

U.S. Dep't. of Commerce / NMAO / NOAA / Aircraft Operations Center

FLT ID: 20100209n1	From: RJTY	To: RJTY
FLT #: 10 - 35	Blk In: 1500 Z 6-5	Lnd Time: 1457 6-1
ETD: 0830 Z	Blk Out: 0828 Z	T/O Time: 0832 Z
ETE: 6 hrs 40mins	Total Blk: 6 hrs 32min	Total Flt: 6 hrs 25min
Sponsoring Org: NCEP	Program: WSR-10	Purpose: SURVEILLANCE

AOC Flight Crew

Aircraft Commander: LONGENECKER	Data System: CARPENTER
Co-Pilot: GLOVER / TOTH	Avaps: SMITH
Navigator: /	System Engineer:
Flight Eng: /	AA: PAUL, STEVEN
Flt Director: ALMEIDA	AA:
QBS Avionics: WHITEMAN, JUSTIN Navy	Crew Chief:
Participating Scientists, Visitors, & Add'l Aircrew on back!	Total # of people on board: # of people listed on back:

	A/C - Takeoff	Wx Station - Takeoff	A/C - Land	Wx Station - Land
Pressure				
ATIS - Takeoff				
ATIS - Land				
Data Source	Number	Data Disposition / Date / Quality / File Name(s)		
Flight Level Tapes		1001rf13a.ads		
Radar Tapes	0	No Hitter!		
Dropsondes	15	Good: 15	Bad: 0	Sent: 15 Go Steve!
AXBT	0			

List other data sources on back in Remarks section.

Remarks (Storm Name, Mission ID, Recco Times, Fix Times) Recco Times: Fix #: Fix Time

Storm Name: TRACK 99

Mission ID: NOAA 9 21 WSW

CP: 39.6 N

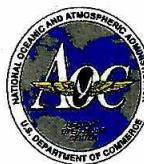
163.5 E



NOAA G-IV N49RF

WSR10 - Japan

09 Feb 2010



Flight ID: 20100209N

<u>Sensor or system</u>	<u>Number or Name</u>
Accelerometer	ACINS
Altitude	PALT
Attack Angle	AKRD2
Dew Point Probe	DPR
Dynamic Pressure	QC2M
Geopotential Altitude	PGPALT
Inertial Selected	VEW, VNS
Static Pressure	PS2M
Slip Angle	SSRD1
Temperature Probe	AT3/TT3
True Air Speed	TAS2
Constants File	49cal093
Project Directory	/proj/1001

Local Met Data:	<u>Takeoff</u> (0832Z)	<u>Landing</u> (1457Z)
Aircraft Static Pressure	101#.# mb	101#.# mb
Tower Pressure (corrected)	101#.# mb	101#.# mb

Notes:

There is a 0.5° difference between AKRD1 and AKRD2 (attack angle) for the entire flight that may be due to about a 5mb difference between AP1 and AP2 for the entire flight. Used AKRD2 in meteorological calculations b/c it is closer to values of previous flights in similar conditions.

There is about a 2mb difference between PS1M and PS2M. From test flights comparing aircraft data to dropsonde data PS2M has been closer to representing the actual atmosphere.

PS1 spikes ~1mb from takeoff to 091442z. Used PS2 in meteorological calculations.

DPL is bad due to known problems on the aircraft. DPR is used in meteorological calculations.

There were periods where the dewpoint temperature exceeded the ambient temperature resulting in RH values > 100%. This was likely due to passing through a cloud layer, a wet-bulb effect on the total temperature sensor, and/or an artificial warming of the dewpoint sensor as it tried to burn off excess moisture. Corrections were not made to the data.

All other instruments worked optimally during the flight

15 dropsondes launched: 15 good, 00 bad

All 15 good drops successfully sent to NCEP and ingested into the 09/12Z model run.

