



# **National Transportation Safety Board**

**Office of Aviation Safety  
Washington, D.C. 20594-2000**

**August 26, 2015**

**WEATHER STUDY  
CEN15FA257**

## **A. Accident**

Location: Eagle, Colorado

Date: June 5, 2015

Time: 1647 mountain daylight time (2247 UTC<sup>1</sup>)

Aircraft: Morse Rebel, registration: N914FM

## **B. Meteorological Specialist**

Mike Richards

Senior Meteorologist

National Transportation Safety Board

Operational Factors Division, AS-30

Washington, DC 20594-2000

## **C. Details of the Investigation**

The National Transportation Safety Board's (NTSB) meteorological specialist was not on scene and gathered weather data for this investigation from the NTSB's Washington D.C. office. All times are in mountain daylight time (MDT) on June 5, 2015, and based upon the 24-hour clock. Directions are referenced to true north, distances are in nautical miles and heights are above mean sea level (msl), unless otherwise noted.

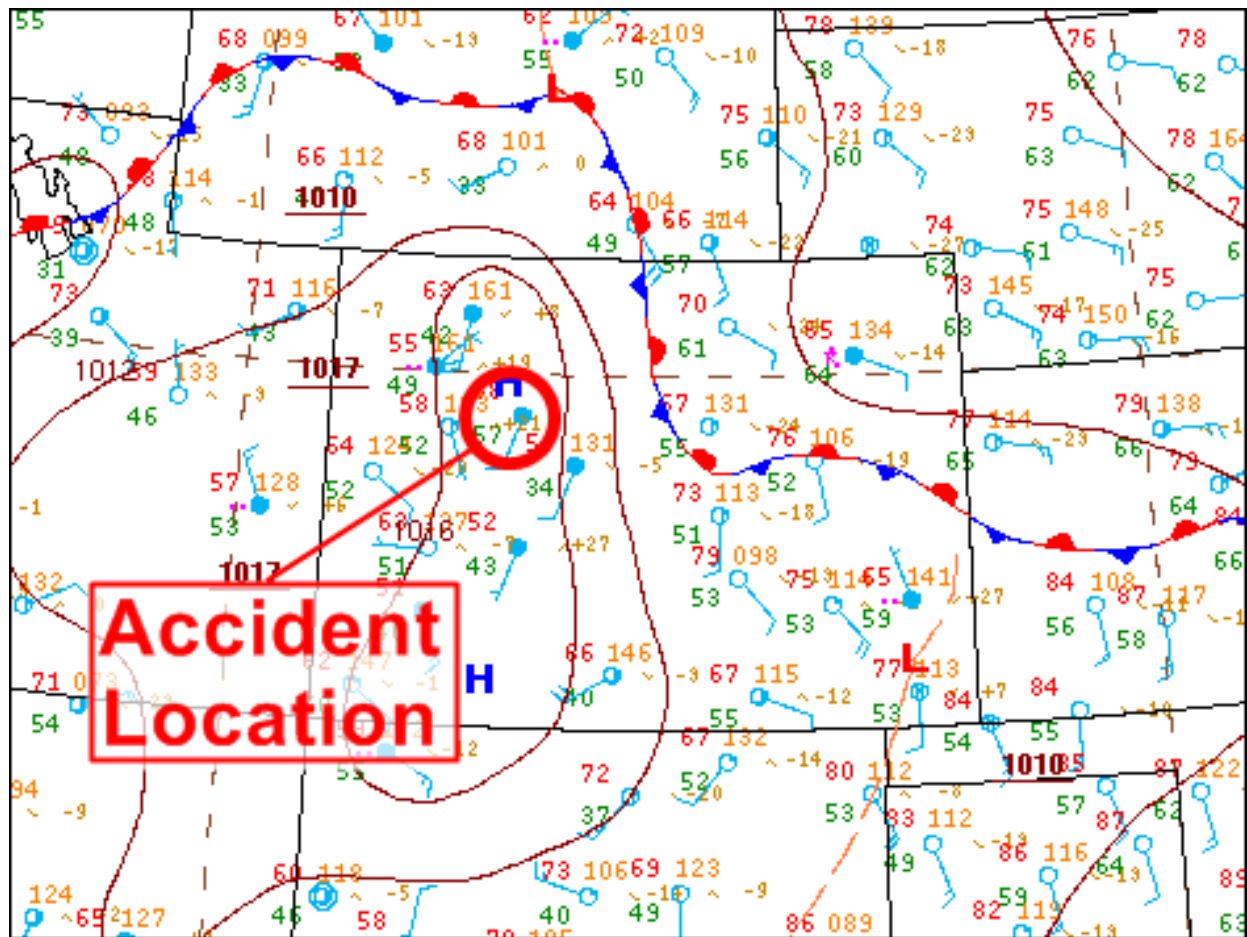
Coordinates used for the accident location: 39.641389° North latitude, 106.904167° West longitude; elevation: 9,840 feet.

