISPLAY
50A. DSP DISPLAY KEYBOARD
50B. DSP SCANNER, 50C. DSP SCANNER WAND
53. PHONE FOR OUTSIDE LINES
53A. DIRECTLY PHONE TO NY TRACON (NYT), 53B. NYT PHONE JACK
55. ETXR DISPLAY, 55A. KYBD & HOUSE
56. TOWER COMPUTER
58. FAX MACHINE
59. ETXR TED
60. ETXR SPEAKER
61. ETXR CTL MODULE
62. ETXR JACK BOX
63. FSDP JACK BOX
64. EMERGENCY TRANSCEIVER, 64A. ANTENNA HOLDER
65. SECURITY PANEL
66. CRU-ART, 66A. MONITOR, 66B. KYBD & MOUSE
67. BREAKLIST
68A. RED CRASH PHONE, 68B. YNT CRASH PHONE
69. LIGHT SWITCH
70. PHONE BOX

REVIEWED BY:	DATE:
PHL MATCA REP.	

REVIEWED BY:	DATE:
PHL AIR TRAFFIC MGR	

APPROVED BY:	DATE:
AEA-510	

REV	DATE	DESCRIPTION	DR	REVIEW DATE	APV
14	12/14/95	AS BUILT - TOWER CAB MOD PROJECT	7[illegible]		SC
13	8/4/95	UPDATED - TOWER CAB MOD PROJECT	7[illegible]		SC
12	6/26/95	TOWER CAB MOD INSTALLATION PROJECT	7[illegible]		SC
11	2/28/93	AS BUILT			

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
NEW YORK ARC INFORMATION CENTER JAMAICA, NY

ATCT
PHILADELPHIA INTERNATIONAL AIRPORT
CONTROL TOWER
CAB EQUIPMENT LAYOUT

PHILADELPHIA PHL PA

REVIEWED BY: SUBMITTED BY L.TORRE APPROVED BY G. ABRAMS
SIGNATURE TITLE - SIGNATURE TITLE -
DRAWN V.L. SEND BY DATE 1/05/01 DRN -
DESIGNED DRAWING NO AEA-D-29350 REV

SHEET 1 OF 1

...\PHL ATCT CAB\phled2935001.dgn 2/21/2006 3:07:57 PM

PHL-ATCT-0129
UPS1307

Section 9.
Airport Diagram

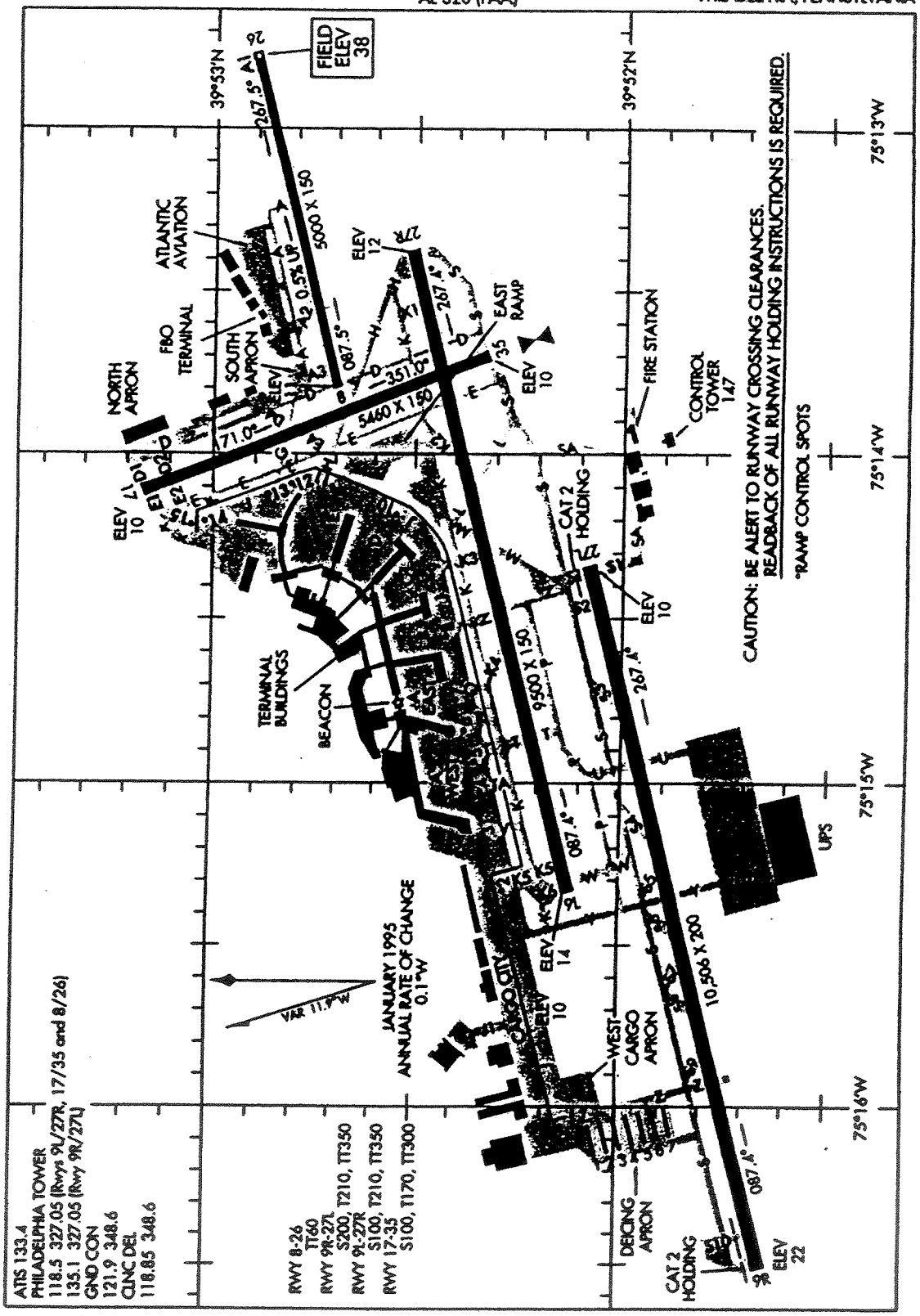
PHL-ATCT-0129
UPS1307

04218

AIRPORT DIAGRAM

AL-320 (FAA)