Flight Director:
Phone #:

*LTJG Jackie Almeida
(813) 828-3310 ext. 3075*

Flight: 20100209N1

Inertial Altitude
 ALT (m)
 IRS Baro-Inertial
 Altitude
 ALT_PITR (m)
 IRS Baro-Inertial
 Altitude
 ADCBCALT (m)
 DADC Baro Corrected
 Altitude

Radar Altitude
 HGM232 (m)
 Geometric (Radar)
 Altitude

Pitch vs Alt
 PITCH (deg)
 Aircraft Pitch Angle
 PITCH_PITR (deg)
 Aircraft Pitch Angle

Heading vs Trk
 THDG (deg)
 IRS1
 THDG_PITR (deg)
 IRS2

GPS Altitude
 GHALT_SG1 (m)
 Honeywell GPS Altitude
 (MSL)
 GHALT_SG2 (m)
 Honeywell GPS Altitude
 (MSL)
 GPALT (m)
 Collins GPS Altitude
 (MSL)

D-Value
~~GPGALT~~ DVALU (m)
 D-VALUE
 Geopotential Alt Source - **PALT**

Roll vs Hdg
 ROLL (deg)
 Aircraft Roll Angle
 ROLL_PITR (deg)
 Aircraft Roll Angle

Drift Angles
 AOCD (deg)
 Computed Drift Angle
 AOCD_PITR (deg)
 Computed Drift Angle
 DRFTA (deg)
 IRS1 Drift Angle
 DRFTA_PITR (deg)
 IRS2 Drift Angle

Pressure Altitude
 PALT (m)
 NACA Pressure Altitude
 PALTF (feet)
 NACA Pressure Altitude
 ADCPALT (m)
 DADC Pressure Altitude

Geopotential Altitude
 GPGALT (m)
 Collins GPS
 HGALT (m)
 APN-232 Radar - some spikes
 Geopotential Altitude

Track vs DA
 AOCTK (deg)
 Computed Aircraft Track
 Angle from IRS1
 AOCTK_PITR (deg)
 Computed Aircraft Track
 Angle from IRS2
~~N/A~~ TKAT (deg)
 IRS1 Track Angle
~~N/A~~ TKAT_PITR (deg)
 IRS2 Track Angle

~~N/A~~ TKAR (deg/s)
 IRS1 Aircraft Track
 Angle Rate
~~N/A~~ TKAR_PITR (deg/s)
 IRS2 Aircraft Track
 Angle Rate

Select the following variable references:

<input checked="" type="checkbox"/> ATTACK	AKRD(1, 2)	<input checked="" type="checkbox"/> QCX	QC(1, 2)M
<input checked="" type="checkbox"/> ATX	AT(1, 2, 3, 4)	<input checked="" type="checkbox"/> QCXC	QC(1, 2)C
<input checked="" type="checkbox"/> DPX	DP(L, R)	<input checked="" type="checkbox"/> SSLIP	SSRD(1, 2)
<input checked="" type="checkbox"/> DPXC	DP(L, R)C	<input checked="" type="checkbox"/> TASX	TAS(1, 2)
GPG DVALU	(HG, GPG)ALT	<input checked="" type="checkbox"/> TTX	TT(1, 2, 3, 4)
<input checked="" type="checkbox"/> PSX	PS(1, 2)M	<input checked="" type="checkbox"/> WI	IRS 1 or 2
<input checked="" type="checkbox"/> PSXC	PS(1, 2)C	<input checked="" type="checkbox"/> XLATC	IRS 1 or 2

- Print Trackline
- Print FD Log
- Print Calibration Worksheet
- Print Error Summary

r.nc file created
 rc.nc file created

Same
 no chgs

Color Code

Red = Reference Variable
 Blue = Inertial Variable
 Green = Default Variable used in
 Reference Variable

Note: IRS = Inertial Reference System.

Equivalent to INS on P-3's. _PITR denotes IRS#2.