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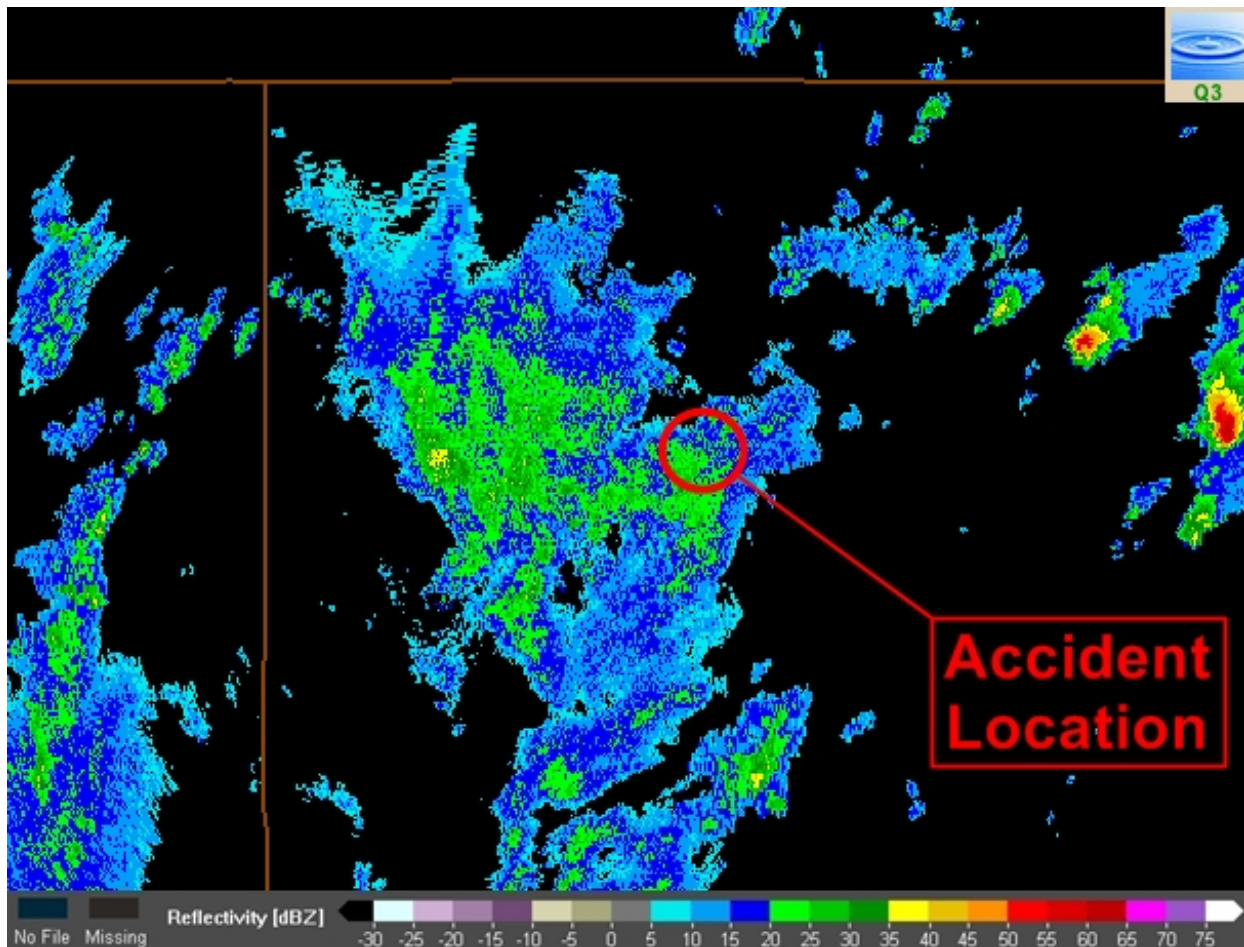
<sup>1</sup> UTC – abbreviation for Coordinated Universal Time

## Synoptic Conditions

A National Weather Service (NWS) Surface Analysis Chart valid for 1800 MDT is presented in figure 1. A composite weather radar imagery mosaic from the National Severe Storms Laboratory's National Mosaic and Q3 System valid at 1646 MDT for the accident region (figure 2) identified a wide area of reflectivity (likely precipitation) coincident with and mostly surrounding the accident location.



**Figure 1** – NWS Surface Analysis Chart for 1800 MDT.



**Figure 2** – Composite radar imagery mosaic valid at 1646 MDT.

### Surface Observations

The following reports were issued from an Automated Weather Observing Station (AWOS) at Eagle County Regional Airport (KEGE) in Eagle, Colorado (the site of the accident), during the time period surrounding the accident time:

- [1450 MDT] METAR KEGE 052050Z 18007G15KT 10SM BKN095 27/06 A3011=
- [1550 MDT] METAR KEGE 052150Z 21011KT 10SM BKN110 27/06 A3010=
- [1650 MDT] METAR KEGE 052250Z 20018G22KT 10SM -RA OVC070 20/16 A3016=**
- [1712 MDT] METAR KEGE 052312Z VRB05KT 10SM -RA OVC070 20/16 A3016  
RMK ACFT MSHP=
- [1733 MDT] METAR KEGE 052333Z COR 20018G22KT 10SM -RA OVC070 20/16  
A3016 RMK ACFT MSHP=

At 1650 MDT, KEGE reported a wind from 200° at 18 knots with gusts to 22 knots, visibility ten statute miles or greater, light rain, overcast cloud base at 7,000 feet above ground level (agl), temperature of 20° Celsius (C) and dew point temperature of 16°C, altimeter setting 30.16 inches of mercury.

On July 23, 2015, the Federal Aviation Administration (FAA) provided the following answers (in bold) to questions posed by the NTSB:

*- Are official weather observations at EGE taken by LAWRS-certified controllers?*

**Yes.**

*- Please provide weather observation requirements for LAWRS-certified controllers at EGE that include specifics on when both routine (METAR) observations should be taken, as well as weather criteria that shall trigger a special observation (SPECI).*

**All observations (METAR and SPECI) are taken IAW FAA JO 7900.5C. FAA JO 7900.5C paragraphs 2.8 and 3.12 contain the requested information.**

*- The June 5, 2015, 2250Z METAR was: METAR KEGE 052250Z 20018G22KT 10SM -RA OVC070 20/16 A3016, however data provided via the ITWS shows some different conditions (e.g. temp, dew point, altimeter, wind) immediately surrounding this time. At what time was the June 5, 2015, 2250Z time stamped observation actually taken?*

**2250Z**

*- Does the system that LAWRS-certified controllers use for disseminating official weather observations allow for "back-dating" of time stamps (e.g. an observation actually taken at 2308Z could be disseminated via a METAR/SPECI with the time stamp of 2250Z)?*

**No. Weather observations are disseminated via the Aeronautical Information System Replacement (AISR) system. The actual time of observation (e.g., 2250Z) is entered as part of the observation information. AISR timestamps when the observation was entered into AISR (e.g., 2308Z).**

*- If back-dated observations are possible, is a correction identifier ("COR" in the body of the METAR/SPECI) issued with that observation?*

**Back-dated observations are not possible.**

*- On June 5, 2015, 2312Z, the following observation was issued: METAR KEGE 052312Z VRB05KT 10SM -RA OVC070 20/16 A3016 RMK ACFT MSHP, twenty one minutes later, the following "correction" was issued: METAR KEGE 052333Z COR 20018G22KT 10SM -RA OVC070 20/16 A3016 RMK ACFT MSHP. Was the weather information found in the 2333Z corrected observation applicable to 2312Z or 2333Z?*

**It was a correction to the 2312Z observation. The time of the COR should have been 2312Z.**

Unofficial meteorological reporting station CO090 (data provided by the Colorado Department of Transportation) was located about 11 miles west-southwest of the accident site at an altitude of 6,125 feet. Calibration and maintenance standards of this instrument, as well as the overall quality of the data, are not known. Reports<sup>2</sup> from CO090 during the times surrounding the accident time are presented here:

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<sup>2</sup> Temp=temperature(°C); D\_Temp=dew point temperature (°C); RH=relative humidity(%); W\_Mag=average wind magnitude(kts); W\_Dir=average wind direction(true); G\_Mag=Gust wind magnitude(kts)

| <u>Time</u> | <u>Temp</u> | <u>D_Temp</u> | <u>RH</u> | <u>W_Mag</u> | <u>W_Dir</u> | <u>G_Mag</u> |
|-------------|-------------|---------------|-----------|--------------|--------------|--------------|
| 1601        | 22.8        | 5.7           | 33        | 10           | 235°         | 15           |
| 1611        | 20.0        | 7.1           | 43        | 11           | 230°         | 30           |
| 1621        | 16.7        | 8.6           | 59        | 6            | 225°         | 19           |
| 1631        | 16.7        | 9.1           | 61        | 5            | 205°         | 12           |
| 1641        | 16.7        | 9.6           | 63        | 6            | 220°         | 15           |
| 1651        | 15.6        | 9.9           | 69        | 6            | 225°         | 19           |
| 1701        | 15.0        | 10.2          | 73        | 3            | 215°         | 14           |
| 1710        | 15.0        | 10.6          | 75        | 5            | 205°         | 12           |
| 1721        | 14.4        | 10.4          | 77        | 6            | 240°         | 14           |
| 1731        | 14.4        | 10.4          | 77        | 4            | 240°         | 10           |

One minute-resolution EGE AWOS data was provided by the Federal Aviation Administration. Some data surrounding the accident time are presented here. Raw one minute EGE AWOS data between 1500 and 1759 MDT are presented in [Appendix A](#) to this report.

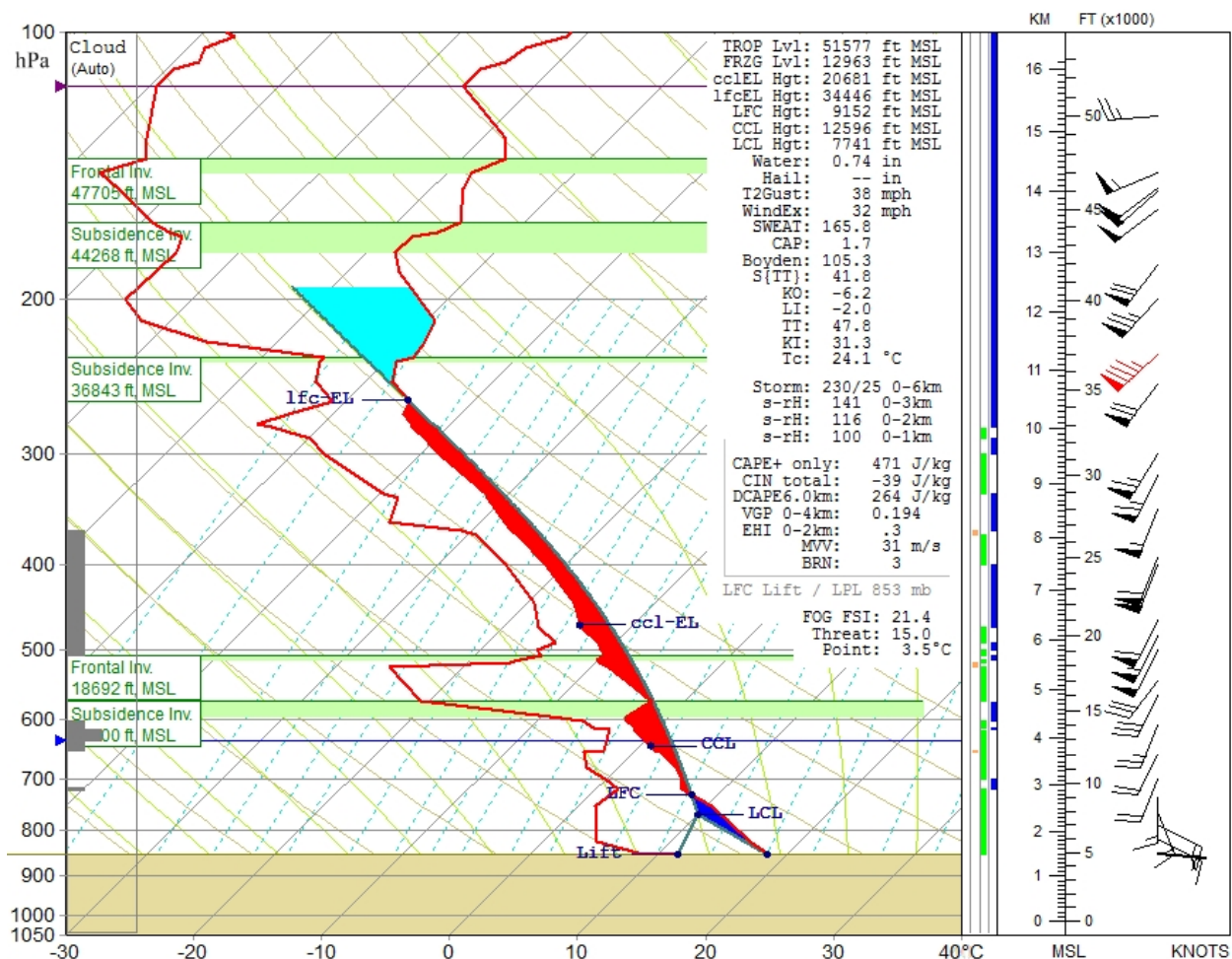
| <u>Time</u> | <u>W_Dir</u> | <u>W_Mag</u> | <u>G_Mag</u> | <u>Vis</u> | <u>Clouds</u>        | <u>Temp</u> | <u>D_Temp</u> | <u>Other</u>   |
|-------------|--------------|--------------|--------------|------------|----------------------|-------------|---------------|----------------|
| 1640        | 220°         | 21           | 26           | 10+        | SCT080 BKN085        | 26          | 8             |                |
| 1641        | 210°         | 19           | 26           | 10+        | SCT080 BKN085        | 25          | 8             |                |
| 1642        | 200°         | 20           | 26           | 10+        | BKN080 BKN085        | 25          | 8             |                |
| 1643        | 200°         | 20           | 26           | 10+        | FEW070 BKN080 BKN085 | 25          | 8             |                |
| 1644        | 210°         | 20           | 26           | 10+        | FEW070 BKN080 BKN085 | 25          | 8             |                |
| 1645        | 210°         | 20           | 26           | 10+        | FEW070 BKN080        | 25          | 8             |                |
| 1646        | 210°         | 20           | 26           | 10         | FEW070 BKN080        | 25          | 8             |                |
| <b>1647</b> | <b>230°</b>  | <b>21</b>    | <b>26</b>    | <b>9</b>   | <b>FEW070 OVC080</b> | <b>24</b>   | <b>9</b>      | <b>200V260</b> |
| 1648        | 240°         | 21           | 26           | 9          | FEW070 OVC080        | 24          | 9             | 200V260        |
| 1649        | 240°         | 18           | 26           | 9          | FEW070 OVC080        | 24          | 10            |                |
| 1650        | 240°         | 16           | 26           | 9          | SCT070 OVC080        | 24          | 11            |                |
| 1651        | 240°         | 16           | 26           | 9          | FEW060 BKN070 OVC080 | 23          | 12            |                |
| 1652        | 240°         | 17           | 26           | 9          | BKN070 OVC080        | 23          | 12            |                |
| 1653        | 240°         | 18           | 26           | 9          | FEW060 OVC070        | 23          | 12            |                |
| 1654        | 230°         | 20           | 26           | 9          | FEW060 OVC070        | 23          | 12            |                |
| 1655        | 220°         | 21           | 26           | 9          | BKN070 OVC080        | 22          | 12            |                |