PHILADELPHIA INTERNATIONAL (PHL)
PHILADELPHIA, PENNSYLVANIA



AIRPORT DIAGRAM
04218
PHILADELPHIA, PENNSYLVANIA
PHILADELPHIA INTERNATIONAL (PHL)

This diagram is not to scale

PHL-ATCT-0129
UPS1307

Section 10.
Flight Progress Strip

PHL-ATCT-0129
UPS1307

Philadelphia ATCT

UPS1307	2033	A0444	IFR	3 POB	
H/DC8Q/W	CANNY			N748UP	
169	CANNY		PHL		

FAA FORM 7230-8(5-88)

Section 11.
Transcriptions of Voice Recordings

Federal Aviation Administration

Memorandum

Date: April 12, 2006

From: Philadelphia ATCT

To: Aircraft Accident File PHL-ATCT-0129

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident; UPS1307
Philadelphia, PA., February 8, 2006

This transcription covers the Philadelphia ATCT Midnight Position for the time period from February 8, 2006, 0440 UTC, to February 8, 2006, 0501 UTC.

Agencies Making Transmissions	Abbreviations
United Parcel Service 1307	UPS1307
Philadelphia ATCT Midnight Position	M

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving UPS1307.

Gail Swider
Support Manager
Philadelphia Tower

0440
(0441-0444)
0445

0445:04	UPS1307	and philly approach good day it's u p s thirteen oh seven heavy with ya passing one five thousand for one one thousand with charlie
0445:24	M	u p s thirteen oh seven heavy philly runway two seven right altimeter three zero zero four
0445:28	UPS1307	thirty oh four two seven right u p s ah thirteen oh seven heavy
0446		
0446:33	M	u p s thirteen oh seven heavy fly heading of zero five zero and descend and maintain six thousand
0446:38	UPS1307	zero five zero down to six thousand u p s thirteen oh seven heavy
0447		
0448		
0448:31	M	u p s thirteen oh seven heavy fly heading of zero six zero descend and maintain four thousand
0448:34	UPS1307	zero six zero down to four thousand u p s thirteen oh seven heavy
0449		
(0450-0453)		
0454		
0454:09	M	u p s thirteen oh seven heavy turn left to zero one zero descend and maintain two thousand one hundred
0454:14	UPS1307	zero one zero down to two point one u p s thirteen oh seven heavy
0454:58	UPS1307	and u p s thirteen oh seven heavy has the field in sight

0455		
0455:02	M	u p s thirteen zero seven heavy cleared for visual approach runway two seven right contact the tower one eighteen five
0455:07	UPS1307	eighteen five see ya
0456		
(0457-0500)		
0501		

End of Transcript

Federal Aviation Administration

Memorandum

Date: April 12, 2006

From: Philadelphia ATCT

To: Aircraft Accident File PHL-ATCT-0129

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident; UPS1307
Philadelphia, PA., February 8, 2006

This transcription covers the Philadelphia ATCT Local Control East Position for the time period from February 8, 2006, 0450 UTC, to February 8, 2006, 0521 UTC.

Agencies Making Transmissions	Abbreviations
United Parcel Service 1307	UPS1307
Philadelphia ATCT Local Control East Position	LCE
Philadelphia ATCT Midnight Position	M
Airport Duty Officer, Airport 10	A10
Unknown	Unknown

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving UPS1307.

Gail Swider
Support Manager
Philadelphia Tower

0450
(0451-0454)
0455

0455:13	UPS1307	tower good day u p s thirteen oh seven heavy with you visual for runway two seven right
0455:17	LCE	thirteen oh seven heavy two seven ah right wind two six zero at six cleared to land
0455:21	UPS1307	cleared to land and ah listen we just got a ah cargo smoke ah indicator come on could we have the equipment meet us
0455:28	LCE	okay i'll do that for you cargo smoke indicator just souls on board and amount of fuel sir
0455:36	UPS1307	three souls two hours of fuel
0455:38	LCE	two hours of fuel roger that sir we're bringing them out now
0455:41	UPS1307	thanks
0455:56	LCE	hey rick
0455:57	M	yeah
0455:58	LCE	just to give you a heads up u p s thirteen oh seven heavy just declared an emergency
0456:02	M	what's the problem did he say
0456:03	LCE	he said smoke indicator light in the cargo area