Pg.1 - Alt, Pitch, Roll, Hdg, Trk, DA
 Pg.2 - Lat, Lon, GPS...
 Pg.3 - Temps, DP, Humidity...
 Pg.4 - PQ, PS, Attack, SSkip, Winds...
 Pg.5 - GS, Vert Velocity, TAS, Mach

Flight: 20100209N1

Latitudes

- N/A GHLATF_SG1 (deg)
Honeywell GPS
Latitude, Fine
N/A GHLATF_SG2 (deg)
Honeywell GPS
Latitude, Fine
✓ GHLAT_SG1 (deg)
Honeywell GPS Latitude
✓ GHLAT_SG2 (deg)
Honeywell GPS Latitude

Longitudes

- N/A GHLONGF_SG1 (deg)
Honeywell GPS
Longitude, Fine
N/A GHLONGF_SG2 (deg)
Honeywell GPS
Longitude, Fine
✓ GHLONG_SG1 (deg)
Honeywell GPS
Longitude
✓ GHLONG_SG2 (deg)
Honeywell GPS
Longitude

HDOP

- GHHDOP_SG1 (none)
Honeywell GPS Horiz.
Dilution of Precision
 GHHDOP_SG2 (none)
Honeywell GPS Horiz.
Dilution of Precision

VDOP

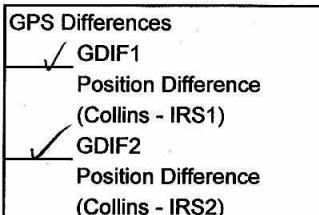
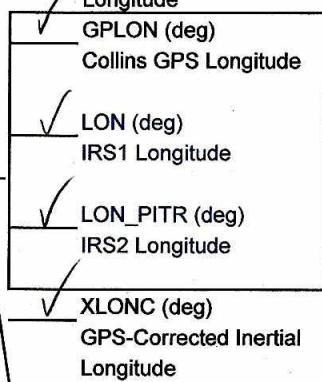
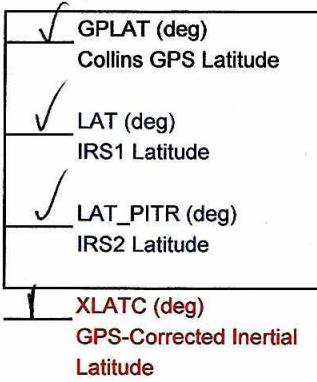
- GHVDOP_SG1 (none)
Honeywell GPS Vertical
Dilution of Precision
 GHVDOP_SG2 (none)
Honeywell GPS Vertical
Dilution of Precision

HFOM

- GHHFOM_SG1 (m)
Honeywell GPS Horiz.
Figure of Merit
 GHHFOM_SG2 (m)
Honeywell GPS Horiz.
Figure of Merit

VFOM

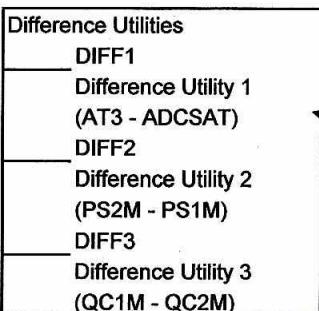
- GHVFOM_SG1 (m)
Honeywell GPS Vertical
Figure of Merit
 GHVFOM_SG2 (m)
Honeywell GPS Vertical
Figure of Merit



Compare GPS lat/lion to inertial lat/lion to see
which inertial did better during the flight.
Compare their differences.

2803 Max position difference of INE1

5824 Max position difference of INE2



You can use the difference utilities for
comparing the difference between
any 2 quantities. Just change the
inputs in NIMBUS and re-run to
create a new NetCDF file. The
difference is calculated by subtracting
the second variable from the first

Flight: 20100209N1

Temperatures

Ambient Temperature
 AT1 (degC)
Ambient Temperature, Top Left
N/A
AT2 (degC)
Ambient Temperature, Bottom Right
 AT3 (degC)
Ambient Temperature, Top Right
 AT4 (degC)
Ambient Temperature, Bottom Left
3 ATX (dégC)
Ambient Temperature, Reference

Total Temperature
 TT1 (degC)
Total Temperature, Left Top
N/A
TT2 (degC)
Total Temperature, Right Bottom
 TT3 (degC)
Total Temperature, Left Bottom
 TT4 (degC)
Total Temperature, Right Top
3 TTX (degC)
Total Temperature Reference