At 1647 MDT, the EGE AWOS observations included a wind from 230° (magnetic) at 21 knots with gusts to 26 knots, visibility nine statute miles, few clouds at 7,000 feet agl, ceiling overcast at 8,000 feet agl, temperature of 24°C and dew point temperature of -16°C, wind direction variable 200° and 260° (magnetic).

### **Sounding Data**

Atmospheric data were retrieved from an 1800 MDT rawinsonde launch from Grand Junction, Colorado (rawinsonde station: GJT), which likely retrieved low-level meteorological data beginning between 1700 and 1730 MDT. These data are presented in figure 3.

Near-surface wind (approximately 4,800 feet) was from the east at about 5 knots. Above this level through about 17,000 feet the wind *veered*<sup>3</sup> to the southwest and increased in magnitude to 31 knots. The freezing level was identified as about 13,000 feet. The most-unstable Convective Available Potential Energy (CAPE)<sup>4</sup> parameter was 471 Joules/kilogram (from 853 hPa). The Lifting Condensation Level<sup>5</sup> (LCL) and Level of Free Convection<sup>6</sup> (LFC) were calculated to be at 7,741 feet and 9,152 feet, respectively. Downdraft CAPE (DCAPE)<sup>7</sup> was measured at 264 Joules/kilogram.



**Figure 3** – Rawinsonde sounding from GJT in SkewT/LogP format for 1800 MDT, surface to 100 hPa.

<sup>3</sup> A “veering” wind turns clock-wise with increasing height.

<sup>4</sup> Convective Available Potential Energy - A measure of the amount of energy available for convection. CAPE is directly related to the maximum potential vertical speed within an updraft; thus, higher values indicate greater potential for severe weather. 471 Joules/kilogram would be considered relatively weak.

<sup>5</sup> Lifting Condensation Level - The level at which a parcel of moist air lifted dry-adiabatically would become saturated.

<sup>6</sup> Level of Free Convection - The level at which a parcel of air lifted dry-adiabatically until saturated and saturation-adiabatically thereafter would first become warmer than its surroundings in a conditionally unstable atmosphere. On a thermodynamic diagram the level of free convection is given by the point of intersection of the process curve, representing the process followed by the ascending parcel, and the sounding curve, representing the lapse rate of temperature in the environment.

<sup>7</sup> The DCAPE can be used to estimate the potential strength of rain-cooled downdrafts within thunderstorm convection, and is similar to CAPE. Larger DCAPE values are associated with stronger downdrafts. 264 Joules/kilogram would be considered relatively weak.

## **Pilot Reports**

No publicly disseminated pilot reports<sup>8</sup> were issued within two hours of the accident time over the state of Colorado below 15,000 feet.

## **Weather Radar**

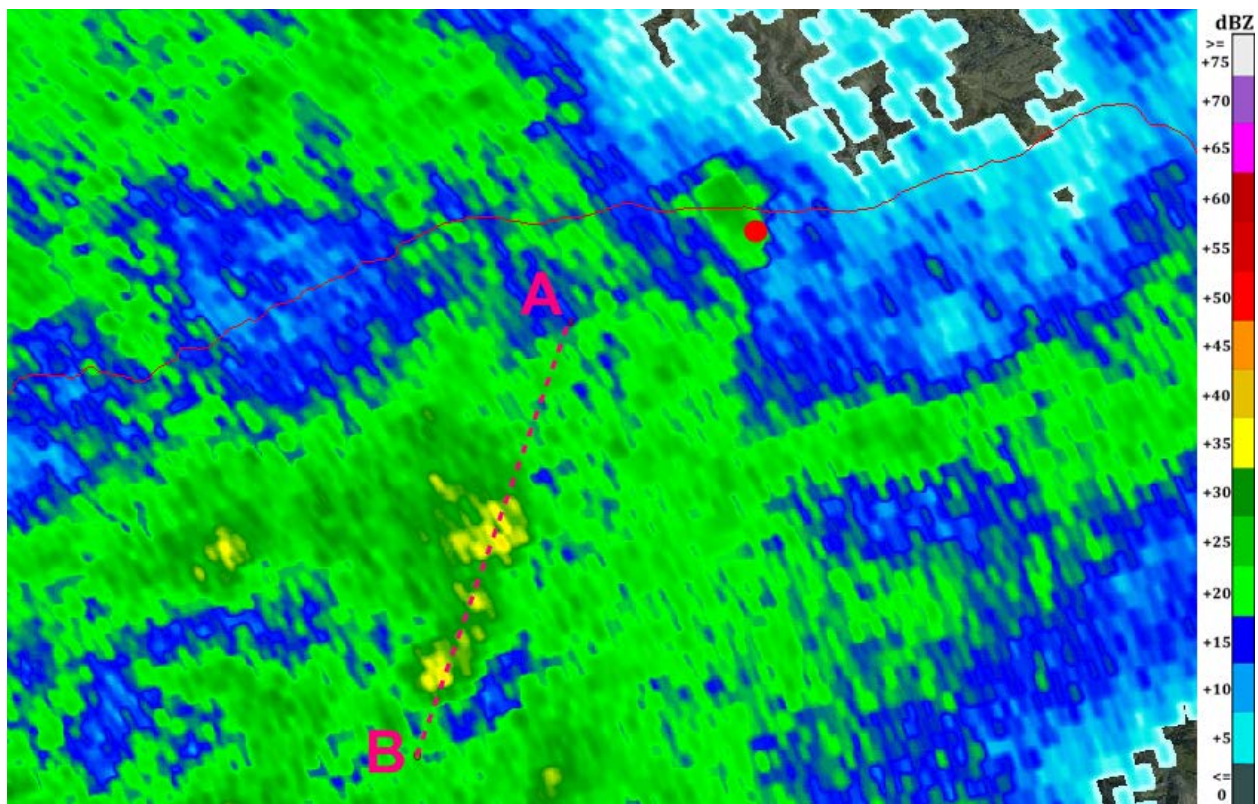
WSR-88D Level-II and Level-III 0.48° weather radar imagery from Grand Junction, Colorado (KGJX), between 1629 and 1644 MDT are presented in figures 4-17. KGJX was located approximately 70 miles southwest of the accident site at an elevation of 9,992 feet. Assuming standard refraction and considering the 0.95° beam width<sup>9</sup> for the WSR-88D radar beam, the KGJX 0.48° tilt would have “seen” altitudes between about 13,275 and 20,325 feet above msl at the accident location. Figures 4-8 show light to moderate values of reflectivity moving through the accident region prior to and at the accident time. Figures 9-13 depict radial velocity, which quantifies the speed of particles either directly toward (green, negative values) or directly away from (red, positive values) the radar. Because the altitudes the 0.48° tilt beam could “see,” these data is not applicable to the ground at the accident site.