0456:06	M	alright okay he's gonna come right in and land right he's gonna go to the left side
0456:09	LCE	yeah we already rung the crash phone i'll see i'll get him off (unintelligible)
0456:11	M	okay i'll tell calvin about it okay
0456:14	LCE	u p s thirteen oh seven heavy is cleared to land runway two seven left the wind is two six zero at six
0456:19	UPS1307	we're cleared to land two seven left u p s thirteen oh seven heavy
0456:37	LCE	and ah when you get a chance i know you're busy thirteen oh seven heavy can you give me the fuels in pounds please
0456:45	UPS1307	twenty one thousand seven hundred
0456:47	LCE	thank you
0457		
0458		
0458:08	LCE	and thirteen oh seven heavy just confirm you did you are lined up for the left side it appears you're lined up for the right
0458:13	UPS1307	i'm sorry i thought we were cleared for the right are we cleared to land on the right
0458:17	LCE	you are cleared to land on the right we'll just tell fire

0458:20	UPS1307	okay
0458:25	LCE	foxtrot nine tower be advised the aircraft is gonna be landing twenty seven right short final twenty seven right if you're on tower
0458:51	A10	philadelphia tower airport ten
0458:53	LCE	airport ten if you can let just let the fire department know we can't reach them on the frequencies the aircraft is landing twenty seven right he's out flaring out as we speak
0459		
0459:01	A10	airport ten copy
0459:06	LCE	hey
0459:07	M	yeah
0459:08	LCE	rick he actually landed the right side he lined up for the wrong runway and the airport's just coming out now
0459:13	M	oh man he landed on the right hugh
0459:15	LCE	yeah
0459:16	M	did you change him over to the left
0459:18	LCE	yeah i told him left side cleared to land he's like our mistake we thought (unintelligible)

0459:22	M	okay well then i guess the right side will be closed here make sure i don't know what to do with these guys inbound then
0459:29	LCE	yeah hopefully it will open up real quick
0459:31	M	alright
0459:32	LCE	two zero nine proceed on to runway two seven right
0459:35	UPS1307	u p s thirteen oh seven evacuating the aircraft
0459:38	unknown	the right to be closed
0459:40	LCE	two seven right is closed and and the aircrew is evacuating the aircraft
0459:43	LCE	hey rick
0459:44	M	yeah
0459:45	LCE	it's gonna be a while (unintelligible)
0459:47	M	alright so it's gonna be two seven left hey dave
0459:49	LCE	yeah
0459:50	M	make sure the vehicles are clear of two seven left okay

0459:52	LCE	(unintelligible) they never even proceeded on it
0459:55	M	alright
0500 0500:15	A10	philadelphia tower airport ten
0500:18	LCE	airport ten go ahead sir
0500:20	A10	we also show one seven three five closed at this time
0500:22	LCE	one seven three five closed sir just be advised the aircrew is evacuating the aircraft when you're doing your sweep
0500:28	A10	airport ten copy the aircraft aircrew has been clearing one seven three five two seven right is closed
0501 0501:28	LCE	just more info they closed one seven three five as well rick
0501:32	M	seventeen thirty five is closed and okay got it
0502 0502:38	M	what's up
0502:39	LCE	just more info it looks like the plane actually is on fire man it looks like we smoke coming out of the back there so it might be awhile
0502:44	M	okay

0503
(0504-0509)
0510

0510:50	A10	philadelphia tower airport ten
0510:51	LCE	airport ten go ahead
0510:53	A10	i need to expedite holding short of two seven left at uniform to pick up u p s personnel
0510:59	LCE	okay ah your on you want to proceed on two seven left uniform is that what it is
0511:05	A10	that's affirmative like to cross ah two seven left at uniform
0511:08	LCE	okay cross two seven left at uniform ah airport ah airport ten
0511:13	A10	airport ten copy be advised i'll be providing escort on the way back
0511:17	LCE	copy
0511:42	LCE	hey rick
0511:43	M	yeah
0511:44	LCE	i'm gonna extend thirteen nineteen for now i'll call his base (unintelligible)

0511:49	M	what's up dave
0511:50	LCE	ah we're trying to figure out the alert status of this thing we're trying (unintelligible)
0512		
0512:01	M	alert status you got airport ten on the frequency right you ask him if runway two seven left is still open i mean that's all
0512:06	LCE	well nah yeah but there's something going on with the left side as well now with some some people and stuff that (unintelligible)
0512:11	M	holy [redacted]
0512:12	LCE	ah but the problem is apparently (unintelligible)
0512:17	M	i'll call you back in a minute dave
0513		
0514		
0514:58	LCE	hello
0514:59	M	can we keep running to the left
0515		
0515:01	LCE	ah no there we're considering the airport closed right now apparently there is some hazardous material on the airplane that's on fire so ah calvin said to shut the airport down
0515:08	M	[redacted] okay
0516		