Dewpoint Temperature
 DPLC (degC)
Dew Point Temperature, Left
 DPRC (degC)
Dew Point Temperature, Right
R DPXC (degC)
Dew Point Temperature, Reference
 DPL (degC)
Left Dew/Frost Point Temperature
 DPR (degC)
Right Dew/Frost Point Temperature
R DPX (degC)
Dew/Frost Point Temperature, Reference

DPL
BAD

Air Temperature
 ADCSAT (degC)
DADC Static Air Temperature
 ADCTAT (degC)
DADC Total Air Temperature

Potential Temperature
 THETA (K)
Potential Temperature
 THETAE (K)
Equivalent Potential Temperature
 THETAV (K)
Virtual Potential Temperature

Hygrometers
 BCRYO (volts)
CR-2 Hygrometer Balance
 CRYO (degC)
CR-2 Hygrometer
 CRYOC (degC)
CR-2 Hygrometer, corrected
 PCRYO (mb)
CR-2 Hygrometer Pressure

Humidity
 RHODL (g/m³)
Absolute Humidity, T-Electric Left
 RHODR (g/m³)
Absolute Humidity, T-Electric Right
 RHUM (%)
Relative Humidity

Mixing Ratio
 MR (g/kg)
Mixing Ratio, T-Electric

Ambient Water Vapor Pressure
 EDPC (mb)
Ambient Water Vapor Pressure, Reference

> 100%

$\sim 0.5^\circ$ diff. betw. AKRD1 + 2 for entire
 ~ 5 mb diff " API + 2 " flt.

Chose AKRD2 b/c closer to prev. flt's
values, but still a little higher @ times.

PSI spikes $\sim 0913Z$ ^{Beg of} _{flt to} $091442 -$

Flight: 20100209N1

Pressures

- $QCc = QCM$
- Dynamic Pressure
 - QC1C (mb)
 - Corrected Dynamic Pressure, Left
 - QC1M (mb)
 - Left Raw Dynamic Pressure
 - QC2C (mb)
 - Corrected Dynamic Pressure, Right
 - QC2M (mb)
 - Right Raw Dynamic Pressure
 - QCX (mb)
 - Raw Dynamic Pressure, Reference
 - QCXC (mb)
 - Corrected Dynamic Pressure, Reference
 - Attack (compare to pitch)
 - AP1 (mb)
 - Left Vertical Differential Pressure
 - AP2 (mb)
 - Right Vertical Differential Pressure
 - DAP1 (mb)
 - Left Raw Dynamic Attack Pressure
 - DAP2 (mb)
 - Right Raw Dynamic Attack Pressure
 - ADCAOA (deg)
 - Air Data Computer
 - Attack Angle
 - AKRD1 (deg)
 - Attack Angle, Left Side
 - AKRD2 (deg)
 - Attack Angle, Right Side
 - ATTACK (deg)
 - Attack Angle, Reference

Note: Attack and Sideslip often compare with each other to make small vector helpful to compare.

Static Pressures

- PS1C (mb)
- Corrected Static Pressure, Top Fuselage
 - PS1M (mb)
- Raw Static Pressure, Top Fuselage
 - PS2C (mb)
- Crrct'd Static Pressure, Bottom Fuselage
 - PS2M (mb)
- Raw Static Pressure, Bottom Fuselage
 - PSX (mb)
- Raw Static Pressure, Reference
 - PSXC (mb)
- Corrected Static Pressure, Reference

Surface Pressure

- PSURF (mb)
- Calculated Surface Pressure

Cabin Pressure

- PCAB (mb)
- Cabin Pressure

Horizontal Wind Direction

- IWD (deg)
- Horizontal Wind Direction (IRS)
- IWD_PITR (deg)
- Horizontal Wind Direction (IRS)
- WD (deg)
- Horizontal Wind Direction

