CHAPTER 5

AIRCRAFT RECONNAISSANCE

5.1. General. All Department of Commerce (DOC) tropical and subtropical cyclone aircraft reconnaissance needs will be requested and provided in accordance with the procedures of this chapter. As outlined in the Air Force Reserve Command (AFRC)/National Oceanic and Atmospheric Administration (NOAA) Memorandum of Agreement (see Appendix F), DOC has identified a requirement for, and the Department of Defense (DOD) maintains aircraft to support, up to five sorties per day. Requirements exceeding five sorties will be accomplished on a "resources-permitting" basis. In times of national emergency or war, some or all DOD reconnaissance resources may not be available to fulfill DOC needs. The Global Decision Support System (GDSS) JCS Priority Code for tasked, operational weather reconnaissance is **1A3** (IAW DOD Regulation 4500.9-R and Joint Publications 4-01 and 4-04). The Force Activity Designator (FAD)/Urgency of Need Designator (UND) Supply Priority Designator Determination code is **IIA2** (IAW Joint Publication 4-01 and Air Force Manual 23-110, Volume 2, Part 13, Attachment 3A-2.)

5.2. Responsibilities. The DOD, through the AFRC's 53rd Weather Reconnaissance Squadron (53 WRS), and DOC, through NOAA's Aircraft Operations Center (AOC), operate a complementary fleet of aircraft to conduct hurricane/tropical cyclone reconnaissance, synoptic surveillance, and research missions.

5.2.1. DOD. The DOD is responsible for:

5.2.1.1. Providing operational aircraft for vortex fixes and data, synoptic surveillance missions, and investigative flights in response to DOC needs (see Figure 5-1).

5.2.1.2. Developing operational procedures and deploying data buoys to satisfy DOC needs.

5.2.2. DOC. The DOC is responsible for aircraft operations that may be requested to:

5.2.2.1. Provide synoptic surveillance soundings (see Figure 5-2).

5.2.2.2. Augment AFRC aircraft reconnaissance when DOC needs exceed the capabilities of DOD resources (see Figure 5-3).

5.2.2.3. Assume responsibility for hurricane reconnaissance over foreign airspace that may be restricted for military operations.

5.2.2.4. Conduct research flights.

Figure 5-1. WC-130J Weather Reconnaissance Aircraft

Figure 5-2. G-IV Weather Surveillance Aircraft

Figure 5-3. NOAA P-3 Weather Surveillance Aircraft

5.2.3. DOT. The DOT is responsible for providing air traffic control services to aircraft when within airspace controlled by the FAA. This includes offshore oceanic airspace. Procedures for the expeditious handling of reconnaissance aircraft are documented in paragraph 5.5.4, Aircraft Operations—Pre-mission Coordination and paragraph 5.5.5, Aircraft Operations—Mission Execution..

5.3. Control of Aircraft. Operational control of aircraft flying tropical and subtropical cyclone reconnaissance will remain with the operating agencies which own the aircraft.

5.4. Reconnaissance Requirements.

5.4.1. Meteorological Parameters. Data needs in priority order are as follows:

- Geographical position of the flight level vortex center (vortex fix) and relative position of the surface center, if known.
- Center sea-level pressure determined by dropsonde or extrapolation from within 1,500 ft of the sea surface or from the computed 925 hPa, 850 hPa, or 700 hPa height.
- Minimum 700, 850 or 925 hPa height, if available.
- Wind data (continuous observations along the flight track) for surface and flight level.
- SFMR surface wind.
- High density three-dimensional Doppler radial velocities of the tropical cyclone core circulation.
- Temperature at flight level.
- SFMR rain rate.
- Sea-surface temperature.
- Dew-point temperature at flight level.

5.4.2. Accuracy.

5.4.2.1. Geographic Position.

- Aircraft position: within 3 nm.
- Storm surface center (wind/pressure): within 6 nm.
- Flight level storm center (wind/pressure): within 6 nm.

5.4.2.2. Wind Direction.

- Surface: within 10 deg.
- Flight level for winds greater than 20 kt: within 5 deg.

5.4.2.3. Wind Speed.

- Surface: within 10 kt.

- Flight level: within 4 kt.

5.4.2.4. Pressure Height.

- Surface: within 2 hPa.
- Flight level at or below 500 hPa: within 10 m.
- Flight level above 500 hPa: within 20 m.

5.4.2.5. Temperature.

- Sea surface: within lºC.
- Flight level: within lºC.

5.4.2.6. Dew-Point Temperature.

- From -20ºC to +40°C: within lºC.
- Less than -20ºC: within 3ºC.

5.4.2.7. Absolute Altitude: Within 10 m.

5.4.2.8. Vertical Sounding.

- Pressure: within 2 hPa.
- Temperature: within 1ºC.
- Dew-point temperature:
- From -20ºC to +40ºC: within lºC.
- Less than -20ºC: within 3ºC.
- Wind direction: within 10 deg.
- Wind speed: within 5 kt.

5.4.2.9. Core Doppler Radar.

- Horizontal resolution along aircraft track: 1.5 km
- Radar beam width: 3 degrees.
- Radar radial resolution (gate length): 150 m.
- Error in radar radial velocity: 1 m/s.
- Range: 50 km.

[NOTE: Present weather reconnaissance capabilities do not completely satisfy these requirements; data will be collected as close to stated requirements as possible.]

5.4.3. High-Density/High-Accuracy (HD/HA) Data Requirements. The HD/HA data include UTC time, aircraft latitude, longitude, static pressure, geopotential height, extrapolated sea level pressure or DValue, air temperature, dew point temperature, flight-level (FL) wind direction, FL wind speed, peak 10-second (10-s) average FL wind speed, peak 10-s average surface wind speed from the stepped frequency microwave radiometer (SFMR), SFMR-derived

rain rate, and quality control flags. Except for the peak values noted above, all data provided in HDOB messages are 30-second averages, regardless of the interval at which the HDOB messages are reported. See Appendix G for HDOB message formats. The DOC requires rapid acquisition and transmission of tropical cyclone data, especially within the 24-hour period prior to landfall. If HD/HA capability is lost on an operational mission, the airborne meteorologist will immediately contact Chief, Aerial Reconnaissance Coordination, All Hurricanes (CARCAH) to determine data requirements for the remainder of the mission.

5.4.4. Synoptic Surveillance Data Requirements. When required, TPC/NHC will request sounding data on the periphery of systems approaching the United States. TPC/NHC will provide specific tracks including control points, control times and dropwindsonde frequency allocations to CARCAH for coordination with the reconnaissance units.

5.4.5. Core Doppler Radar Requirements. When required, TPC/NHC and the Environmental Modeling Center (EMC) will coordinate to request high-density three-dimensional Doppler radial velocities in the tropical cyclone core for potential storms impacting the United States, including Puerto Rico and the Virgin Islands. EMC, TPC/NHC, and HRD will coordinate to provide specific flight plans to CARCAH for coordination with the reconnaissance units.

5.4.6. Required Frequency and Content of Observations. Observation requirements are summarized in Table 5-1. Deviations to these requirements will be coordinated through CARCAH. The Vortex message format and information are shown in Figure 5-4, Figure 5-5, and Table 5-2. Other data message formats and code breakdowns can be found in Appendix G.

Table 5-1. Requirements for Aircraft Reconnaissance Data

	RECCO Section 1 plus 4ddff and 9VTTT as applicable	Vortex Data Message (VDM)	Vertical Data WMO Temp Drop Code (FM37-VII)	High Density Observation (HDOB)
En route	Approx. every 30 minutes over water not to exceed 200 nm	NA	Every 400 nm over water	30-sec interval
Invest area	At major turn turnpoints. Also, every 15 minutes if HDOBs are *INOP*.	After closing a circulation	NA	30-sec interval
Fix pattern	End points of Alpha pattern legs. When necessary with radar fix information.	Each fix.	Each tasked fix at or above 850 mb. Intermediate fixes and eyewall modules as requested.	30-sec interval

5.4.7. WP-3D Configuration. The minimum operational configuration of the WP-3D will include the stepped frequency microwave radiometer (SFMR), Doppler radar and the advanced vertical atmospheric profiling system (AVAPS).