End of Transcript

PHL-ATCT-0129
UPS1307

Section 12.
FAA Form 8020-3, Facility Accident/Incident Notification Record

FACILITY ACCIDENT/INCIDENT NOTIFICATION RECORD

PHL–ATCT–0129
UPS1307

Aircraft Identification: UPS1307
Date: 2/7/06
Airport: PHL

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

	Phone No.	Time	Initials Caller	Initials Recipient
Airport Emergency Equipment	215-937-7925 215-685-9374	0455Z	SB	—
Additional Emergency Equipment				
Search and Rescue USCG	215-271-4800			
Washington Operations Center (WOC) (Through ROC)	202-267-3333			
Region Operations Center (ROC)	718- 553-3100	0521	RO	DEAN
Flight Standards District Office (FSDO) #17 (VIA ROC)	610-595-1500			
Air Traffic Investigations Division (AAT-200)	VIA ROC			
National Transportation Safety Board (NTSB)	VIA ROC			
System Maintenance Organization Manager (AOCC)	866-432-2622			
Law Enforcement Marine Unit	215-685-1766			
Contract Weather Observer (Genesis Cavok)	215-937-7979	0801	RO	
Military Authority (Willow Grove NAS)	215 443-6454			
Airport Authority	215-937-6800			
Airways Facilities Sector Supervisor (Al Best)	[redacted]			
Flight Service (OS IPT AFSS)	570-368-1545			
Flight Service MIV AFSS	800- 521-5136			
New York Center Area Manager Washington Center Area Manager	631-468-1080 703-771-3470			
FAX Preliminary to IPT AFSS supervisor	570- 368-3215			
FAA Security Local Regional	610-521-0921 718-553-3122			
ATCSCC	703-904-4400			
FBI	215-418-4000			
Notify Mike Wagner / designee first. They will contact HUB Manager				
Independence HUB Manager: Ed McKenna Pager 800-759-8352 Pin 1200527	315-455-3801			
Air Traffic Manager: Mike Wagner Pager 800-759-8352 Pin 1160489	[redacted]	0534	RO	M. WAGNER
NATCA: Don Chapman D. BEEK Pager 800-266-0895 NATCA REP ON DUTY Pin 13745 end of msg. Hit 5	Wk Ex 4111 [redacted]	0455Z		
If unable to contact ATM contact one of the following: OM G. DaPron ex.285	[redacted]			
SM G.Gordon ex 282 TMO D.Conley ex.287	[redacted]			

Form Updated by: Kirk Sokoloski, Staff Specialist, PHL ATCT — Date: 12/02/2005

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

FAA Form 8020-3 (Revised 08/05)

PHL-ATCT-0129
UPS1307

Section 13.
Personnel Statements

Philadelphia PA

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY: ~~PHL ATCT~~ RC 4-12-06	2. REPORT NUMBER: PHL-ATCT 0129
3. AIRCRAFT IDENTIFICATION AND TYPE: UPS 1307 DC8	
4. LOCATION OF ACCIDENT/INCIDENT: ~~PHL Rwy 27R & TXY L~~ Philadelphia PA R27R RCT-12-06	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): February 8, 2006 0459 UTC
6. EQUIPMENT ATTACHMENT: ☒ YES ☐ NO	
7. NAME (OPERATING INITIALS): Richard Casey (KZ)	8. TITLE: ~~RC CPC~~ 4-12-06 ATCS.
9. POSITION AND TIME (UTC): Midnight Position 0425-1200 UTC	

10. 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 INLUCDED 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.

11. TEXT OF STATEMENT ☒ ORIGINAL ☐ SUPPLEMENTAL

UPS 1307 was vectored and sequenced for an ILS 27R approach. At a point S.E. of JALTO UPS1307 advised airport in sight and was cleared for a visual approach to Runway 27R. UPS1307 did not advise me of any problem prior to my transfer of the flight to tower frequency.

12. SIGNATURE OF WITNESS: R Casey KZ	13. DATE OF SIGNATURE: 2-15-06

FAA Form 8020-26 (08-05)

PHL-ATCT-0129
UPS1307

STANDARD TERMINAL AUTOMATIONS REPLACEMENT SYSTEM INDIVIDUAL DISPLAY/SYSTEM STATUS CHECKLIST

INDIVIDUAL DISPLAY

Position: M Date: 2-7-06 Time: 0455Z

	Circle One		Settings
Beacon Video Gain	ON	OFF	
Primary	ON	OFF	
Range Marks	ON	OFF	5 mile
Sweep Decenter	ON	OFF	Offset Point ____
Range	Distance 42		
WX Levels Available	None		
WX Levels Selected	All		

SYSTEM CONTROL PANEL

DSP/RX/TX Channel	A	B
Polarization	AUTO	MANUAL
SCIP Switch	A	B
RADAR Source Control		
Weather Control	2-Level	6-Level

Date: 2-15-06 Time: 2300 LCL

Completed by: Richard Casey

Philadelphia PA

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY ~~PHL ATCT~~ DB 4-12-06	2. REPORT NUMBER PHL-ATCT-0129
3. AIRCRAFT IDENTIFICATION AND TYPE UPS 1307 DC8	
4. LOCATION OF ACCIDENT/INCIDENT ~~PHL Rwy 27R & TXY L~~ Philadelphia PA R27R DB 4-12-06	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC) February 8, 2006, 0459 UTC
6. EQUIPMENT ATTACHMENT ☒ YES ☐ NO	
7. NAME (OPERATING INITIALS) David E Beck (DB)	8. TITLE ~~CPC~~ ATCS DB 4-12-06
9. POSITION AND TIME (UTC) LCE 0451-1023 UTC	

10. 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 INLUCDED 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.

11. TEXT OF STATEMENT ☒ ORIGINAL ☐ SUPPLEMENTAL

working "LCE" UPS 1307 checked in Rwy 27R, I cleared the A/C to land Rwy 27R.

UPS 1307 advised he was an emergency, we rang out the crash phone.

I cleared UPS 1307 to land Rwy 27L he acknowledged landing clearance for 27L

I noticed the A/C appeared to be lined up for Rwy 27R and I advised the pilot.

UPS 1307 asked if he was clear to land Rwy 27R, I cleared UPS 1307 to land 27R.

I Reserve the right to change/amend my statement at a later date.