Horizontal Wind Speed

- IWS (m/s)
- Horizontal Wind Speed (IRS)
- IWS_PITR (m/s)
- Horizontal Wind Speed (IRS)
- WS (m/s)
- Horizontal Wind Speed
- North/South Component
 - VI (m/s)
- Wind Vector, North Component
- East/West Component
 - UI (m/s)
- Wind Vector, East Component

Vertical Winds

- WI (m/s)
- Wind Vector, Vertical Gust Component
- UTAN/URAD Winds
 - UX (m/s)
- Wind Vector, UTAN Longitudinal Component
- VY (m/s)
- Wind Vector, Lateral Component URAD

Flight: 20100209N1

Groundspeeds
GHGSF_SG1 (m/s)
Honeywell GPS Ground Speed
✓ GHGSF_SG2 (m/s)
Honeywell GPS Ground Speed
✓ GPGSPD (m/s)
Collins GPS Ground Speed
✓ GSF (m/s)
Inertial Ground Speed
✓ GSF_PITR (m/s)
Inertial Ground Speed

East/West Component
✓ GHVIEW_SG1 (m/s)
HoneyWell GPS Ground Speed Vector E/W
✓ GHVIEW_SG2 (m/s)
HoneyWell GPS Ground Speed Vector E/W

✓ GPVIEW (m/s)
Collins GPS Ground Speed Vector E/W
✓ VEW (m/s)
Inertial Ground Speed Vector E/W
✓ VEW_PITR (m/s)
Inertial Ground Speed Vector E/W
✓ XVEWC (m/s)
GPS-Correct'd Inertial Ground Spd Vector E/W

Vertical Acceleration
✓ ACINS (m/s²)
Aircraft Vertical Acceleration
✓ ACINS_PITR (m/s²)
Aircraft Vertical Acceleration

Vertical Velocity
✓ GHVZI_SG1 (m/s)
Hnywll GPS Comp'd aircraft Vert. Velocity
✓ GHVZI_SG2 (m/s)
Hnywll GPS Comp'd aircraft Vert. Velocity

✓ GPVSPD (m/s)
ClIns GPS Comp'd Aircraft Vertical Velocity
✓ VSPD (m/s)
IRS-Computed Aircraft Vertical Velocity
✓ VSPD_PITR (m/s)
IRS-Computed Aircraft Vertical Velocity
✓ WP3 (m/s)
Damped Aircraft Vertical Velocity
✓ WP3_PITR (m/s)
Damped Aircraft Vertical Velocity

Airspeeds
✓ ADCCAS (m/s)
DADC Computed Airspeed
✓ IAS (Kts)
Aircraft Indicated Airspeed
✓ ADCTAS (m/s)
DADC True Airspeed

✓ TAS1 (m/s)
Aircraft True Airspeed #1
✓ TAS2 (m/s)
Aircraft True Airspeed #2
✓ TASHC (m/s)
Aircraft True Airspeed, Humidity Corrected
✓ TASX (m/s)
Aircraft True Airspeed, Reference

Mach
✓ ADCMACH (none)
DADC Mach Number

✓ MACH (none)
Aircraft Mach Number

✓ XMACH2 (none)
Aircraft Mach Number Squared

North/South Component
✓ GHVNS_SG1 (m/s)
HnyWII GPS Grnd Spd Vector, Nth/Stth Component
✓ GHVNS_SG2 (m/s)
Hnywll GPS Grnd Spd Vector, Nth/Stth Component
✓ XVNSC (m/s)
GPS-Correct'd Inertial Ground Spd Vector, North Component

✓ GPVNS (m/s)
ClIns GPS Grnd Spd Vector, Nth/Stth Component
✓ VNS (m/s)
Inertial Ground Speed Vector, North/South Component
✓ VNS_PITR (m/s)
Inertial Ground Speed Vector, North/South Component