DATE	SCHEDULED FIX TIME	AIRCRAFT NUMBER	ARWO
WX MISSION IDENTIFICATION	STORM NUMBER IDENTIFIER		OB

VORTEX DATA MESSAGE		
A		DATE AND TIME OF FIX
B	DEG MIN N S	LATITUDE OF VORTEX FIX
	DEG MIN E W	LONGITUDE OF VORTEX FIX
C		MINIMUM HEIGHT AT STANDARD LEVEL
D		ESTIMATE OF MAXIMUM SURFACE WIND OBSERVED
E		BEARING AND RANGE FROM CENTER OF MAXIMUM SURFACE WIND
F		MAXIMUM FLIGHT LEVEL WIND NEAR CENTER
G		BEARING AND RANGE FROM CENTER OF MAXIMUM FLIGHT LEVEL WIND
H		MINIMUM SEA LEVEL PRESSURE COMPUTED FROM DROPSONDE OR EXTRAPOLATED FROM FLIGHT LEVEL. IF EXTRAPOLATED, CLARIFY IN REMARKS.
I		MAXIMUM FLIGHT LEVEL TEMP/PRESSURE ALTITUDE OUTSIDE EYE
J		MAXIMUM FLIGHT LEVEL TEMP/PRESSURE ALTITUDE INSIDE EYE
K		DEWPOINT TEMP/SEA SURFACE TEMP INSIDE EYE
L		EYE CHARACTER: Closed wall, poorly defined, open SW, etc.
M		EYE SHAPE/ORIENTATION/DIAMETER. **CODE EYE SHAPE AS:** C -Circular; CO - Concentric; E- Elliptical. **TRANSMIT ORIENTATION OF MAJOR AXIS IN TENS OF DEGREE** (i.e., 01-010 to 190; 17-170 to 350). **TRANSMIT DIAMETER IN NAUTICAL MILES.** Examples: C8 - Circular eye 8 miles in diameter. EO9/15/5 - Elliptical eye, major axis 090-270, length of major axis 15 NM, length of minor axis 5NM. CO8-14 - Concentric eye, diameter inner eye 8 NM, outer eye 14 NM.
N		FIX DETERMINED BY/FIX LEVEL**. FIX DETERMINED BY:** 1 - Penetration; 2 - Radar; 3 - Wind; 4 - Pressure; 5 - Temperature. **FIX LEVEL:** Indicate surface center if visible; indicate both surface and flight level centers only when same: 0 - Surface; 1 - 1500ft; 9-925mb; 8 - 850 mb; 7 - 700 mb; 5 - 500 mb; 4 - 400 mb; 3 - 300 mb; 2 - 200 mb; NA - Other.
O		NAVIGATION FIX ACCURACY/METEOROLOGICAL ACCURACY
P	REMARKS MAX FL WIND_____KT_____QUAD_____Z MAX OUTBOUND FL WIND_____KT_____QUAD_____Z SLP EXTRAP FROM (Below 1500 FT/ 925 MB/ 850 MB/ DROPSONDE) SFC CNTR_____/_____NM FROM FL CNTR MAX FL TEMP _____C_____/_____NM FROM FL CNTR SURFACE WIND OBSERVED VISUALLY	

INSTRUCTIONS: Items A through G (and H when extrapolated) are transmitted from the aircraft immediately following the fix. The remainder of the message is transmitted as soon as available.

Figure 5-4. Vortex Data Message Worksheet

Table 5-2. Vortex Data Message Entry Explanation

DATA ITEM	ENTRY
Mission Identifier	As determined in Chapter 5, paragraph 5.7.6.
Storm Identifier	As determined in Chapter 4, paragraph 4.3.3.
Observation Number	A two digit number determined by the sequential order in which the observation is transmitted from the aircraft.
A (ALPHA)	Date and time (UTC) of the flight level center fix. If the flight level center cannot be fixed and the surface center is visible, enter the time of the surface center fix.
B (BRAVO)	The latitude and longitude of the center fix associated with item ALPHA. NOTE: If the surface center is fixable, enter bearing and range from the FL center in Remarks; e.g., SFC CNTR 270/15 nm, if the centers are separated by over 5 nm.
C (CHARLIE)	Indicate the standard atmospheric surface e.g. 925, 850 or 700 hPa. The minimum height of the standard surface observed inside the center. If at 1,500 ft or below or not within 1,500 ft of a standard surface, enter NA.
D (DELTA)	The maximum surface wind observed during the inbound leg associated with this fix. When SFMR surface wind data are unavailable, the surface wind is determined visually.
E (ECHO)	Bearing and range of the maximum surface wind observed (item DELTA) from the coordinates reported in item BRAVO.
F (FOXTROT)	The maximum flight level wind observed during the inbound leg associated with this fix. If a significant secondary maximum wind is observed, report it in remarks. All winds reported should be 10-s averages.
G (GOLF)	Bearing and range of the maximum flight level wind observed (item FOXTROT) from the coordinates reported in item BRAVO.
H (HOTEL)	The minimum sea level pressure (SLP) to the nearest hectopascal observed at the coordinates reported in item BRAVO. Preface the SLP with "EXTRAP" (extrapolated) when the data are not derived from dropsonde or when the SLP is extrapolated from a dropsonde that terminated early. Clarify the difference in remarks (e.g., SLP EXTRAPOLATED FROM BELOW 1500 FEET/850 HPA/DROPSONDE).
I (INDIA)	MAX FLT LVL TEMP--This temperature is taken just outside the central region of a cyclone (i.e., just outside the eyewall or just beyond the maximum wind band). This temperature may not be the highest recorded on the inbound leg but is representative of the environmental temperature just outside the central region of the storm. PRESSURE ALT--Pressure altitude data (meters) are taken at the same location as the maximum temperature data reported in item INDIA.

Table 5-2 (continued). Vortex Data Message Entry Explanation

DATA ITEM	ENTRY
J (JULIET)	MAX FLT LVL TEMP--The maximum temperature observed within 5 nm of the center fix coordinates. If a higher temperature is observed at a location more than 5 nm away from the flight level center (item BRAVO), it is reported in Remarks, including bearing and distance from the flight level center. PRESSURE ALT--Pressure altitude data (meters) are taken at the same location as the maximum temperature data reported in item JULIET.
K (KILO)	Dewpoint temperature/sea surface temperatures are collected at the same location as the maximum temperature reported in item JULIET. Enter NA if not observed.
L (LIMA)	Only report if at least 50 percent of the center has an eyewall, otherwise enter NA. Closed wall--if the center has 100 percent coverage with no eyewall weakness. Open XX--if the center has 50 percent or more but less than 100 percent coverage. State the direction of the eyewall weakness.
M (MIKE)	Self explanatory. Report only if item LIMA is reported, otherwise enter NA.
N (NOVEMBER)	Fix determined by: Always report 1. Report 2 if radar indicates curvature or banding consistent with fix location. Report 3 if recorded or observed winds indicate a closed center. Report 4 if the fix pressure is lower than all reported on the inbound leg. Report 5 if the fix temperature is at least higher than any reported on the inbound leg. Fix level: Report 0 alone if fix is made solely on surface winds. Report 0 and the flight-level code if the centers are within 5 nm of each other.
O (OSCAR)	Navigational and meteorological accuracy are reported as the upper limit of probable error. Meteorological accuracy is normally reported as one-half of the diameter of the light and variable wind center.
P (PAPA)	Remarks to enhance the data reported above. Required remarks include: (1) mission identifier and observation number; (2) the maximum flight level wind observed, time of observation, and the relative quadrant of the storm of the observed wind on the latest pass through any portion of the storm; (3) the maximum flight-level wind observed on the outbound leg following the center fix just obtained, if it is higher than the inbound maximum reported in item F. Include time of observation and the relative quadrant of the storm of the qualifying outbound max wind. If, after the transmission of the vortex message but prior to the aircraft reaching the cross-leg turn point, a higher qualifying outbound wind is observed, then the vortex message will be amended with the higher outbound wind reported. If the outbound max FL wind becomes the new overall max FL wind, then consolidate the two max FL wind remarks into one remark; (4) the method of deriving the central SLP when extrapolated; and (5) the bearing and range of the surface center and/or maximum flight level temperature if not within 5 nm of the flight level center.

URNT12 KNHC 072030
VORTEX DATA MESSAGE AL092008
A. 07/20:09:20Z
B. 21 deg 01 min N
074 deg 26 min W
C. 700 mb 2624 m
D. 90 kt
E. 045 deg 13 nm
F. 147 deg 106 kt
G. 047 deg 016 nm
H. 945 mb
I. 10 C/ 3045 m
J. 16 C/ 3057 m
K. 13 C/ NA
L. CLOSED WALL
M. CO16-48
N. 12345/7
O. 0.02 / 1 nm
P. AF307 0909A IKE OB 11
MAX FL WIND 107 KT NW QUAD 18:21:10 Z

Figure 5-5. Example Vortex Data Message (VDM) for the WC-130J

5.5. Reconnaissance Planning and Flight Notification.

5.5.1. DOC Requests for Aircraft Reconnaissance Data.

5.5.1.1. Coordination. The Tropical Prediction/National Hurricane Center (TPC/NHC) will coordinate with the Central Pacific Hurricane Center (CPHC) to determine a list of the total DOC requirements for data on tropical and subtropical cyclones or disturbances for the next 24-hour period (1100 to 1100 UTC) and an outlook for the succeeding 24-hour period. This coordinated request will be provided to CARCAH as soon as possible, but not later than 1630 UTC each day in the format of Figure 5-6. Amendments will be provided as required.

