

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

FLT ID: 2010022511	From: RJTY	To: PHNL
FLT #: 10-041	Blk In: 1518 z 7.5	Lnd Time: 1513 z 7.3
ETD: 0800 z	Blk Out: 0746 z	T/O Time: 0753 z
ETE: 7.5 hrs	Total Blk: 7hrs 32min	Total Flt: 7hrs 20min
Sponsoring Org: NCEP	Program: WSR-10	Purpose: Surveillance / ^{Repo.}

AOC Flight Crew

Aircraft Commander: HAGAN	Data System: CARPENTER
Co-Pilot: TWINING / TOTH	Avaps: SMITH
Navigator: /	System Engineer:
Flight Eng: /	AA: PAUL, STEVEN
Flt Director: ALMEIDA PARRISH	AA:
Avionics:	Crew Chief: ROTTEVEEL

Participating Scientists, Visitors, & Add'l Aircrew on back.

Total # of people on board: 9

of people listed on back: 0

	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		1001rf20a.ads
Radar Tapes	0	
Dropsondes	11	Good: 11 Bad: 0 Sent: 11
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 37WSW			

CP: 30 N 168 E Start: 164E
 Stop: 175W



NOAA G-IV N49RF
WSR10 – Japan
25 Feb 2010



Flight ID: 20100225N

Sensor or system

Accelerometer
Altitude
Attack Angle
Dew Point Probe
Dynamic Pressure
Geopotential Altitude
Inertial Selected
Static Pressure
Slip Angle
Temperature Probe
True Air Speed
Constants File
Project Directory

Number or Name

ACINS
PALT
AKRD2
DPR
QC2M
GPGALT
VEW, VNS
PS2M
SSRD1
AT3/TT3
TAS2
49cal093
/proj/1001

Local Met Data:

Aircraft Static Pressure
Tower Pressure (corrected)

Takeoff (0753Z)

101#. # mb
101#. # mb

Landing (1513Z)

101#. # mb
101#. # mb

Notes:

All INE2 (_PITR), Honeywell GPS #2 (_SG2) variables and PCAB variable have spikes at 1000z, 1100z, 1200z, 1300z, 1400z, and 1500z.

INE2 has a position drift that increases to ~5478 m by the end of the flight. INE1 is used in meteorological calculations.

HGALT is noisier than GPGALT, has spikes at t/o and landing, and is up to ~100m lower than GPGALT. Thus I chose GPGALT to use in meteorological calculations.

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 ~1 mb from the time of takeoff to 083344z. PS2 is used 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.

Flight Director:
Phone #:

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



NOAA G-IV N49RF
WSR10 – Japan
25 Feb 2010



All other instruments worked optimally during the flight

11 dropsondes launched: 11 good, 00 bad

All 11 good drops successfully sent to NCEP and ingested into the 25/12Z model run.

Flight Director:
Phone #:

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

Flight: 20100225N1

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

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

Pressure Altitude
✓ PALT (m)
NACA Pressure Altitude
✓ PALTf (feet)
NACA Pressure Altitude
✓ ADCPALT (m)
DADC Pressure Altitude

Radar Altitude
✓ HGM232 (m)
Geometric (Radar)
Altitude

D-Value
✓ DVALU (m)
D-VALUE
Geopotential Alt Source - PALT)

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

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

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

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

Drift Angles
✓ AOCD A (deg)
Computed Drift Angle
✓ AOCD A_PITR (deg)
Computed Drift Angle
✓ DRFTA (deg)
IRS1 Drift Angle
✓ DRFTA_PITR (deg)
IRS2 Drift Angle

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:

2 ATTACK	AKRD(1, 2)	2 QCX	QC(1, 2)M
3 ATX	AT(1, 2, 3, 4)	2 QCXC	QC(1, 2)C
2 DPX	DP(L, R)	1 SSLIP	SSRD(1, 2)
2 DPXC	DP(L, R)C	2 TASX	TAS(1, 2)
2 DVALU	(HG, GPG)ALT	2 TTX	TT(1, 2, 3, 4)
2 PSX	PS(1, 2)M	1 WI	IRS 1 or 2
2 PSXC	PS(1, 2)C	1 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 changes

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.