Figures 14-17 depicts vertical cross-sections of reflectivity along a line shown in figure 4. Points “A” and “B” in the cross-sections correspond to the similarly labeled ends of the line in figure 4. Points “A” and “B” are approximately 6 and 20 miles from the accident site, respectively. The cross-sections show elevated areas of moderate reflectivity, which, between 1629 and 1641 MDT, descend toward the ground.

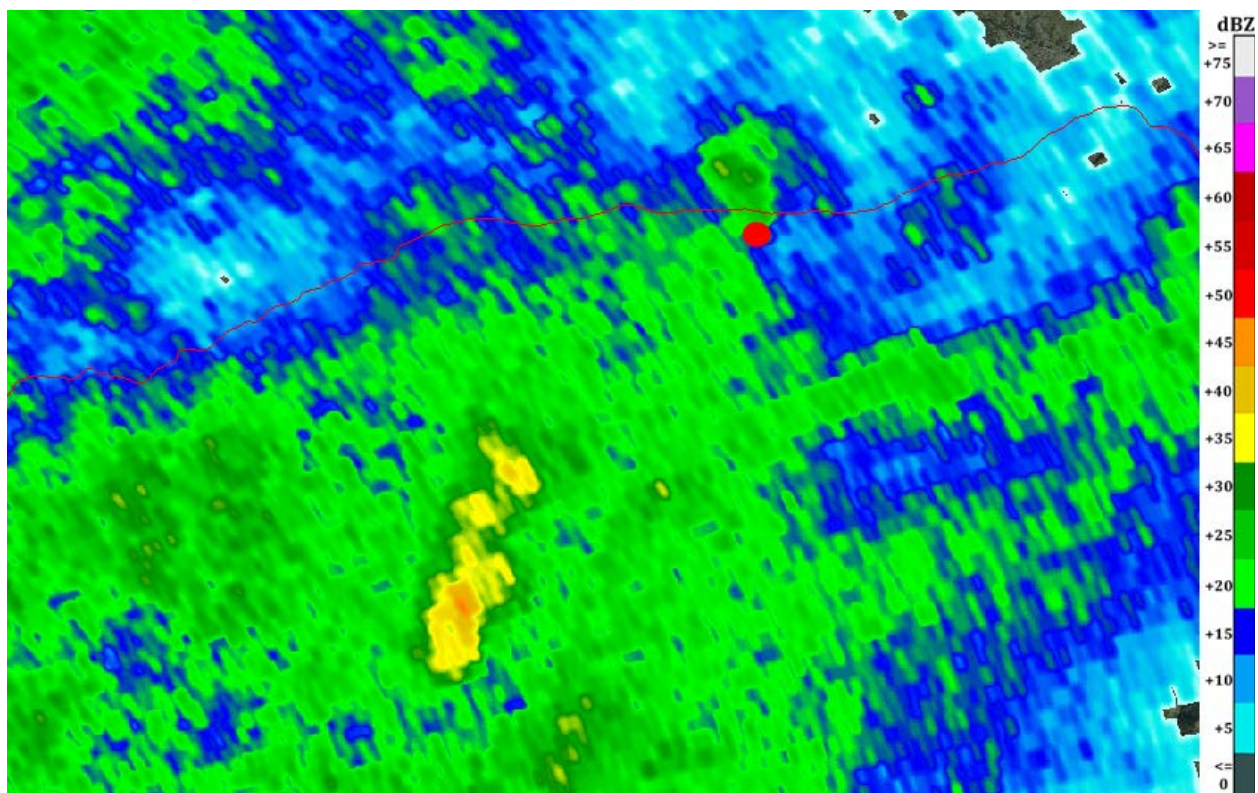
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<sup>8</sup> Only pilot reports distributed with the UBCO\*\* headers were considered.