5.5.1.2. Tropical Cyclone Plan of the Day. From the coordinated DOC request, CARCAH will publish the Tropical Cyclone Plan of the Day (TCPOD). The format for the TCPOD is shown in Figure 5-7. When DOC reconnaissance needs exceed DOD and DOC resources, CARCAH will coordinate with the TPC/NHC to establish priorities of requirements.

5.5.1.3. Anticipated Reconnaissance Requests. Reconnaissance requests can be anticipated for a forecast or actual storm location.

5.5.1.3.1. For the Atlantic, Gulf of Mexico, Caribbean, and Central Pacific areas, the requests can be:

- Up to four 6-hourly fixes per day when a storm is within 500 nm of landfall and west of 55ºW in the Atlantic.

NHOP COORDINATED REQUEST FOR AIRCRAFT RECONNAISSANCE

___ Original
___ Amendment
(Check One)

I. ATLANTIC REQUIREMENTS

STORM NAME DEPRESSION # SUSPECT AREA	FIX OR ON STATION TIME	COORDINATES	FLIGHT PATTERN	FCST MVMT	NHC PRIORITY

GULF STREAM _____

SUCCEEDING DAY OUTLOOK _____

_____

REMARKS _____

_____

II. PACIFIC REQUIREMENTS

STORM NAME DEPRESSION # SUSPECT AREA	FIX OR ON STATION TIME	COORDINATES	FLIGHT PATTERN	FCST MVMT	NHC PRIORITY

SUCCEEDING DAY OUTLOOK _____

_____

REMARKS _____

_____

III. DISTRIBUTION

A. TO CARCAH BY 1630Z OR AMEND AT ANY TIME
B. Date _____ Time _____ FCSTR INITIAL _____
C. 53 WRS _____ AOC _____ Other _____

Figure 5-6. NHOP Coordinated Request for Aircraft Reconnaissance

TROPICAL CYCLONE PLAN OF THE DAY FORMAT
ATLANTIC AND CENTRAL PACIFIC OCEANS

NOUS42 KNHC _____ (DATE/UTC TIME)
WEATHER RECONNAISSANCE FLIGHTS
CARCAH, TPC/NATIONAL HURRICANE CENTER, MIAMI, FL
_____ (LOCAL TIME) ___ (TIME ZONE) ___ (DAY) ___ (MONTH/DATE), ____ (YEAR)
SUBJECT: THE TROPICAL CYCLONE PLAN OF THE DAY (TCPOD)
VALID _____Z (MONTH) TO _____Z (MONTH) (YEAR)
TCPOD NUMBER.....(YR)- _____

I. ATLANTIC REQUIREMENTS

1. (STORM NAME, DEPRESSION, SUSPECT AREA) or (NEGATIVE RECON RQMTS)

   FLIGHT ONE (NHC PRIORITY, if applicable)

   TEAL or NOAA _____ (number)

   A. _____Z FIX/INVEST TIME
   B. _____ MISSION IDENTIFIER
   C. _____Z DEPARTURE TIME
   D. _____ FORECAST POSITION
   E. _____Z TIME ON STATION
   F. _____ ALTITUDE(S) ON STATION
   G. _____ REMARKS (if needed)

   FLIGHT TWO (if applicable, same as FLIGHT ONE)

2. (SECOND SYSTEM, if applicable, same as in 1. above)
3. OUTLOOK FOR SUCCEEDING DAY (NHC PRIORITY, if applicable)
   A. POSSIBLE _(Unit)_ ON STATION REQUIREMENT NEAR _(Location)_ AT _(Time)_ Z.

II. PACIFIC REQUIREMENTS (Same as in ATLANTIC)

Figure 5-7. Tropical Cyclone Plan of the Day Format

- Up to eight 3-hourly fixes per day when a storm is forecast to be within 300 nm of the U.S. coast, Hawaiian Islands, Puerto Rico, Virgin Islands, DOD installations, and other DOD assets when specified.

- Up to two synoptic surveillance missions per 24-hour period for potentially landfalling storms.

5.5.1.3.2. In the Eastern Pacific, reconnaissance missions may be tasked when necessary to carry out warning responsibilities.

5.5.1.3.3. Investigative flights may be requested for disturbances in areas defined above, i.e., one or two flights per day dependent upon proximity of landfall and upon known or suspected stage of development.

5.5.1.3.4. Exceptions may be made when additional reconnaissance is essential to carry out warning responsibilities.

5.5.2. DOD and DOC Reconnaissance Aircraft Responsiveness.

5.5.2.1. Requirement Notification. Notification of requirements must precede tasked-on-station time by at least 16 hours plus en route time to the area of concern.

5.5.2.2. Prepositioning. The "Succeeding Day Outlook" portion of the TCPOD provides advance notification of requirements and authorizes units to preposition aircraft to forward operating locations. For missions requiring prepositioning, the "Succeeding Day Outlook" may not provide adequate advance notification. In this situation, an "Additional Day Outlook" may be included in the TCPOD to authorize units to preposition aircraft.

5.5.2.3. Resources Permitting. When circumstances preclude the appropriate notification lead time, the requirement will be levied as "resources permitting." When a "resources permitting" requirement is levied in an amendment, the TPC/NHC will indicate the priority of all existing or remaining requirements.

5.5.2.4. Emergency Requirement. If a storm develops unexpectedly and could cause a serious threat to lives and property within a shorter time than provided for in the paragraphs above, CARCAH will contact the reconnaissance units, or higher headquarters, as appropriate, and request assistance in implementing emergency procedures not covered in this plan. The TPC/NHC and CPHC directors have authority to declare an emergency.

5.5.2.5. NOAA WP-3D Availability. At least one WP-3D will be operationally configured (per paragraph 5.4.7) and available to respond to requirements within 24 hours from June 1st through November 30th annually. A second P-3 with the same operational configuration will be available each hurricane season from July 15th to September 30th. When maintenance and programmatic considerations permit, the second aircraft could be made available until November 30th also. The frequency of flights when two aircraft are available and with present staffing shall be every twelve hours.

5.5.3. Reconnaissance Tropical Cyclone Plan of the Day.

5.5.3.1. Preparation. CARCAH will coordinate the TCPOD (Figure 5-7) daily during the period from June 1 to November 30 and at other times during the year as required. Transmitted TCPODs will be serially numbered each season.

5.5.3.1.1. CARCAH will coordinate the TCPOD with TPC/NHC, the 53 WRS, and NOAA AOC before publication.

5.5.3.1.2. The TCPOD will list all DOC and DOD required tropical and subtropical cyclone operational reconnaissance. Research missions will be listed in remarks when available by transmission time.

5.5.3.1.3. Amendments to the TCPOD will be published only when requirements change. When amended, the impact on each listed flight will be identified; i.e., No Change, Change Added, or Cancel.

5.5.3.2. Dissemination. The TCPOD will be made available to appropriate agencies, such as FAA, DOD, and NOAA, which provide support to or control of reconnaissance aircraft or are a part of the tropical cyclone warning service. Under normal circumstances, the TCPOD will be disseminated by 1830 UTC each day including weekends and holidays. If there are no current day or succeeding-day reconnaissance requirements, a negative report, which covers the appropriate time frame, will be disseminated. Amendments will be disseminated as required.

[NOTE: The TCPOD is disseminated under the header "MIAREPRPD" for AWIPS users and "NOUS42 KNHC" for AWDS users. The TCPOD can be accessed via the Internet at the Tropical Prediction Center/National Hurricane Center homepage at www.nhc.noaa.gov, then click on aircraft reconnaissance and then on Plan of the Day.]

5.5.4. Aircraft Operations—Pre-mission Coordination.

5.5.4.1. Federal Aviation Administration (FAA) Coordination.

5.5.4.1.1. Responsibilities. The Air Traffic Control System Command Center (ATCSCC) and Air Route Traffic Control Centers (ARTCC) are responsible for coordination in support of the NHOP.

5.5.4.1.2. ATCSCC Procedures.

- Review the NOAA/National Hurricane Center Aircraft Reconnaissance TCPOD at http://www.nhc.noaa.gov/reconlist.shtml, by 1200 Eastern Time.

- Activate the Hurricane Desk or the Crisis Management Center, when required.

- Prepare a public Flow Evaluation Area (FEA) based on the latitude/longitude points specified in the TCPOD when a mission is scheduled to be flown. The

FEA naming convention is the three-letter identifier of the primary ARTCC and the two (2) digits of the mission aircraft call sign (ex. ZNY71 or with multiple aircraft in the same FEA ZNY71/42). Modify the FEA when requested by the primary ARTCC.

- Designate a primary ARTCC when the Operations Area includes multiple ARTCCs.

- Coordinate, as necessary, with the Air Force Reserve Command's 53rd Weather Reconnaissance Squadron (53 WRS), the National Oceanic and Atmospheric Administration Aircraft Operations Center (NOAA AOC), the National Aeronautics and Space Administration (NASA), the Naval Research Laboratory (NRL), and the affected ARTCCs.