DRFTA spike 100322-100324

DSM	CHAN	U P D A T	DESCRIPTION	MANUF.	MODEL	SERIAL NUMBER	RANGE (V)	Update of Calibration: 05 Aug 2009					
								C1	C2	G	Vos	C1'	C2'
FWD	00		Left AOA AP (API)	Rosemount	1221F2VL7B1B	2299	+/- 10	0.0021	6.8842	1	10	0.0021	6.8842
FWD	01		Left AOA DAPM (DAP1)	Rosemount	1221F2AF8B1B	2312	-0 - 10	0.9327	34.4761	2	10	173.3132	17.2381
FWD	02		Right AOA AP (AP2)	Rosemount	1221F2VL7B1B	2309	+/- 10	-0.067	6.8901	1	0	-0.0670	6.8901
FWD	03		Right AOA DAPM (DAP2)	Rosemount	1221F2AF8B1B	2313	-0 - 10	-1.12127	34.4983	2	10	171.2788	17.2492
FWD	04		Top Slip BP (BP1)	Rosemount	1221F2VL7B1B	2300	+/- 10	-0.1618	6.8935	1	0	-0.1618	6.8935
FWD	05		Top Slip DBPM (DBP1)	Rosemount	1221F2AF8B1B	2319	-0 - 10	-0.3527	34.4729	2	10	172.0118	17.2365
FWD	06		Bottom Slip BP (BP2)	Rosemount	1221F2VL7B1B	2310	+/- 10	0.0028	6.8869	1	0	0.0028	6.8869
FWD	07		Bottom Slip DBPM (DBPM2)	Rosemount	1221F2AF8B1B	2318	-0 - 10	-1.9627	34.4847	2	10	170.4608	17.2424
FWD	08		Left Dewpoint (DPL)	EdgeTech	137-C3 Ext. Range	1635 / 018269	-0 - 5	-100.24	30.074	4	10	-25.055	7.5185
FWD	09		Right Dewpoint (DPR)	EdgeTech	137-C3 Ext. Range	1686 / 018268	-0 - 5	-100.37	30.041	4	10	-25.2675	7.5103
FWD	0a		Total Temp #3 (TT3)	Rosemount	102LJ2AG w/ 510GB341E	A32555/0202	+/- 10	-0.1575	6.9931	1	0	-0.1575	6.9931
FWD	0b		Total Temp #2 (TT2)	Rosemount	102CP2AF w/ 510GB343E	A20245 / 0199	+/- 10			1	0	0.0000	0.0000
FWD	0c		Total Temp #4 (TT4)	Rosemount	102CP2AF w/ 510GB341E	A6786 / 0141	+/- 10	0.0542	7.0261	1	0	0.0542	7.0261
FWD	0d		Total Temp #1 (TT1)	Rosemount	102CP2AF w/ 510GB341E	A18367 / 0140	+/- 10	0.2124	7.0005	1	0	0.2124	7.0005
FWD	0e		Static Pressure #1 (PS1M)	Rosemount	1281AF2B1B	588	-0 - 10	-0.5869	108.3262	2	10	541.0441	54.1631
FWD	0f		Dynamic Pressure #1 (QC1M)	Rosemount	1281AF2B1B	588	-0 - 10	-0.0815	33.8826	2	10	169.3315	16.9413
FWD	10		Static Pressure #2 (PS2M) (QC2M)	Rosemount	1281AF2B1B	826	-0 - 10	-2.4031	108.3794	2	10	539.4939	54.1897
FWD	11		Dynamic Pressure #2	Rosemount	1281AF2B1B	826	-0 - 10	-0.3861	33.8788	2	10	169.0079	16.9394
FWD	12		Cr-2 Hygrometer	Buck	CR-2	207	-0 - 10	-1.50	20	2	10	-50	10
FWD	13		Cr-2 Hygrometer Pressure	Buck	CR-2	207	-0 - 10	100	100	2	10	600	50
FWD	14		Cr-2 Hygrometer Balance	Buck	CR-2	207	-0 - 10	0	1	1	0	0.0000	1.0000
AFT	0		Cabin Pressure (PCAB)	Vaisala	PTB220	W3120002	-0 - 5	500	120	4	10	800	30

*Note: This table has been modified from the official assignment sheet.