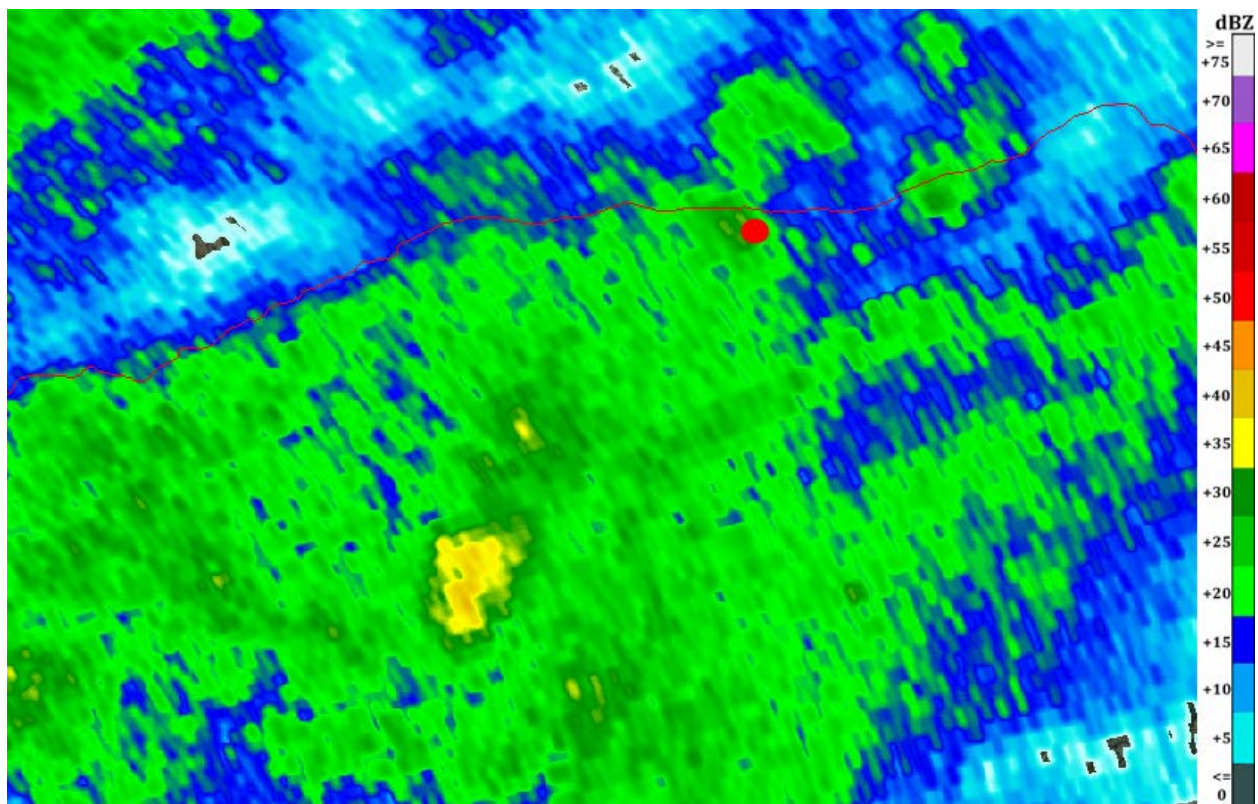
<sup>9</sup> Beam width - the angular separation between the half power points on the antenna radiation pattern, where the gain is one-half of the maximum value.



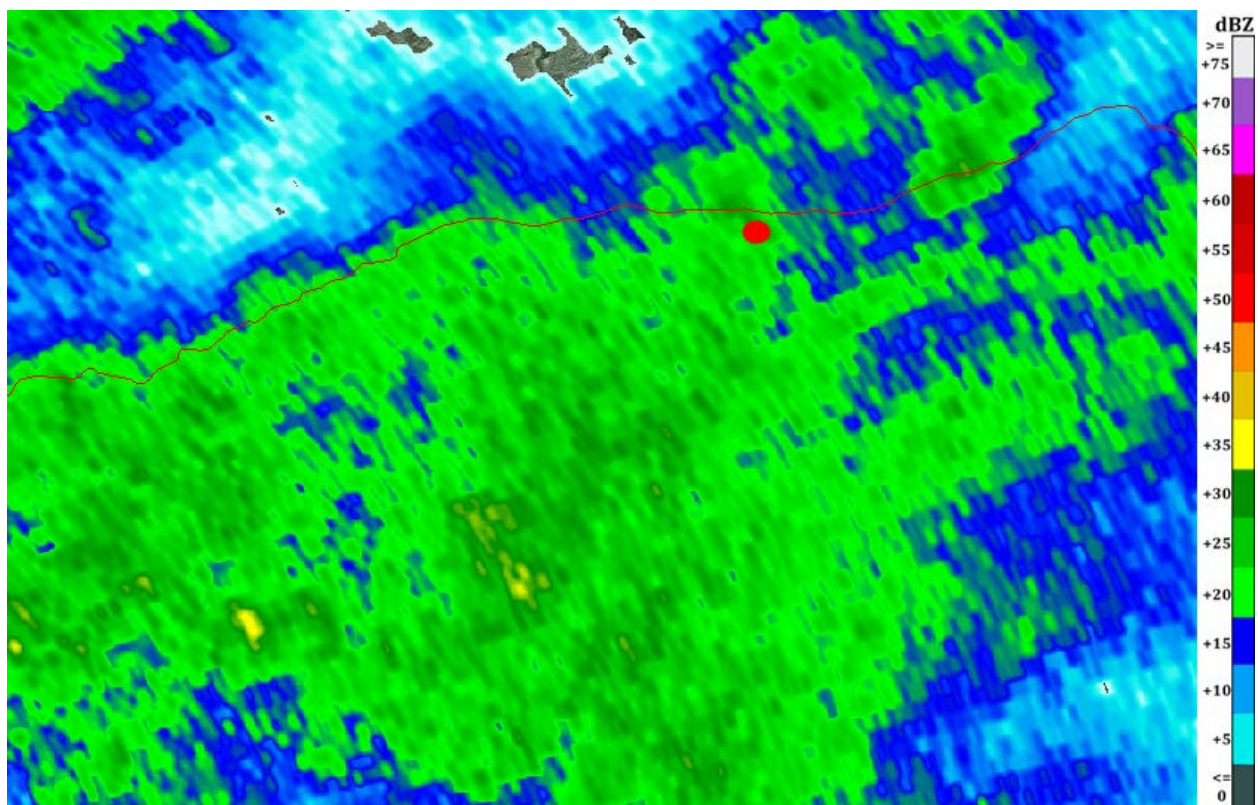
**Figure 4** – KGJX Level-II 0.48° reflectivity imagery from 1629 MDT. Red dot denotes accident location. Points “A” and “B” and the dashed pink line correspond to the vertical cross-sections presented in figures 14-17.