Flight: 20100225N1

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

☒ GPLAT (deg)
 Collins GPS Latitude
☒ LAT (deg)
 IRS1 Latitude
☒ LAT_PITR (deg)
 IRS2 Latitude

☒ XLATC (deg)
 GPS-Corrected Inertial
 Latitude

GPS Differences
☒ GDIF1
 Position Difference
 (Collins - IRS1)
☒ GDIF2
 Position Difference
 (Collins - IRS2)

Difference Utilities
☐ DIFF1
 Difference Utility 1
 (AT3 - ADCSAT)
☐ DIFF2
 Difference Utility 2
 (PS2M - PS1M)
☐ DIFF3
 Difference Utility 3
 (QC1M - QC2M)

Longitudes
N/A GHLONF_SG1 (deg)
 Honeywell GPS
 Longitude, Fine
N/A GHLONF_SG2 (deg)
 Honeywell GPS
 Longitude, Fine
☒ GHLO_N_SG1 (deg)
 Honeywell GPS
 Longitude
☒ GHLO_N_SG2 (deg)
 Honeywell GPS
 Longitude

☒ GPLON (deg)
 Collins GPS Longitude
☒ LON (deg)
 IRS1 Longitude
☒ LON_PITR (deg)
 IRS2 Longitude

☒ XLONG (deg)
 GPS-Corrected Inertial
 Longitude

Compare GPS lat/lon to inertial lat/lon to see
 which inertial did better during the flight.
 Compare their differences.
2296 Max position difference of INE1
5478 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

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

Flight: 20100225N1

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 (degC)
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
✓ THETA E (K)
Equivalent Potential
Temperature
✓ THETA V (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

> 160° 10

ps1 spike beg $\rightarrow$ 083344

Flight: 20100225N1

Pressures

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
- 2 QCX (mb)
Raw Dynamic Pressure, Reference
- 2 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
- 2 ATTACK (deg)
Attack Angle, Reference

Note: Attack and sideslip often compare with each other, so it's sometimes helpful to compare

Static Pressures

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

Sideslip (compare to roll)

- ✓ BP1 (mb)
Top Horizontal Differential Pressure
- ✓ BP2 (mb)
Bottom Horizontal Differential Pressure
- ✓ DBP1 (mb)
Top Raw Dynamic Slip Pressure
- ✓ DBP2 (mb)
Bottom Raw Dynamic Slip Pressure
- ✓ SSDF1 (deg)
Sideslip Angle, Diff. Pressure, Top
- ✓ SSDF2 (deg)
Sideslip Angle, Diff. Pressure, Bottom
- ✓ SSRD1 (deg) ~ 0.11
Sideslip Angle, Top
- ✓ SSRD2 (deg) ~ 1.11
Sideslip Angle, Bottom
- ✓ SSLIP (deg)
Sideslip Angle, 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: 20100225N1

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

- ☒ GHVEW_SG1 (m/s)
HoneyWell GPS Ground Speed Vector E/W
- ☒ GHVEW_SG2 (m/s)
HoneyWell GPS Ground Speed Vector E/W
- ☒ GPVEW (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

North/South Component

- ☒ GHVNS_SG1 (m/s)
HnyWll GPS Grnd Spd Vector, Nrth/Sth Component
- ☒ GHVNS_SG2 (m/s)
HnyWll GPS Grnd Spd Vector, Nrth/Sth Component
- ☒ XVNSC (m/s)
GPS-Correct'd Inertial Ground Spd Vector, North Component

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
- ☒ GVPSPD (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

DSM	CHAN	DESCRIPTION	MANUF.	MODEL	SERIAL NUMBER	RANGE (V)	C1	C2	G	Vos	C1'	C2'
	U P D A T						Insert Cal Lab					
FWD	00	Left AOA AP (AP1)	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	-1.2127	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	1685 / 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	102L12AG w/ 510GB41E	A32555/0202	+/- 10	-0.1575	6.9931	1	0	-0.1575	6.9931
FWD	0b	Total Temp #2 (TT2)	Rosemount	102C12AZ w/ 510GB43E	A20245 / 0199	+/- 10			1	0	0.0000	0.0000
FWD	0c	Total Temp #4 (TT4)	Rosemount	102CP2AF w/ 510GB41E	A6786 / 0141	+/- 10	0.0542	7.0261	1	0	0.0542	7.0261
FWD	0d	Total Temp #1 (TT1)	Rosemount	102CP2AF w/ 510GB41E	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)	Rosemount	1281AF2B1B	826	0 - 10	-2.4031	108.3794	2	10	539.4939	54.1897
FWD	11	Dynamic Pressure #2 (QC2M)	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	-150	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.