12. SIGNATURE OF WITNESS (DB)	13. DATE OF SIGNATURE 2/8/06

FAA Form 8020-26 (08-05)

PHL-ATCT-0129
UPS1307

STANDARD TERMINAL AUTOMATIONS REPLACEMENT SYSTEM INDIVIDUAL DISPLAY/SYSTEM STATUS CHECKLIST

INDIVIDUAL DISPLAY

Position: LCE Date: 2/7/06 Time: 04:59 UTC

	Circle One		Settings
Beacon Video Gain	ON	OFF	
Primary	ON	OFF	
Range Marks	ON	OFF	
Sweep Decenter	ON	OFF	Offset Point ____
Range	Distance unknown		
WX Levels Available	None		
WX Levels Selected	None		

SYSTEM CONTROL PANEL

DSP/RX/TX Channel	A	B
Polarization	AUTO	MANUAL
SCIP Switch	A	B
RADAR Source Control		
Weather Control	2-Level	6-Level

Date: 2/14/06 Time: 09:00 LCL

Completed by: David E Beck

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY: Philadelphia PA ~~PHL ATCT~~ RS 4-12-06	2. REPORT NUMBER: PHL-ATCT-0129
3. AIRCRAFT IDENTIFICATION AND TYPE: UPS 1307 DC8	
4. LOCATION OF ACCIDENT/INCIDENT: Philadelphia PA RS 4-12-06 ~~PHL Rwy 27R + TXY L~~	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): February 8, 2006, 0459 UTC
6. EQUIPMENT ATTACHMENT: ☐ YES ☒ NO	
7. NAME (OPERATING INITIALS): Robert B. Snead (SB)	8. TITLE: 4-12-06 RS ~~CPC~~ ATCS.
9. POSITION AND TIME (UTC): FD/CD 0314-1058 UTC	

10. 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 INLUCDED 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.

11. TEXT OF STATEMENT ☒ ORIGINAL ☐ SUPPLEMENTAL

I never spoke to the pilot of the A/C.

12. SIGNATURE OF WITNESS: Robert B Snead	13. DATE OF SIGNATURE: 2/8/06

FAA Form 8020-26 (08-05)

Philadelphia PA

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY: ~~PHL~~ ~~ATCT~~ CR 4/12/06	2. REPORT NUMBER: PHL-ATCT-0129
3. AIRCRAFT IDENTIFICATION AND TYPE: UPS 1307 DC 8	

4. LOCATION OF ACCIDENT/INCIDENT	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC)	6. EQUIPMENT ATTACHMENT
Philadelphia PA ~~PHL Rwy 27R~~ CR 4/12/06	February 8, 2006, 0458 UTC	☐ YES ☑ NO
7. NAME (OPERATING INITIALS)	**8. TITLE**	**9. POSITION AND TIME (UTC)**
Calvin Rohen (RO)	SATCS	SUPV 0330-1300 UTC

10. 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 INLUCDED 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.

11. TEXT OF STATEMENT ☑ ORIGINAL ☐ SUPPLEMENTAL

I WAS ADVISED OF UPS 1307 DECLARING AN EMERGENCY. THE PILOT REPORTED THE EMERGENCY TO THE LOCAL CONTROLLER AFTER BEING CLEARED TO LAND.

I REPORTED TO THE CONTROL TOWER AND OBSERVED UPS 1307 ON RWY 27R. THE AIRCRAFT HAD SMOKE COMING FROM THE REAR.

WHILE THE EMERGENCY VEHICLES WERE ON SITE, I OBSERVED FLAMES COMING FROM UPS 1307.

12. SIGNATURE OF WITNESS	13. DATE OF SIGNATURE
Calvin Rohen	2/8/06

FAA Form 8020-26 (08-05)

PHL-ATCT-0129
UPS1307

STANDARD TERMINAL AUTOMATIONS REPLACEMENT SYSTEM INDIVIDUAL DISPLAY/SYSTEM STATUS CHECKLIST

INDIVIDUAL DISPLAY

Position: SUPV Date: February 8, 2006 Time: 0459 UTC

	Circle One		Settings
Beacon Video Gain	ON	OFF	_____
Primary	ON	OFF	_____
Range Marks	ON	OFF	_____
Sweep Decenter	ON	OFF	Offset Point ____
Range	Distance _____		
WX Levels Available	_____		
WX Levels Selected	_____		

SYSTEM CONTROL PANEL

DSP/RX/TX Channel	A	B
Polarization	AUTO	MANUAL
SCIP Switch	A	B
RADAR Source Control		
Weather Control	2-Level	6-Level

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

Date: 3/19/06 Time: 11:15 AM

Completed by: Calvin Rohan

PHL-ATCT-0129
UPS1307

Section 14.
Weather Products

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REVISED
RESCRIE
.A.O. 2

PHL-ATCT-0129
UPS1307

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.

AUGUST L. SHUMBERA
RECORDS CUSTODIAN
DATA ADMINISTRATOR
(Official Title)

. . . . . .

I HEREBY CERTIFY that AUGUST L. SHUMBERA 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: FEB 13 2006

For the SECRETARY OF COMMERCE:

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

UNEDITED SURFACE WEATHER OBSERVATIONS (METAR/SPEC)

LATITUDE	LONGITUDE	STATION ELEVATION FT. (MSL)	TIME CONVERSION TO UTC	DAY	MONTH	YEAR	SID	STATION (CITY, STATE)
39°52' N	75°14' W	10	+5	07	02	2006	PHL	PHILADELPHIA, PA