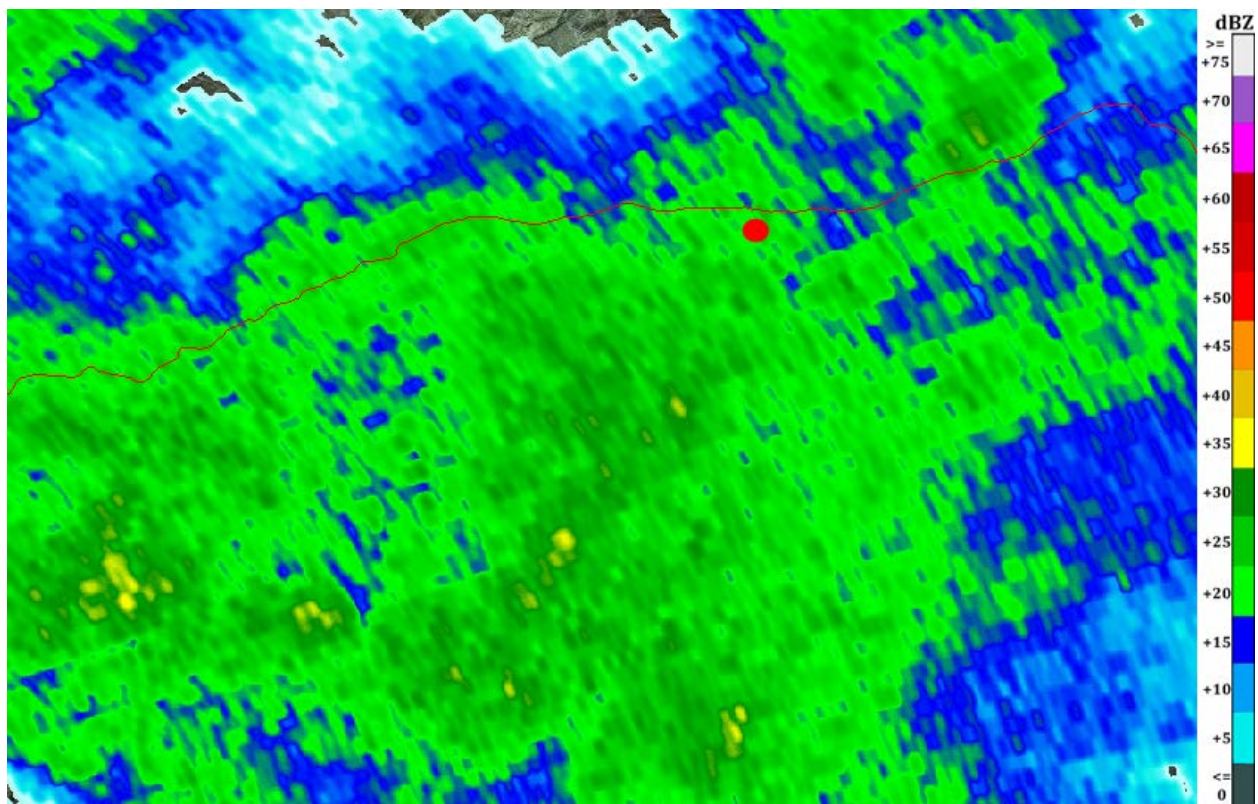
**Figure 5** – KGJX Level-II 0.48° reflectivity imagery from 1633 MDT. Red dot denotes accident location.



**Figure 6** – KGJX Level-II 0.48° reflectivity imagery from 1637 MDT. Red dot denotes accident location.



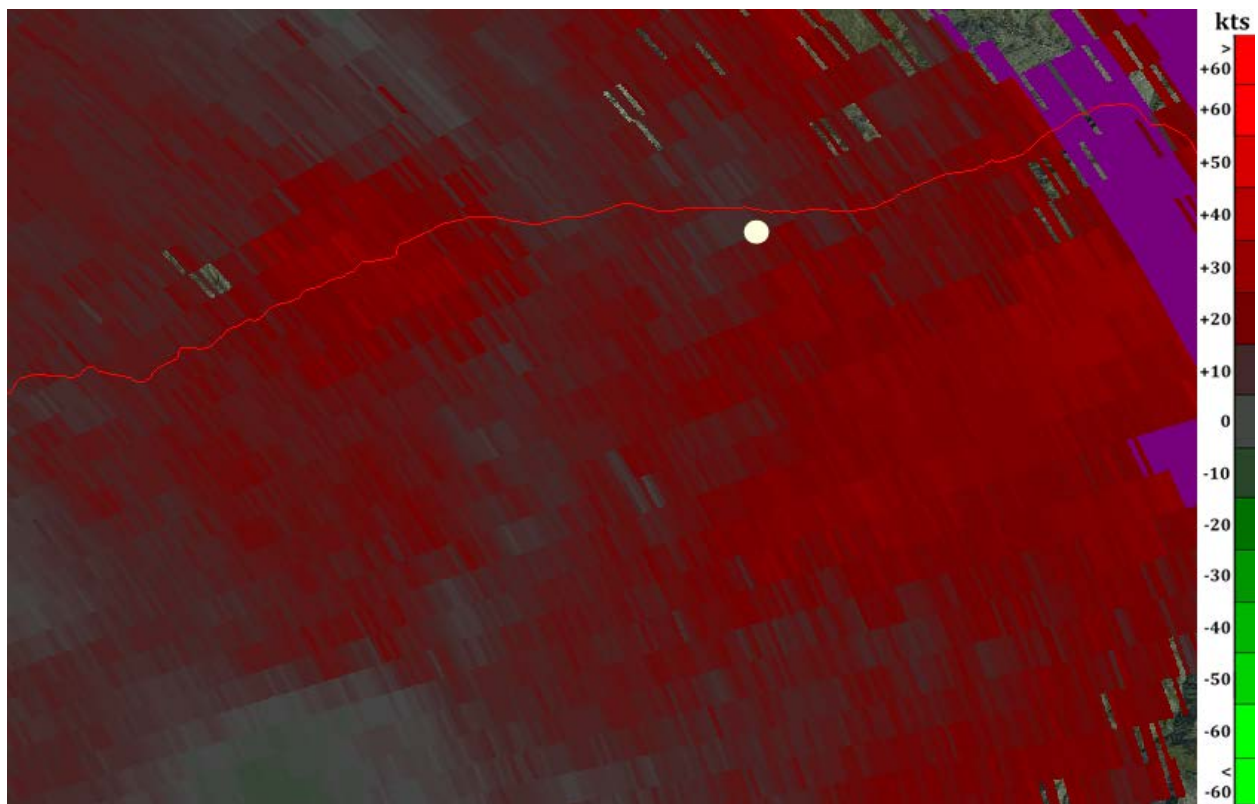
**Figure 7** – KGJX Level-II 0.48° reflectivity imagery from 1641 MDT. Red dot denotes accident location.