- Discuss the mission profile with the unit's operations center or aircraft commander approximately two (2) hours prior to the flight departure time. The unit's operations center or aircraft commander will initiate the discussion. This discussion will include, at a minimum, the flight time, geographic location, flight track, and altitudes (AGL). Modify the FEA as required and coordinate with the impacted ARTCCs.

- Assist ARTCCs with traffic flow priorities if the hurricane reconnaissance flight will impact air traffic. If required, ensure the hurricane reconnaissance flight receives priority for the specified period of time.

- Conduct hurricane and customer conferences, as required.

5.5.4.1.3. ARTCC Procedures.

- Coordinate with all impacted military facilities (ex. FACSFAC) and entities within their area of operations and responsibility to ensure all offshore airspace that is released to the military is protected for NHOP flights, when required.

- Coordinate with all impacted terminal facilities.

- If mission profile changes, coordinate with ATCSCC for FEA modifications.

- Prepare a Notice to Airmen (NOTAM) based on the latitude/longitude points specified in the TCPOD and update as required.

- Assign each aircraft the designated reserved NORAD transponder code associated with that call sign.

5.5.4.2. Flight Operations Coordination (Aircraft and Unmanned Aerial Systems (UAS)). Normally notification to the ATCSCC of planned reconnaissance or buoy deployment flights by the 53 WRS and NOAA aircraft is accomplished through the TCPOD (1 June through 30 November). If for any reason a flight is planned that was not included in the TCPOD, then these units operations centers will notify the ATCSCC National Operations

Manager (NOM) or International Operations Manager (IOM) directly at (703) 904-4525 prior to the scheduled time of departure.

When flights are scheduled on the TCPOD, the operations centers for the units flying those missions will contact the NOM for coordination. This call should happen as soon as practical after the TCPOD is published to enable the NOM to coordinate and activate their hurricane operations. NASA, NRL, or any other agency planning operations into or around the forecast or actual storm location will notify the ATCSCC NOM at (703) 904-4525 and the Chief, Aerial Reconnaissance Coordination, All Hurricanes (CARCAH) at (305) 229-4474, as soon as possible prior to an NHOP reconnaissance, surveillance, or research mission.

All missions must provide the following information:

- Mission call sign.
- Departure point and estimated time of departure.
- Approximate route to be flown.
- Requested AGL or MSL altitude(s).
- Any special requests.

The following aircraft call signs will be used:

- 53 WRS – "TEAL 70 through 79"
- NOAA AOC – "NOAA 42 through 44"; and "NOAA 49"
- NASA – "NASA ##"
- NRL – "WARLOCK 587"

Each aircraft will have a designated reserved NORAD transponder code associated with that call sign. This code is assigned by ARTCC.

5.5.4.3. Flight Plan Filing Procedures. Flight plans for reconnaissance and research flights must be filed with the FAA as soon as practicable before departure time. Include delay time in the Route portion of the International Flight Plan. This will keep the IFR flight plan active throughout the delay. Due to limited information that is displayed on controller screens, it is recommended that only the following remarks be included in the "Other Information" block: "EET" to FIR boundaries, "STS" with storm delay information, and "RMK/MDCN" diplomatic clearance information.

5.5.4.4. Mission Coordination. The aircraft commander or operations center must contact the NOM at (703) 904-4525 or (703) 708-5140/5144 approximately 2 hours prior to scheduled takeoff time, or as soon as possible. If required, the NOM or the IOM initiates a conference call with all ATC and military facilities affected by the flight operations area to ensure flight information and proposed operations area information is up to date.

5.5.4.5. Mission Cancellation. When a mission is cancelled or delayed, the unit flying the mission must notify the NOM/IOM as soon as possible.

5.5.5. Aircraft Operations—Mission Execution

5.5.5.1. NHOP Missions (Surface to FL150).

5.5.5.1.1. Priority Handling. When requested by the aircrew, ATC will provide TEAL and NOAA aircraft priority handling. The aircraft commander will only ask for priority handling when necessary to accomplish the mission.

5.5.5.1.2. Operations Area. Missions will be flown 100 percent under IFR criteria, and the IFR clearance will remain active throughout the flight. Even though rules for flying in Controlled and Uncontrolled Airspace are different, aircrews will not differentiate between these two while in the Operations Area and will follow normal Controlled Airspace procedures or procedures specified in this section. Regardless of the Designated Class of airspace (A through G), the following rules apply.

5.5.5.1.3. IFR Procedures and Clearance. ATC facilities will provide Air Traffic Control Services to all participating aircraft in the area of operations. All aircraft operating in this area will file their flight plan and fly according to IFR procedures. 53WRS crews will not conduct flight operations under the military provisions of "Due Regard" or declare “Operational” in FAA controlled or uncontrolled airspace. However, this does not preclude the aircraft commander from exercising their authority in the interest of safety or during an aircraft emergency.

5.5.5.1.4. Altitude Assignment (AGL). Authorized aircraft may request to operate at a single altitude or within a block of altitudes defined by radar altitude (AGL). Multiple aircraft may operate in the same vicinity but at different altitudes at the same time.

- **Operations in Controlled Airspace.** ATC will assign an altitude or a block of altitudes and provide standard vertical separation between all participating and all other known aircraft. ATC will use the following phraseology; “Teal 70 maintain block (altitude) through (altitude).”

- **Operations in Uncontrolled Airspace.** ATC can neither assign altitudes in, nor provide separation between aircraft in uncontrolled airspace, but will issue safety alerts. While in uncontrolled airspace, aircrews will advise ATC of their planned altitudes. Aircrews are responsible for maintaining their own separation from the surface of the sea, obstacles, and oil platforms while operating below the Minimum IFR Altitude (MIA).

NOTE: When an aircrew requests a block altitude that includes altitudes outside of controlled airspace, ATC will assign the altitudes that are in controlled airspace and clear the aircraft to exit controlled airspace.

EXAMPLE: Teal 70 requests the block altitude surface to FL100. The airspace below FL055 is uncontrolled. ATC will clear Teal 70, “Teal 70, maintain block flight level 055 through flight

level 100, cleared to exit controlled airspace."

5.5.5.1.5. Delay Area. This area is defined as an area of airspace at and below FL150 with a radius of 150 nm around a set of center coordinates. This airspace excludes the terminal areas (as shown on the NHOP operational maps) until radio contact is established with the ATC facility controlling the terminal airspace. If not in radar contact within the area as shown on the NHOP Operational Maps, the aircrew will make position reports in relation to designated navigational aids as requested by ATC along the coast, and will be allowed flight up to the coast, traffic permitting. When several aircraft are participating in NHOP missions they may have different center coordinates or delay areas. Any changes to the operating area will be coordinated with ATC.

5.5.5.1.6. Communications. The aircrew maintains communications with only the primary ARTCC. Normally UHF or VHF radios will be used for communications with ATC, when within range. When out of UHF or VHF range, use Satellite Phone to communicate directly to ATC Centers. IFR aircraft flying in airspace under the control of FAA facilities are required to maintain continuous two-way communications with ATC even while flying in class F or G designated airspace. Due to quick ATC clearance approvals needed by the aircrew to maintain safety and execute the mission, direct contact with the ARTCC is required. Crews will make hourly "ops normal" calls to the primary ARTCC if not in radar contact, and no radio transmissions have been made within the previous hour. Relaying clearance requests through AIRINC, other aircraft, or SATCOM Data Link is not desired as this will delay receiving updated clearances or requests.

5.5.5.1.7. *Backup ARTCC Communications Procedures.* *The 53 WRS, CARCAH, NOAA, NASA, and NRL operation centers are responsible for ensuring that air traffic clearances and messages relayed by them to/from the FAA are relayed in an accurate manner. Only use this method when the aircraft is unable to directly contact ATC to request a revised or en route clearance.*

- *TEAL aircraft will send their requests by SATCOM data link to the 53 WRS operations center. The operations center will print this message and fax it directly to the primary ARTCC Missions Desk providing mission clearance. The operations center will also phone the Mission Desk. The ARTCC will issue a revised clearance. The 53 WRS operations center will transmit the approval via SATCOM back to the aircraft.*

- *53 WRS and NOAA flights may also request that a clearance be relayed through CARCAH.*

5.5.5.1.8. Air Traffic Control (ATC). The FAA will provide ATC services between Participating Aircraft, Non-Participating instrument flight rules (IFR) aircraft and known Visual Flight Rule (VFR) aircraft to the 53 WRS, NOAA, NASA, and NRL aircraft operating in the area of interest. Aircraft not following IFR or operating in Class G airspace may be operating near or in the storm environment; therefore, adherence to ATC clearances is mandatory for safety.

- It is understood by the FAA, the 53 WRS, and NOAA AOC that

there is no practical method at this time to provide separation from any nonparticipating aircraft that is flying VFR, flying in Class G airspace, not in radar contact, not squawking, and/or not in communication with ATC. Aircrews must use "see and avoid" and TCAS to avoid these aircraft when possible.