PHL-ATCT-0129
UPS 1307

TYPE M/S	TIME (LST)	WIND DIR TRUE	WIND SPD KTS	WIND GUST KTS	WIND VARIABILITY TRUE	VISIBILITY SURFACE STATUTE MILES	VISIBILITY RUNWAY VISUAL RANGE (FEET)	PRESENT WEATHER	SKY CONDITION	TEMP °C	DEW POINT °C	ALTI-METER INS.	REMARKS AND SUPPLEMENTAL CODED DATA
1	2	3	4	5	6	7	8	9	10	11	12	13	14
M	0054	270	11			10			CLR	02	−11	A2992	SLP130 T00171111 10039 20011 58001 LPA)
M	0154	260	11			10			CLR	02	−11	A2992	SLP132 T00171106 $ (LPA)
M	0254	260	13			10			CLR	01	−10	A2993	SLP135 T00061100 $ (LPA)
M	0354	260	11			10			CLR	01	−11	A2993	SLP133 T00061111 50004 $ (LPA)
M	0454	270	8			10			CLR	00	−11	A2994	SLP137 T00001111 $ (LPA)
M	0554	280	8			10			CLR	00	−11	A2995	SLP143 T00001111 $ (DH)
M	0654	280	9			10			FEW130 SCT250	00	−11	A2997	SLP147 T00001111 10022 21017 52014 $ (DH)
M	0754	260	10			10			FEW070	−01	−11	A2999	SLP154 T10061106 (DH)
M	0854	270	14			10			SCT042 BKN070	01	−11	A3000	SLP158 T00061106 (DH)
M	0954	300	15	20		10			SCT040 SCT070	02	−09	A2999	SLP156 T00171094 50009 (DH)
M	1054	310	16			10			SCT043	03	−09	A2999	SLP153 T00281089 (DH)
M	1154	300	9	16		10			FEW050 SCT095	03	−09	A2996	SLP144 T00281089 (DH)
M	1254	290	11			10			SCT050 BKN095	04	−09	A2995	SLP140 T00391089 10044 21011 58016 (DH)
M	1354	310	10			10			BKN048	04	−08	A2994	SLP138 T00441083 (DH)
M	1454	280	14			10			BKN046	04	−08	A2995	SLP142 T00391078 (DH)
M	1554	270	13			10			SCT046	04	−08	A2997	SLP147 60000 T00391083 53007 (DH)
M	1654	300	13			10			SCT047	03	−08	A2998	SLP152 T00331083 (DH)
M	1754	280	10			10			SCT049	03	−08	A3000	SLP158 T00281083 (DH)
M	1854	280	11			10			SCT050	02	−08	A3002	SLP165 T00221083 10044 20022 53018 (DH)
M	1954	280	10			10			FEW050	02	−08	A3003	SLP169 T00171083 (DH)
M	2054	280	9			10			FEW050	01	−08	A3004	SLP172 T00111083 (DH)
M	2154	290	8			10			CLR	01	−08	A3005	SLP174 T00111083 51009 (LPA)
M	2254	300	9			10			CLR	01	−08	A3005	SLP173 T00061083 (LPA)
M	2354	270	7			10			CLR	00	−08	A3006	SLP179 T00001083 400441017 (LPA)
									*** End of Day ***				

PHL-ATCT-0129
UPS1307

UNEDITED SURFACE WEATHER OBSERVATIONS (METAR)

LATITUDE	LONGITUDE	STATION ELEVATION FT. (MSL)	TIME CONVERSION TO UTC	DAY	MONTH	YEAR	SID	STATION (CITY, STATE)
39°52' N	75°14' W	10	+5	07	02	2006	PHL	PHILADELPHIA, PA

TIME LST 16	TOTAL SKY COVER (0–8) 17	TEMP. DRY-BULB 18	DEW POINT 19	TEMP. WET BULB 20	RELATIVE HUMIDITY (%) 21	STATION PRESSURE (INS) 22	PRESSURE TENDENCY 23	NET 3-HR CHANGE 24	HOURLY PRECIPITATION (INS) 25	HR
0054		1.7	−11.1	−2.3	38	29.91	8	001	0.00	00–01
0154		1.7	−10.6	−2.2	40	29.91			0.00	01–02
0254		.6	−10.0	−2.8	45	29.92			0.00	02–03
0354		.6	−11.1	−3.0	42	29.92	0	004	0.00	03–04
0454		.0	−11.1	−3.4	43	29.93			0.00	04–05
0554		.0	−11.1	−3.4	43	29.94			0.00	05–06
0654		.0	−11.1	−3.4	43	29.96	2	014	0.00	06–07
0754		−.6	−10.6	−3.7	47	29.98			0.00	07–08
0854		.6	−10.6	−2.9	43	29.99			0.00	08–09
0954		1.7	−9.4	−1.9	44	29.98	0	009	0.00	09–10
1054		2.8	−8.9	−1.1	42	29.98			0.00	10–11
1154		2.8	−8.9	−1.1	42	29.95			0.00	11–12
1254		3.9	−8.9	−.5	39	29.94	8	016	0.00	12–13
1354		4.4	−8.3	.0	40	29.93			0.00	13–14
1454		3.9	−7.8	−.2	43	29.94			0.00	14–15
1554		3.9	−8.3	−.3	41	29.96	3	007	0.00	15–16
1654		3.3	−8.3	−.7	43	29.97			0.00	16–17
1754		2.8	−8.3	−1.0	44	29.99			0.00	17–18
1854		2.2	−8.3	−1.3	46	30.01	3	018	0.00	18–19
1954		1.7	−8.3	−1.6	48	30.02			0.00	19–20
2054		1.1	−8.3	−2.0	50	30.03			0.00	20–21
2154		1.1	−8.3	−2.0	50	30.04	1	009	0.00	21–22
2254		.6	−8.3	−2.3	52	30.04			0.00	22–23
2354		.0	−8.3	−2.7	54	30.05			0.00	23–24