If the numbers contained in columns C1' and C2' are green, then they are actually C1 & C2 and are not calculations of C1' or C2'. They were copied over to make it easier to read when checking the calibration coefficients in Nimbus.

$$C1' = (C2' \times V_{os}) + C1$$

$$C2' = C2 / G$$

$$\text{Units} = C1 + C2 \cdot V_{adc}$$

AOC GPS Dropwindsonde Log

Flight ID: 20100209n1Flight Director: AmeidaMission ID: NOAA9 21W5WStorm/Track: TRACK 99

10	0900	20	40
6	54	14	34
3	57	17	37
	59	19	39
	Pg	of	

Ch. #	Drop #	Sonde ID	Drop Time (UTC)	Lat (°N)	Lon (°W)	Wx Cond.	SFC Prs (mb)	Ob #	L5R5	Last Winds R5 (Ht, ws, wd)	Last Winds L5 (Ht, ws, wd)	Sent Time/KWBC (UTC)
941	1	094120138	09001135	58	143 25	DARK	1014.5	0	L5	10 15.1 260	092753	
960	2	093236161	09202136	00	147 16		1015.0	02	L5	10 18.3 249	094210	
934	1	0932736319	09400435	51	150 59		1016.0	03	L5	10 9.6 281	100632	
962	2	093236166	10000435	33	164 49	▼	1015.2	04	L5	10 14.8 298	102603	
918	1	0941615062	10200635	47	158 38		1017.0	05	L5	10 9.1 177	104603	
940	2	094415025	10400636	24	162 03		10 18.8	06	L5	10 9.5 267	110448	
934	1	094120146	10005324	45	163 03		10 16.1	07	L5	10 11.6 280	112640	
909	1	093736028	11201041	06	162 52		10 12.8	08	L5	10 4.3 296	114549	
932	2	093736042	140034324	24	161 53		10 10.6	09	L5	10 1.9 292	120620	
916	1	093736296	20006	44	44 159 31		10 06.2	10	L5	10 7.4 132	122503	
947	1	093736058	122005	45	35 156 32		10 02.4	11	L5	10 13.0 138	125123	
942	2	094130120	134004	45	09 153 33		9 95.0	12	L5	10 2.6 110	121228	
936	1	094355024	130005	44	07 50 46		10 00.2	13	L5	10 12.8 24	132926	
964	2	094415115	132006	42	47 148 19		10 07.8	14	L5	10 13.0 300	134956	
953	1	093736164	134007	41	09 146 13		10 12.4	15	L5	10 15.4 290	140313	

#2 - GPS wind spike @ 833mb

#5 - Aspen chooses raw instead of QC data ws/wD in upper lvs

#7 - // ws/wD in upper lvs

#13 - //

#14 - //

#15 - //

t/o wx: wd: 090

~0830 ws: 04-06

clouds: Few → Cir 060

turb:

Low P of
Hokkaido

Outbound: wd: W/NNW

ws: up to ~130-150 k+s

clouds: ~~mostly~~ below FL

turb:

ice:

Inbound: wd: ~~W~~ NNW - NW

ws: ~130 - 150 k+s

clouds:

turb: possible CAT assoc. w/jet
ice: but we should be above it.

landing wx: wd: VRB

~1500Z ws: 06

clouds: Few 060

turb:

local conditions:

Sea Salt:

Volcanic Ash:

NOAA G-IV flight request for Tuesday 02/09/2010

Radio Call Sign: NOAA49

Planned take off: 02/09/2010 0830Z

Planned landing time: 02/09/2010 1530Z

Route of flight

1	RJTY	35.75	139.35
	KOGAR		
	TLE		
	CVC		
2	36 03N 145 22E	36.05	145.37
3	35 28N 155 45E	35.47	155.75
4	36 03N 161 54E	36.05	161.9
5	39 39N 163 28E	39.65	163.47
6	44 06N 161 33E	44.1	161.55
7	45 50N 155 34E	45.83	155.57
8	43 35N 149 25E	43.58	149.42
9	40 19N 145 12E	40.32	145.2
10	NIKON		
	JD		
	HATAR		
10	RJTY		

Planned Altitudes: FL390-450