- If Air Traffic Advisory Service knows that an aircraft is operating VFR or is operating in uncontrolled airspace in the Area of Operations, then ATC will inform all Participating Aircraft so the Participating Aircraft can contact the Non-Participating Aircraft to de-conflict routing.

- Coordination for aircraft operations will be at the ARTCC level. The ATC Military Operations desk will coordinate with all agencies for flight operations in Warning Areas, Special Use Airspace (SUA), and Approach Control airspace.

5.5.5.1.9. Participating Aircraft. During the aircraft commander's or UAS operator's mission call to the NOM, the NOM or the IOM will advise them whenever more than one Participating Aircraft will be in the area of interest at the same time and must brief the other aircraft's call sign and mission information. If CARCAH is aware that there will be another aircraft or UAS in the operations area then they must also advise the affected flight crew. The following actions will be taken by the aircrews to de-conflict operations and enhance situational awareness with the other Participating Aircraft:

- Set 29.92 (inches Hg) in at least one pressure altimeter.

- Contact the other Participating Aircraft and confirm (as a minimum) the other aircraft's pressure altitude, geographic position, true heading, and operating Altitude or Block Altitude (AGL).

- Crews will not fly within 2,000 feet (vertical) of other participants operating in the same area of interest without concurrence of the other Participating Aircraft.

- While in uncontrolled airspace TEAL and NOAA aircraft may use the same block altitudes and will provide separation from each other and any weather instrument being released. To maintain separation, these aircraft use separate altitudes and airplane-to-airplane communication to maintain situational awareness of the other aircraft's location in addition to using air-to-air TACAN, and TCAS.

- The following frequencies will be used for airplane-to-airplane communications and coordination unless otherwise directed by ATC:

  - Primary: VHF 123.05 MHZ

  - Secondary: UHF 304.8 MHZ

  - Back-up: HF 4701 KHz USB

5.5.5.1.10. UAS Operations. When a UAS requires a block altitude conflicting with a Participating Aircraft then the Participating Aircraft will coordinate with each other and then coordinate with ATC for altitude changes. If both aircraft require the same block altitude then contact CARCAH to determine which mission has priority.

5.5.5.1.11. Weather Dropsonde Instrument Release. The aircraft commander is the sole responsible party for all dropsonde releases or sensor activations. Aircraft commanders will ensure coordination with other Participating Aircraft prior to release or activation. (Examples of weather instruments are dropwindsondes and *oceanographic profilers (OP)*).

5.5.5.2. Buoy Deployment Mission (Surface to FL050). Regardless of the Designated Class of airspace (A through G) the following rules apply.

5.5.5.2.1. Flight Plan. A normal IFR flight plan will be filed for this mission. The coordinates for some of the planned deployments may need to be changed while en route to adjust to the forecast track of the storm. The aircraft routing will not be altered by ATC because the buoys must exit the aircraft in a specified order and they cannot be rearranged in flight.

5.5.5.2.2. IFR Procedures and Clearance. It is preferred that these missions be filed and flown using IFR procedures in either controlled or uncontrolled airspace. However, with the concurrence of the aircraft commander, they may be flown VFR. If this change is made en route, then ATC flight following and traffic advisories will be requested by the aircrew, and any changes to the route of flight must be relayed to ATC by the aircrew.

5.5.5.2.3. Altitude. These missions will be flown from 1000' AGL up to FL050. Aircrews are responsible for maintaining their own clearance from the surface of the sea, obstacles, and oil platforms while operating below the Minimum IFR Altitude (MIA).

5.5.5.2.4. Communications. Normally use UHF or VHF radios for communications with ATC when within range. If out of range, then use the procedures for SATCOM relay through TEAL operations (ref. Communications paragraph under 5.5.5.1.6. above).

5.5.5.2.5. Participating Aircraft. If there are two or more TEAL aircraft deploying buoys in the same area at the same time, then they can accept MARSA operations with each other and must relay that to ATC. This will not cancel their IFR clearance but will allow ATC to no longer be responsible for providing aircraft separation between TEAL aircraft. The TEAL aircraft must be in communication with each other and have operating TCAS on at least one of the aircraft. At least one of these aircraft will have SATCOM data relay capability on board.

5.5.5.2.6. Priority Handling. ATC will provide TEAL aircraft priority handling to and from the deployment area only when specifically requested by the aircrew. The aircraft commander will only ask for priority handling when necessary to accomplish the mission.

5.5.5.3. High Altitude Synoptic Track Missions.

5.5.5.3.1. Flight Plan. A normal IFR flight plan will be filed for this mission. An Altitude Reservation (ALTRAV) request is not required.

5.5.5.3.2. NOTAM. A NOTAM will be submitted by the 53 WRS, NOAA AOC, NASA, or NRL for any High Altitude Synoptic Track mission that will be releasing weather instruments. The NOTAM must contain coordinates for all releases. Submit NOTAM request per Appendix D procedures.

5.5.5.3.3. Priority Handling. ATC must provide priority handling during Synoptic Track Missions only when specifically requested by the aircrew.

5.5.5.3.4. Release of Dropsondes. During NHOP missions and when operationally feasible, dropsonde instrument releases from FL 190 or higher and sensor activation must be coordinated with the appropriate ARTCC/CERAP (Center En Route Approach Control) by advising of a pending drop or sensor activation about 10 minutes prior to the event when in direct radio contact with ATC. When ATC has radar contact with the aircraft, they will notify the aircrew of any traffic below them that might be affected. The aircraft commander is solely responsible for release of the instrument after clearing the area by all means available.

- When contact with ATC is via ARINC, event coordination must be included with the position report prior to the point where the action will take place, unless all instrument release points have been previously relayed to the affected ATC center(s). Example: "TEAL 100, SLATN at 1215, FL290 block 310, estimating FLANN at 1250, CHAMP next; Weather instrument release at FLANN." Contact between participating aircraft must be made using the frequencies listed in paragraph 5.5.5.1.9., last bullet.

- During NHOP missions, commencing five (5) minutes prior to release from FL190 or higher, the aircrew will broadcast in the blind on radio frequencies 121.5 MHZ and 243.0 MHZ to advise any traffic in the area of the impending drop. Pilots must not make these broadcasts if they will interfere with routine ATC communications, such as in the vicinity of an ATC facility. The aircraft commander is responsible for determining the content and duration of a broadcast, concerning the release or sensor activation.

5.6. Reconnaissance Effectiveness Criteria.

5.6.1. General. Specified reconnaissance times are established to allow sufficient time for the forecaster to analyze the data before issuing an advisory. Every effort should be made to obtain data at scheduled times. The following criteria will be used to assess reconnaissance mission effectiveness:

5.6.1.1. Tropical Cyclone Fix Mission.

- ON-TIME. The fix is made not earlier than 1 hour before nor later than ½ hour after scheduled fix time.

- EARLY. The fix is made from 1 hour before scheduled fix time to

one-half of the time interval to the preceding scheduled fix, not to exceed 3 hours.

- LATE. The fix is made within the interval from ½ hour after scheduled fix time to one-half of the time interval to the succeeding scheduled fix, not to exceed 3 hours.

- MISSED. Data are not obtained within the parameters specified for on-time, early, or late.

[NOTE: Appropriate credit will be given when the aircraft arrives in the requested area but is unable to locate a center due to storm dissipation or rapid movement. Credit will also be given for radar fixes if penetration is not possible due to geographic or other flight restrictions.]

5.6.1.2. Tropical Cyclone Investigative Missions.

- ON-TIME. An observation must be taken within 250 nm of the specified coordinates by the scheduled time.

- LATE. An observation is taken within 250 nm of the specified coordinates after the scheduled time but not later than the scheduled time plus 2 hours.

- MISSED. When the aircraft fails to be within the 250 nm of the specific coordinates by the scheduled time plus 2 hours or is unable to provide meaningful data.

5.6.1.3. Synoptic Surveillance Missions.

- SATISFIED. Requirements are considered satisfied upon completion of the assigned track and the acquired dropwindsonde data are transmitted from the aircraft prior to the HPC/OPC deadline for synoptic analysis.

- MISSED. When the requirements listed above are not satisfied.

5.6.2. Mission Assessment. The TPC/NHC or CPHC will provide CARCAH a written assessment of the reconnaissance mission anytime its timeliness or quality is outstanding or substandard (see Figure 5-8). Mission requirements levied as "resources permitting" will not be assessed for timeliness but may be assessed for quality of data gathered.

5.6.3. Summaries. CARCAH will maintain monthly and seasonal reconnaissance summaries, detailing requirements tasked by TPC/NHC and CPHC and missions accomplished.

5.7. Aerial Reconnaissance Weather Encoding, Reporting, and Coordination.

5.7.1. Vortex Data. A vortex data message (Figure 5-4) will be prepared for all fixes, using all observed vortex fix information, each time the aircraft penetrates the center.