SYNOPTIC DATA

TIME 26	NO 27	LOW CLOUD TYPE 28	MID CLOUD TYPE 29	HIGH CLOUD TYPE 30	MAX TEMP (.1 C) 31	MIN TEMP (.1 C) 32	PRECIP (INS) 33	SNOW FALL (INS) 34	SNOW DEPTH (INS) 35	STATION PRESSURE (INS) 36	BAROGRAPH 37	BARR CORR 38	LOCAL USE 39

Synoptic Data Not Reported For ASOS Stations

WEATHER AND OBSTRUCTION TO VISION

TYPE 40	BEGIN 41	ENDED 42	TYPE 40	BEGIN 41	ENDED 42	TYPE 40	BEGIN 41	ENDED 42	TYPE 40	BEGIN 41	ENDED 42

SUMMARY OF THE DAY (MIDNIGHT TO MIDNIGHT)

PEAK WINDS SPEED (MPH) 43	PEAK WINDS DIRECTION 44	PEAK WINDS TIME (LST) 45	FASTEST 2-MIN WIND SPEED (MPH) 46	FASTEST 2-MIN WIND DIRECTION 47	FASTEST 2-MIN WIND TIME (LST) 48	SUNRISE TIME (LST) 49	SUNSET TIME (LST) 50	TOTAL SUNSHINE (MIN) 51	PERCENT PSBL SUNSHINE 52	CHARACTER SUNRISE 53	CHARACTER SUNSET 54	SKY COVER SUNRISE TO SUNSET 55	SKY COVER MIDNIGHT TO MIDNIGHT 56	24-HR MAX TEMP. (0.1 C) 57	24-HR MIN TEMP. (0.1 C) 58	24-HR PRECIP. WATER EQUIV (INS) 59	24-HR SNOW-FALL UNMLTD 60	1200 UTC SNOW DEPTH (INS) 61	WATER EQUIV. (INS) 62	STATION PRESSURE 63	SEA LEVEL PRESSURE 64
23	280	1516	21	280	1516	702	1727	538	86					4.4	−1.7	0.00	0.0	0		29.93	29.98

REMARKS, NOTES AND MISCELLANOUS PHENOMENA 65 :

Daily Remarks Data not reported for ASOS Stations

PHL-ATCT-0129
UPS1307

UNEDITED SURFACE WEATHER OBSERVATIONS (METAR/SPEC)

LATITUDE	LONGITUDE	STATION ELEVATION FT. (MSL)	TIME CONVERSION TO UTC	DAY	MONTH	YEAR	SID	STATION (CITY, STATE)
39°52' N	75°14' W	10	+5	08	02	2006	PHL	PHILADELPHIA, PA

TYPE M/S	TIME (LST)	WIND DIR TRUE	WIND SPD KTS	WIND GUST KTS	WIND VARIABILITY TRUE	VISIBILITY SURFACE STATUTE MILES	VISIBILITY RUNWAY VISUAL RANGE (FEET)	PRESENT WEATHER	SKY CONDITION	TEMP °C	DEW POINT °C	ALTI-METER INS.	REMARKS AND SUPPLEMENTAL CODED DATA
1	2	3	4	5	6	7	8	9	10	11	12	13	14
M	0054	300	8			10			CLR	−01	−09	A3005	SLP174 T10061089 10022 21006 50000 (LPA)
M	0154	300	9			10			CLR	−01	−09	A3006	SLP178 T10061094 (LPA)
M	0254	310	9			10			CLR	−01	−09	A3005	SLP176 T10111094 (LPA)
M	0354	310	9			10			CLR	−01	−10	A3005	SLP176 T10111100 50002 (LPA)
M	0454	300	6			10			FEW250	−02	−11	A3006	SLP178 T10171106 (GAH)
M	0554	310	6			10			FEW250	−02	−11	A3006	SLP179 T10171111 (GAH)
M	0654	260	6			10			FEW140 SCT250	−03	−11	A3008	SLP186 T10281106 10000 21033 53010 (GAH)
M	0754	290	7			10			FEW120 SCT250	−02	−11	A3009	SLP189 T10171111 (GAH)
M	0854	310	8			10			FEW250	−01	−12	A3009	SLP189 T10061117 (GAH)
M	0954	320	8			10			FEW050 SCT250	00	−12	A3009	SLP187 T00001117 50002 (GAH)
M	1054	290	8			10			FEW050 SCT250	01	−11	A3007	SLP183 T00111111 (GAH)
M	1154	350	8			10			BKN050 BKN250	01	−11	A3006	SLP178 T00111111 (GAH)
M	1254	330	6			10			SCT055 BKN250	02	−12	A3004	SLP172 T00171117 10022 21028 58016 (GAH)
M	1354	280	10			10			BKN055 BKN250	02	−12	A3002	SLP166 T00221122 (GAH)
M	1454	300	11			10			BKN055 BKN250	02	−12	A3002	SLP164 T00221117 (GAH)
M	1554	290	8			10			BKN055 OVC220	02	−12	A3002	SLP165 T00171117 55007 (GAH)
M	1654	310	12			10			BKN055 OVC200	02	−12	A3002	SLP165 T00171122 (DH)
M	1754	290	9			10			SCT060 BKN200	01	−12	A3003	SLP168 T00111117 (DH)
M	1854	290	8			10			SCT060 BKN110	01	−12	A3004	SLP171 T00061117 10022 20006 53006 (DH)
M	1954	290	10			10			FEW060 BKN110	00	−12	A3005	SLP176 T00001117 (DH)
M	2054	280	7			10			BKN120	00	−12	A3005	SLP176 T00001117 (DH)
M	2154	280	8			10			BKN110	00	−11	A3005	SLP176 T00001106 51005 (DH)
M	2254	280	5			10			BKN110 BKN200	−01	−10	A3005	SLP176 T10061100 (DH)
M	2354	280	8			10			SCT120 BKN180	−01	−10	A3005	SLP175 T10061100 400221033 (LPA)
									*** End of Day ***				