$$C1' = (C2' \times Vos) + C1$$

$$C2' = C2 / G$$

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

AOC GPS Dropwindsonde Log

Flight ID: 2010022511

Flight Director: ALMIDA

Mission ID: NOAA 9 37 WSW

Storm/Track: TRACK 99

45 00 15 30
35 50 05 20
39 54 09 24
42 57 12 27
44 59 14 29

Ch. #	Drop #	Sonde ID	Drop Time (UTC)	Lat (°N)	Lon (°E)	SFC Prs (mb)	Stc Winds (ht, ws, wd)	L5/R5	Ob #	Fail Time (secs)	Notes	Sent Time/KWBC (UTC)
5-33	1	094415120	1045	26 47	163 34	1002.9	10 25.7 017	R5	01	9345		110918
6-49	2	093736231	1100	27 51	165 26	1002.8	10 17.1 033	R5b	02	901.0	Removed GPS WIND spike	112741
3-39	3	093736280	1115	29 31	167 09	1002.6	10 17.1 046	R5	03	939		113627
3-48	4	093736316	1130	31 13	168 59	1005.1	10 11.0 026	R5	04	915		115246
2-62	5	093736223	1145	32 52	170 53	1006.6	10 1.1 085	R5	05	914	GPS WIND spike @ 361mb	120603
2-50	6	094415050	1200	32 58	173 14	1004.3	10 7.8 035	R5	06	944		122110
3-51	7	093736224	1215	32 18	175 44	1004.2	10 11.6 123	R5	07	913		123553
3-56	8	093736284	1230	31 32	178 18	1005.6	10 14.5 137	R5	08	926		125256
1-58	9	094415096	1245	30 42	179 06	1009.8	10 17.7 136	R5	09	926	data gap: 251-292mb	132151
1-52	10	093736150	1300	29 50	176 37	1015.6	10 10.0 152	R5	10	929		132050
1-53	11	094415076	1311	29 11	174 53	1015.1	10 15.3 144	R5	11	944	PRU fail: 400mb-582mb	133457

RECEIVED

WEST

Drop 2 - GPS wind spike @ 306.0 mb - removed

NOAA G-IV flight request for Thursday 02/25/2010

Radio Call Sign: NOAA49

Planned take off: 02/25/2010 0800Z

Planned landing time: 02/5/2010 1600Z

Route of flight

①

RJTY

KOGAR

TLE

CVC

34 30N 145 00E 34.5 145.0

30 50N 155 00E 30.83 155.0

②

26 30N 164 06E 26.5 164.1

③

CP

30 00N 167 40E 30.0 167.67

33 24N 171 30E 33.4 171.5

32 30N 175 00E 32.5 175.0

④

29 14N 175 00W 29.23 -175.0

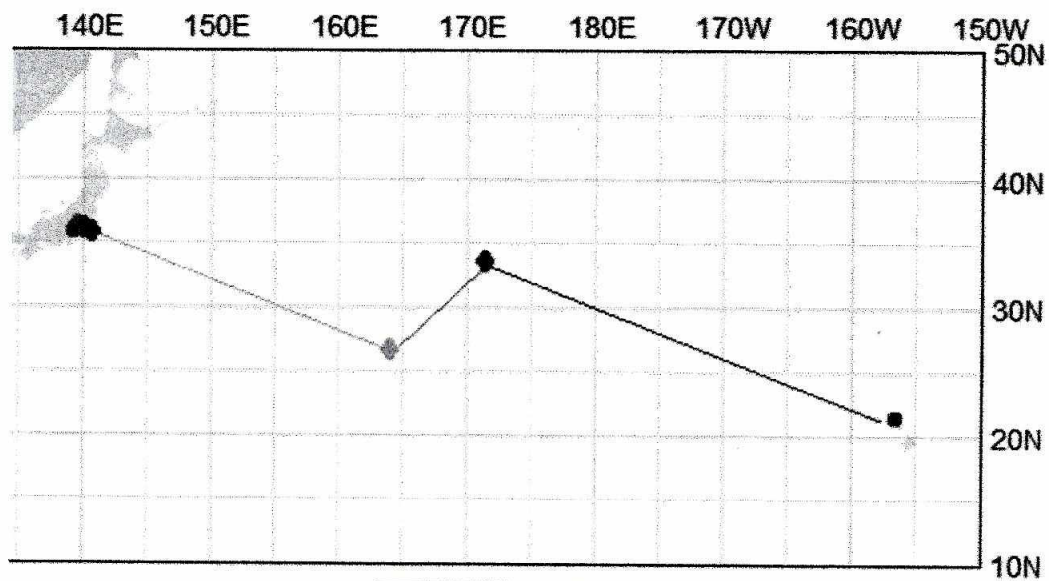
24 58N 165 00W 24.97 -165.0

22 27N 160 00W 22.45 -160.0

⑤

PHNL

Planned Altitudes: FL390-450



close

Legend	
●	POD:AP, RJTY, YOKOTA AB, C
◆	D:WP, KOGAR RJ JA 0
◆	D:WP, TLE RJ JA 4
◆	D:WP, CVC RJ JA 2
◆	D:LL, 26300N;164060E
◆	D:LL, 33240N;171300E
●	D:POA:AP, PHNL, HICKAM AFE