5.7.2. Center Fix Data. When proximity to land, air traffic control restriction, or other factors prevent actual penetration of the vortex by the reconnaissance aircraft, it is permissible to fix the cyclone by radar. Radar fixes may be reported in a vortex data message using available observed information or as a remark appended to a RECCO observation taken at fix time. The remark stating the type of radar fix and quality of the radar presentation is in accordance with Chapter 7, paragraph 7.3.2; e.g., RADAR CENTER FIX 21.5N 83.0W, POOR RADAR PRESENTATION, NAV ACCURACY 5NM.

5.7.3. Peripheral Data. Storm penetration and collection of peripheral data will normally begin at the operational altitude approximately 105 nm from the center as determined by the flight meteorologist.

5.7.4. Mission Coordination. Mission coordination for all missions will be accomplished through CARCAH. Meteorological discussions for Central Pacific missions may be accomplished directly with the CPHC; however, any changes to tasking will be accomplished through CARCAH.

5.7.5. Post-flight Debriefing. Unless otherwise directed, the flight meteorologist will provide either an airborne or post-flight debriefing to the appropriate hurricane center through CARCAH to ensure all observations were received and understood.

MISSION EVALUATION FORM

MEMORANDUM FOR: OL-A, 53WRS/CARCAH

FROM:_____(Director, NHC, CPHC)_____.

SUBJECT: Mission _____Evaluation
(Mission Identifier)

PUBLISHED REQUIREMENTS:

Premission Coordinates (As Updated Prior to TKO)_____N_____W

Flight Pattern _____

Mission Requirements Times _____

RECONNAISSANCE MISSION PERFORMANCE:

Flight Flown:	_____Completely	_____Partially	_____Other
Horizontal Data Coverage:	_____Complete _____Incomplete	_____Timely _____Untimely	_____Accurate _____Inaccurate
Vertical Data Coverage:	_____Complete _____Incomplete	_____Timely _____Untimely	_____Accurate _____Inaccurate
Requirements Accomplished:	_____On Time _____Missed	_____Early	_____Late

OVERALL MISSION EVALUATION:

OUTSTANDING_____

UNSATISFACTORY_____ FOR:

COMPLETENESS_____ TIMELINESS_____ ACCURACY_____

EQUIPMENT_____ PROCEDURES_____ OTHER_____

REMARKS: (Brief but specific)

_____
FORECASTER's SIGNATURE

Figure 5-8. Mission Evaluation Form

5.7.6. Mission Identifier. Regular weather and hurricane reconnaissance messages will

include the five-digit agency/aircraft indicator followed by the CARCAH-assigned mission/storm-system indicator. Table 5-3 summarizes elements of the mission identifier:

5.7.7. Storm Identifier <Storm ID>. To facilitate the automatic ingest into the TPC/NHC, CPHC, and DOD tropical cyclone forecast computing systems, the storm identifier will be added 3 spaces after the Vortex Data Message title (see Figure 5-5) in the following format: **Vortex Data Message BBCCYYYY**. For the definition of BBCCYYYY, see Chapter 4, paragraph 4.3.3., page 4-2.

Table 5-3. Elements of the Mission Identifier

AGENCY/ AIRCRAFT	**Mission Storm System Indicator**			
Agency + Aircraft Number[1][2]	Sequential number of mission in this storm	Two-digit depression number or two letter identifier if not a depression or greater[3]	Location A, E, C, or W[4]	Storm name or mission type (i.e., CYCLONE or INVEST
-EXAMPLES-				
AF306 0201C CYCLONE	USAF aircraft 306 on the second mission on tropical depression number 1 in the Central Pacific. Invest or fix as specified in the TCPOD.			
AF307 0403E CARLOS	USAF aircraft 307 on the fourth mission on tropical depression 3 which formed in the Eastern Pacific and acquired the name Carlos.			
NOAA2 01BBA INVEST	NOAA aircraft 42RF on the first mission to investigate the second suspect area in the Atlantic, Gulf of Mexico or Caribbean.			
NOAA3 WX01A AGNES	NOAA aircraft 43RF on a non-tasked mission into AGNES.			

5.7.8. Observation Numbering and Content. Air Force aircraft movement information (i.e., departure time and location, and ETA's to locations) will not be included in observation remarks. That information should be passed to CARCAH via SATCOM administrative messages. The mission identifier will be the first mandatory remark followed by the observation number. All observations (RECCO, vortex, dropsonde) from the first to the last will be numbered sequentially. HDOBs will be automatically numbered sequentially but separately from other observations. When an aircraft is diverted from its original mission to fulfill TPC/NHC requirements, conclude the original mission by using the last report remark.

The next observation from the diverted aircraft will use the CARCAH-assigned mission identifier, will be numbered OB 01, and will include the time of diversion.

-EXAMPLE-

RMK AF306 0lBBA INVEST OB 01 DPTD AF306 WXWXA AT 05/1235Z

5.7.9 <u>Corrections to Observations.</u> *A correction indicator should be appended to the*

[1] AF plus last 3 digits of tail number
[2] NOAA, plus last digit of aircraft registration number
[3] The letters CC should not be used in an invest identifier
[4] A=Atlantic, Caribbean, or Gulf of Mexico; E=Eastern Pacific; C=Central Pacific; W=Western Pacific

WMO abbreviated header after the date/time group and to any lines containing the mission identifier and observation number within corrected aircraft messages. This includes the first remark line in a RECCO, Item P in a vortex data, each of the 61616 lines in a sonde TEMP DROP code, and the second line in an HDOB data message. The first corrected message will have an indicator of CCA; subsequent corrections will have indicators of CCB, CCC, etc. Examples of corrected observations are in Table 5-4 below:

Table 5-4. Examples of Corrected Observations

EXAMPLES	
URNT11 KNHC 111629 CCA 97779 16264 51286 90000 30400 09054 11071 /3136 40545 RMK AF303 2709A IKE OB 01 CCA	Correction for RECCO message OB 01 from the AF303 02709A IKE mission.
URNT12 KNHC 130552 CCB VORTEX DATA MESSAGE AL092008 A. 13/04:47:20Z B. 28 deg 52 min N 094 deg 37 min W . . . P. AF301 3509A IKE OB 02 CCB MAX FL WIND 103 KT NE QUAD 04:30:40 Z CORRECTED FOR TIME IN ITEM A	Second correction for vortex data message OB 02 from the AF301 3509A IKE mission.
UZNT13 KWBC 080739 CCA XXAA 58062 99300 70760 11606 99/// ///// ///// 00956 25616 09512 . . . 61616 NOAA9 1109A IKE OB 03 CCA 62626 0629 LST WND 894 AEV 20704 CORRECTED RPT DLM WND 08509 0071 82 = XXBB 58068 99300 70760 11606 00/// ///// 11007 26217 22977 24010 . . . 61616 NOAA9 1109A IKE OB 03 CCA 62626 0629 LST WND 894 AEV 20704 CORRECTED RPT DLM WND 08509 0071 82 =	Correction for sonde TEMP DROP code message OB 03 from the NOAA9 1109A IKE mission.

5.8. <u>Operational Flight Patterns</u>. This section details the operational flight patterns that provide vortex and peripheral data on tropical and subtropical cyclones.

5.8.1. Flight Pattern ALPHA Operational Details.

5.8.1.1. Flight Levels and Sequence. Flight levels will normally be 1,500 ft, 925 hPa, 850 hPa, or 700 hPa, depending on data requirements and flight safety. Legs will normally be 105 nm long and flown on intercardinal tracks (45 degrees off cardinal tracks). The flight sequence is shown in Figure 5-9. The pattern can be started at any intercardinal point and

then repeated throughout the mission. Prior to starting an inbound or outbound track the aircrew should evaluate all available data, e.g., radar presentation, satellite photo, for flight safety. Once started on course, every effort should be made to maintain a straight track and the tasked altitude. A horizontal observation is required at each leg end point. This data is transmitted immediately. The ALPHA pattern may be modified to satisfy unique customer requirements (such as extending legs to examine the wind profile of a strong storm) or because of proximity of land or warning areas.

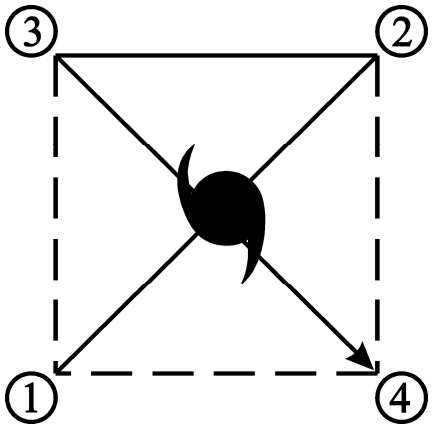

Figure 5-9. Flight Pattern ALPHA

5.8.1.2. Vortex fix data. On each transit of the center a fix will be made and a vortex data message completed, using data gathered on the inbound track since the previous fix and will be transmitted immediately. Center dropsonde data will also be provided for scheduled fixes made at 850 hPa or above. The dropsonde will be released at the flight-level center coordinates (item BRAVO of the vortex data message). For fixes when dropsonde-measured SLP is not available, an extrapolated SLP will be computed and reported.