PHL-ATCT-0129
UPS1307

UNEDITED SURFACE WEATHER OBSERVATIONS (METAR)

LATITUDE	LONGITUDE	STATION ELEVATION FT. (MSL)	TIME CONVERSION TO UTC	DAY	MONTH	YEAR	SID	STATION (CITY, STATE)
39°52' N	75°14' W	10	+5	08	02	2006	PHL	PHILADELPHIA, PA

TIME LST 16	TOTAL SKY COVER (0–8) 17	TEMP. DRY-BULB 18	DEW POINT 19	TEMP. WET BULB 20	RELATIVE HUMIDITY (%) 21	STATION PRESSURE (INS) 22	PRESSURE TENDENCY 23	NET 3-HR CHANGE 24	HOURLY PRECIPITATION (INS) 25	HR
0054		−.6	−8.9	−3.2	54	30.04	0	000	0.00	00–01
0154		−.6	−9.4	−3.4	52	30.05			0.00	01–02
0254		−1.1	−9.4	−3.7	54	30.04			0.00	02–03
0354		−1.1	−10.0	−3.8	51	30.04	0	002	0.00	03–04
0454		−1.7	−10.6	−4.4	51	30.05			0.00	04–05
0554		−1.7	−11.1	−4.5	49	30.05			0.00	05–06
0654		−2.8	−10.6	−5.1	55	30.07	3	010	0.00	06–07
0754		−1.7	−11.1	−4.5	49	30.08			0.00	07–08
0854		−.6	−11.7	−3.9	43	30.08			0.00	08–09
0954		.0	−11.7	−3.5	41	30.08	0	002	0.00	09–10
1054		1.1	−11.1	−2.7	40	30.06			0.00	10–11
1154		1.1	−11.1	−2.7	40	30.05			0.00	11–12
1254		1.7	−11.7	−2.5	37	30.03	8	016	0.00	12–13
1354		2.2	−12.2	−2.2	34	30.01			0.00	13–14
1454		2.2	−11.7	−2.1	35	30.01			0.00	14–15
1554		1.7	−11.7	−2.5	37	30.01	5	007	0.00	15–16
1654		1.7	−12.2	−2.6	35	30.01			0.00	16–17
1754		1.1	−11.7	−2.8	38	30.02			0.00	17–18
1854		.6	−11.7	−3.1	40	30.03	3	006	0.00	18–19
1954		.0	−11.7	−3.5	41	30.04			0.00	19–20
2054		.0	−11.7	−3.5	41	30.04			0.00	20–21
2154		.0	−10.6	−3.3	45	30.04	1	005	0.00	21–22
2254		−.6	−10.0	−3.5	49	30.04			0.00	22–23
2354		−.6	−10.0	−3.5	49	30.04			0.00	23–24

SYNOPTIC DATA

TIME 26	NO 27	LOW CLOUD TYPE 28	MID CLOUD TYPE 29	HIGH CLOUD TYPE 30	MAX TEMP (.1 C) 31	MIN TEMP (.1 C) 32	PRECIP (INS) 33	SNOW FALL (INS) 34	SNOW DEPTH (INS) 35	STATION PRESSURE (INS) 36	BAROGRAPH 37	BARR CORR. 38	LOCAL USE 39
Synoptic Data Not Reported For ASOS Stations													

WEATHER AND OBSTRUCTION TO VISION

TYPE 40	BEGIN 41	ENDED 42	TYPE 40	BEGIN 41	ENDED 42	TYPE 40	BEGIN 41	ENDED 42	TYPE 40	BEGIN 41	ENDED 42

SUMMARY OF THE DAY (MIDNIGHT TO MIDNIGHT)

PEAK WINDS SPEED (MPH) 43	PEAK WINDS DIREC-TION 44	PEAK WINDS TIME (LST) 45	FASTEST 2-MIN WIND SPEED (MPH) 46	FASTEST 2-MIN WIND DIREC-TION 47	FASTEST 2-MIN WIND TIME (LST) 48	SUNRISE TIME (LST) 49	SUNSET TIME (LST) 50	TOTAL SUNSHINE (MIN) 51	PERCENT PSBL SUNSHINE 52	CHARACTER SUNRISE 53	CHARACTER SUNSET 54	SKY COVER SUNRISE TO SUNSET 55	SKY COVER MIDNIGHT TO MIDNIGHT 56	24-HR MAX TEMP. (0.1 C) 57	24-HR MIN TEMP. (0.1 C) 58	24-HR PRECIP. WATER EQUIV (INS) 59	24-HR SNOW-FALL UNMLTD 60	1200 UTC SNOW DEPTH (INS) 61	WATER EQUIV. (INS) 62	STATION PRESSURE 63	SEA LEVEL PRESSURE 64
23	320	1434	16	300	1648	701	1728	355	57					2.2	−3.3	0.00	0.0	0		30.00	30.05

REMARKS, NOTES AND MISCELLANOUS PHENOMENA 65 :

Daily Remarks Data not reported for ASOS Stations