5.8.2. Investigative Missions. An investigative mission is tasked on tropical disturbances to determine the existence or non-existence of a closed circulation, supply reconnaissance observations in required areas, and locate the vortex center, if any.

5.8.2.1. Flight Levels. Flight level will normally be at or below 1,500 ft absolute altitude but may be adjusted as dictated by data requirements, meteorological conditions, or flying safety factors.

5.8.2.2. Vortex Fix. A vortex data message is required if a vortex fix is made.

5.8.2.3. Closed Circulation. A closed circulation is supported by at least one sustained wind reported in each quadrant of the cyclone. Surface winds are preferred.

5.8.2.4. Flight Pattern. The preferred approach is to fly to the tasked coordinates of the forecasted center and then execute a pattern as observed conditions dictate. Suggested patterns are the X, Box, or Delta patterns, but the flight meteorologist may choose any approach. See Figure 5-10. Turns are usually made to take advantage of tailwinds whenever

possible. Note: The depicted pattern may be converted to a mirror image if entry is made from a different direction.

- On the X pattern, the aircraft is turned to head directly towards the center, as indicated by the surface or flight level winds. The aircraft is flown through the calm center until winds from the opposite direction occur (second quadrant). The aircraft is then turned to a cardinal heading until a wind shift occurs (third quadrant). Finally, the aircraft is turned towards the center and flown straight through the center to the last quadrant.

- On the Box pattern, the aircraft is flown on cardinal headings around the suspected center. The track resembles three sides of a square.

- On the Delta pattern, the aircraft is flown on a cardinal heading to pass 60 nm from the forecasted center. After observing a wind shift (second quadrant) the aircraft is turned to pass through the center until winds from the opposite direction occur (third quadrant). Finally, the aircraft is turned on a cardinal heading (parallel to the initial heading) to pick up the fourth quadrant winds. If data indicate that the aircraft is far north of any existing circulation, the pattern is extended as shown by the dashed lines.

5.8.3. Synoptic Surveillance Missions. A synoptic surveillance mission is tasked to measure the large-scale wind and thermodynamic fields within approximately 800 nautical miles of tropical cyclones. Specific flight tracks will vary depending on storm location and synoptic situation, and multiple aircraft may be required to satisfy surveillance mission requirements.

5.8.4. Eyewall and Outer-Wind Field Sampling Modules. These are patterns of dropwindsonde releases designed to measure the maximum surface wind, as well as the extent of hurricane and tropical storm force surface winds. They are meant to be flown using the operational alpha pattern. Dropwindsonde releases in these modules are in addition to any other releases required by Table 5-1.

5.8.4.1. Eyewall Module. While executing a standard alpha pattern to satisfy a fix requirement, one sounding will be taken during each inbound and outbound passage through the eyewall (except as noted below), for a total of four soundings. The releases should be made at or just inward (within 1-2 km) of the flight-level radius of maximum wind (RMW). If the radar presentation is suitable, the inner edge of the radar eyewall may be used to identify the release point. If possible, and when resources and safety permit, two dropwindsondes, spaced less than 30 seconds apart, should be deployed on the inbound leg on the side of the storm believed to have the highest surface winds (normally the right-hand side). In this case, the outer of the two releases should be made at the RMW, with the second release following as soon as possible. Typically, the eyewall module will be tasked within 48 hours of a forecasted hurricane landfall.

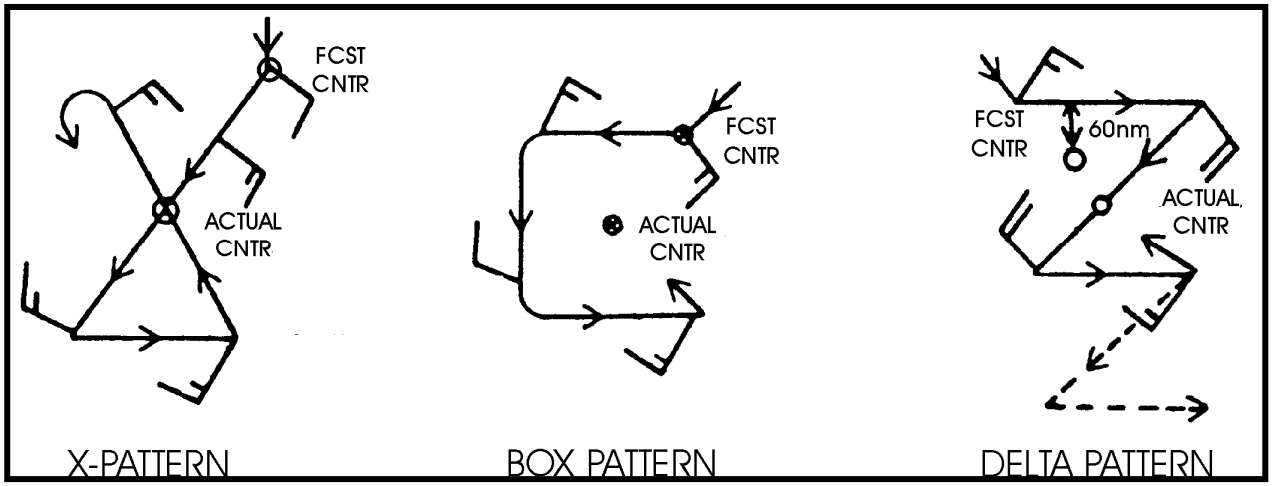

Figure 5-10. Suggested Patterns for Investigative Missions

5.8.4.2. Outer-Wind Field Module. On an alpha pattern, deploy dropwindsondes at 50 nm intervals from the center on each of two successive inbound and outbound legs, outward to 200 nm. A release should also be made at the midpoint of the cross (downwind) leg, for a total of 17 soundings. The length of the legs and the sounding interval may be adjusted, depending on the size of the storm.

5.9. Aircraft Reconnaissance Communications.

5.9.1. General. The 53 WRS WC-130 and NOAA WP-3D aircraft will normally transmit reconnaissance observations via the Air Force Satellite Communications System (AFSATCOM) or commercial SATCOM. Figures 5-11 and 5-12 depict the ASDL and AFSATCOM communications links. The NOAA G-IV will normally transmit WMO Temp Drop messages via commercial SATCOM. Flight meteorologists should contact CARCAH following the first fix, and periodically throughout the mission.

5.9.2. ***Backup Air-to-Ground Communications.*** *The weather reconnaissance crew may relay weather data via SATPHONE or HF phone patch to the weather data monitor. Monitors will evaluate these reports and disseminate them through the Air Force's Automated Weather Network (AWN) or to the weather communications facility at Suitland, Maryland. Specific radio procedures and terminology will comply with Allied Communications Publication 125, Standard Telephone and Radio Procedures.*

5.9.3. Aircraft-to-Satellite Data Link (ASDL) Equipped Aircraft. Aircraft equipped with ASDL have the option to utilize the ASDL system. Prior to the beginning of the hurricane season, each ASDL-equipped aircraft will perform a ground or airborne test of the equipment and data ground handling procedures to determine the equipment reliability, transmission errors, and time lapse between transmission of the data from the aircraft and receipt of the data by the hurricane forecaster. Test data will be forwarded to the Chairman, Working Group for Hurricane and Winter Storms Operations and Research.

5.9.4. Backup CARCAH Procedures. Satellite ground stations, which are used to receive and process data from AFRC reconnaissance aircraft, are installed at CARCAH and the 53 WRS. The 53 WRS ground station has a similar configuration and communications capability as the satellite ground station installed a CARCAH (located within TPC/NHC), except that the CARCAH ground station has additional capability to stream data using serial RS-232 communications to TPC/NHC local servers. The ground station at the 53 WRS can fully transmit data using SATCOM and land line to the CARCAH ground station. Both ground stations can send data to AFWA's Weather Product Management and Distribution System (WPMDS)—WPMDS then relays all AFRC/53 WRS reconnaissance data to the NWS Gateway for world-wide distribution. In the event that backup procedures are required due to severe communications failures, severe weather conditions, or other extreme events affecting TPC/NHC, all CARCAH responsibility will be transferred to the 53 WRS to ensure reconnaissance service is uninterrupted.

5.9.4.1. Satellite antenna communications failure at NHC: *CARCAH will coordinate with the 53 WRS to have a temporary operator man the ground station located at the backup site. The Alternate CARCAH backup site ground station will be configured to relay aircraft data to the CARCAH ground station. If the outage at CARCAH is expected to be temporary, the 53WRS will provide operators to man the Alternate CARCAH ground station. For long-term outages, CARCAH will send operators to the 53 WRS, and those operators will ensure the aircraft data are transmitted to the WPMDS, NWS servers, and external users via the NWS Gateway.*

5.9.4.2. In the event communications lines between the 53 WRS and NHC are severed, the ground station at the 53 WRS will be configured to transmit data directly to the WPMDS. The current version of ground station software does not have the capability to directly send data to HPC (NHC's COOP backup site); consequently, all data or observations will need to be accessed from the WPMDS or obtained from the NWS Gateway.

5.9.4.3. TPC/NHC emergency backup plan: In the event that TPC/NHC activates the HPC COOP backup plan, the designated CARCAH individual will deploy to the 53WRS to operate the ground station system. The HPC COOP site will obtain the reconnaissance data through either the WPMDS or the NWS Gateway.

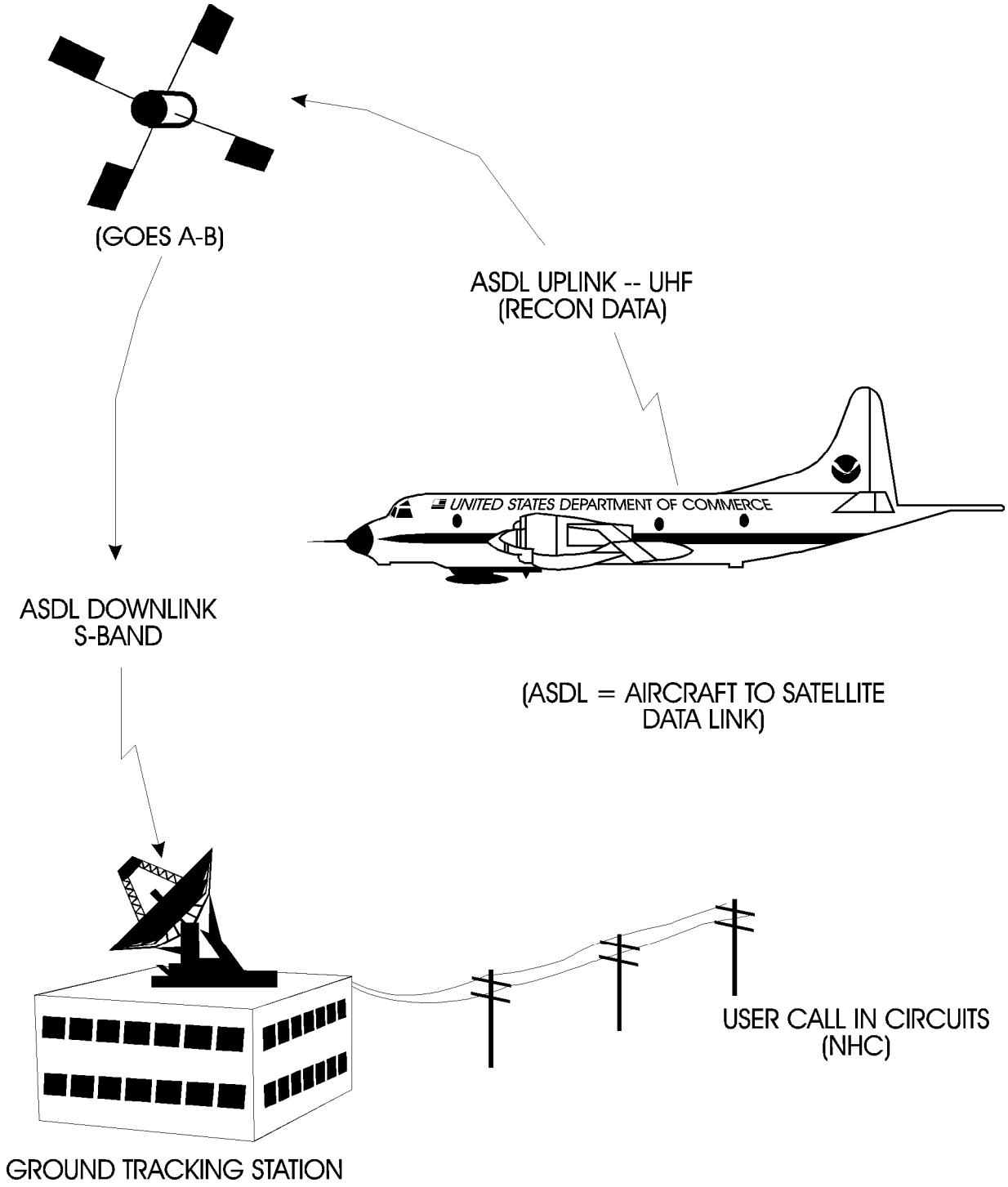

Figure 5-11. Schematic of Aircraft-To-Satellite Data Link for NOAA P-3 Aircraft

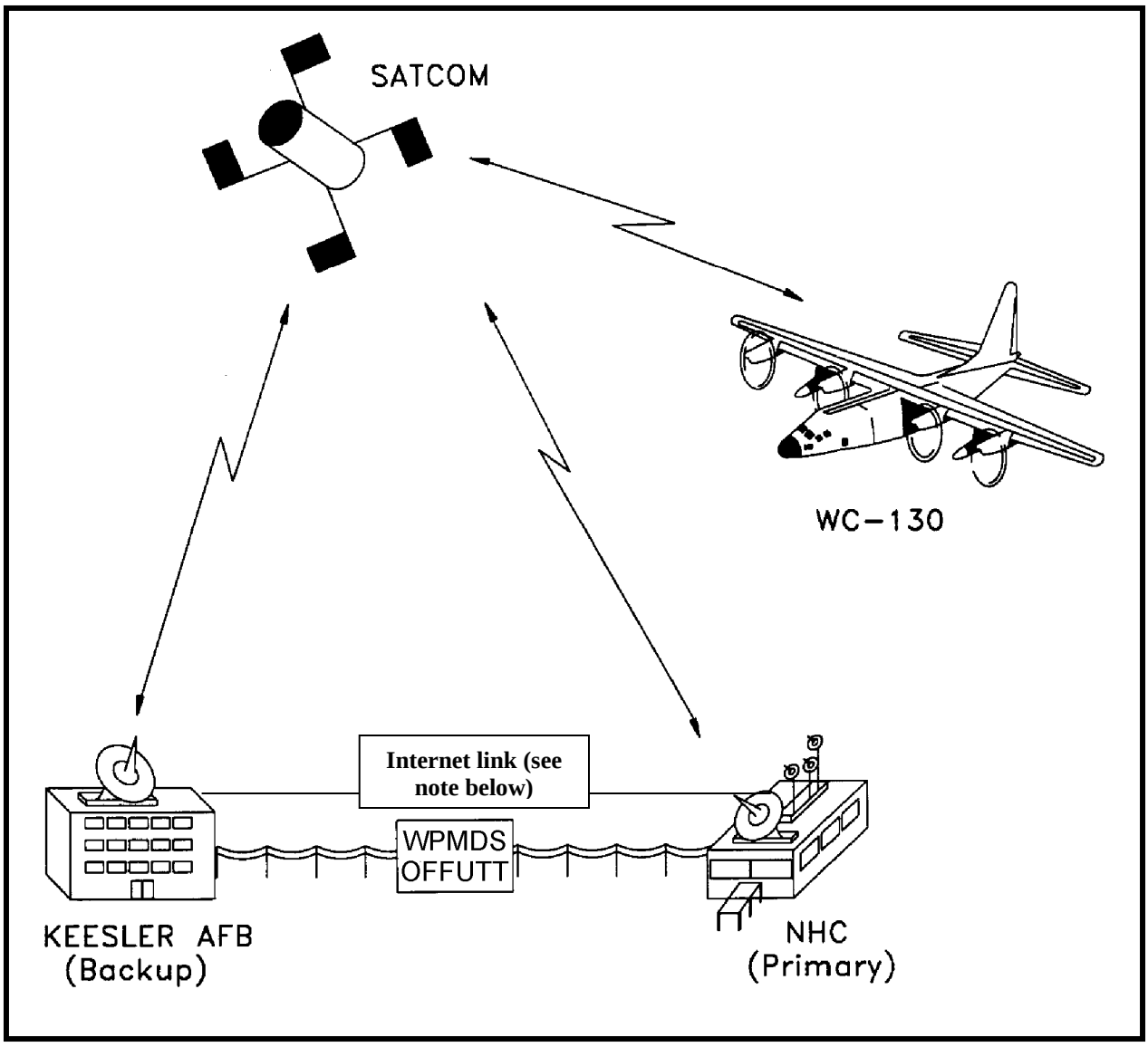

Figure 5-12. Schematic of Aircraft-To-Satellite Data Link for AFRC WC-130 Aircraft

Note: A new Internet link from Keesler AFB to TPC/NHC is operational beginning in the 2008 storm season. All observation types can be passed directly to TPC/NHC without going through Offutt.