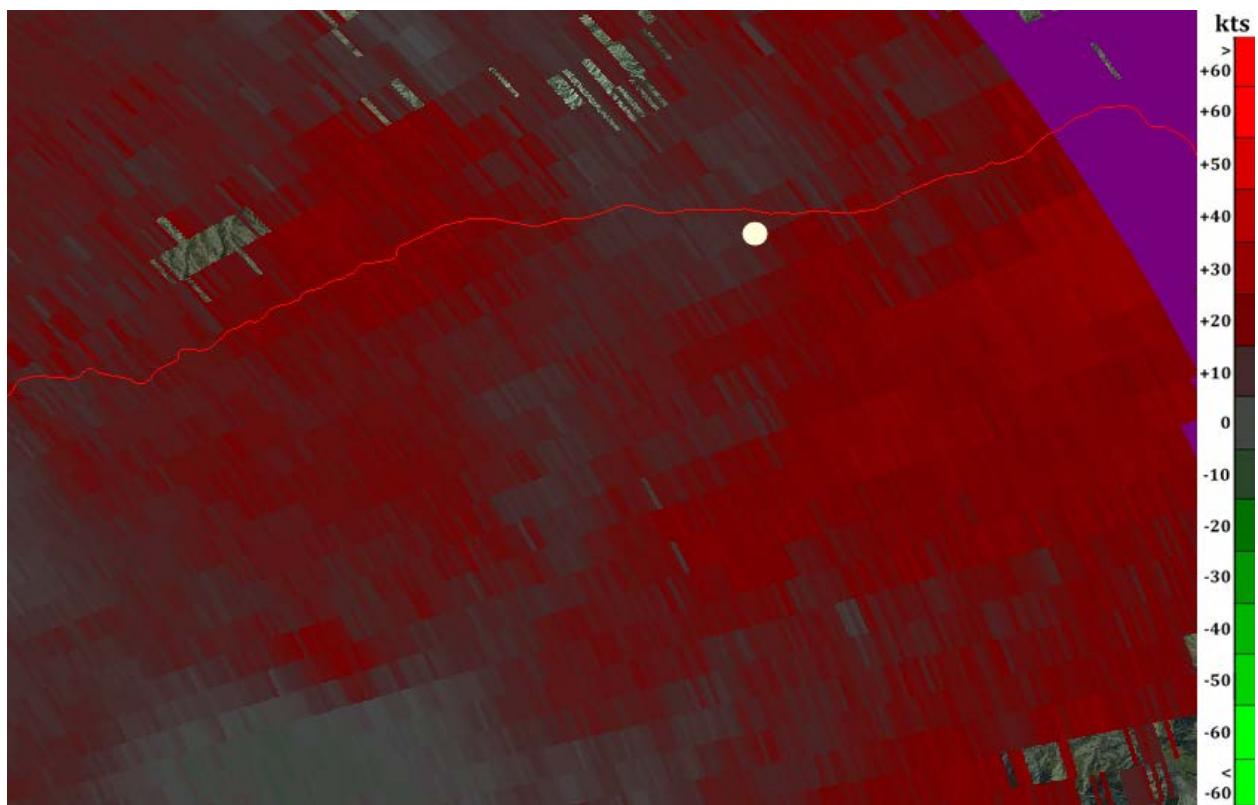
**Figure 8** – KGJX Level-II 0.48° reflectivity imagery from 1644 MDT. Red dot denotes accident location.



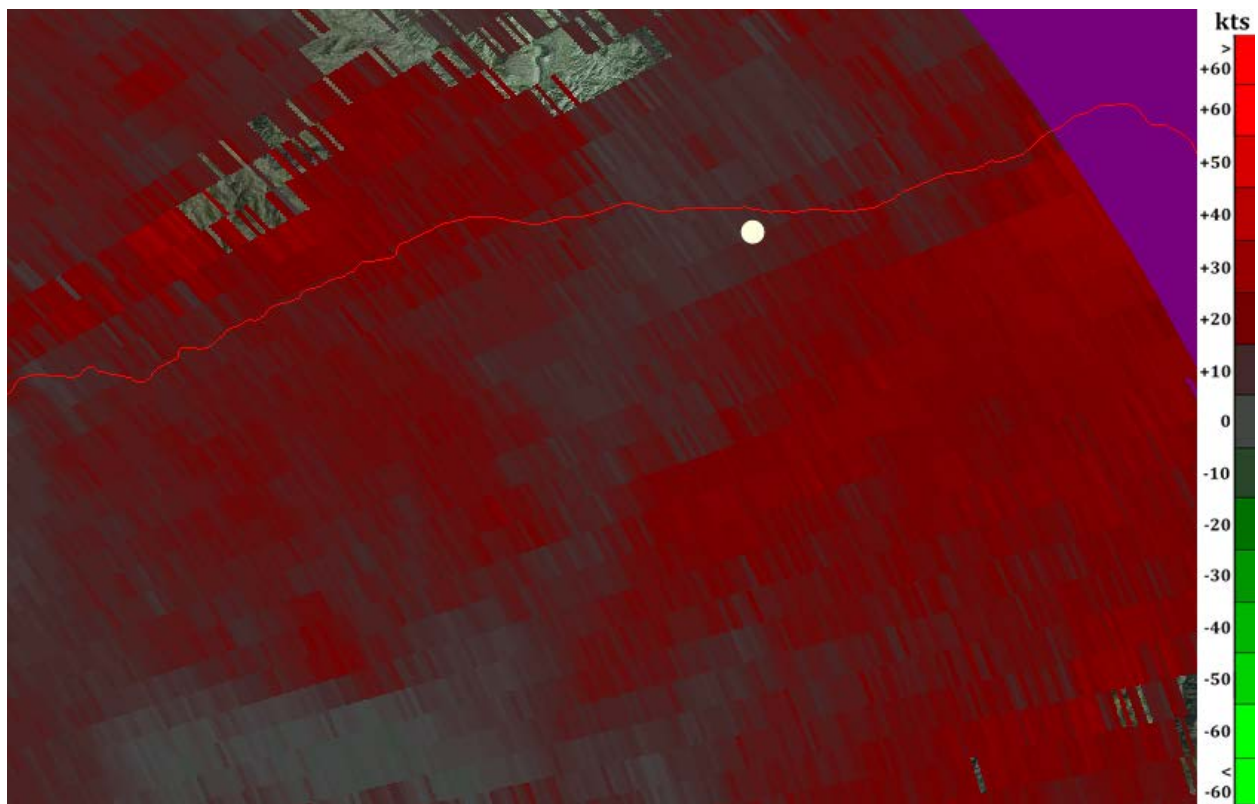
**Figure 9** – KGJX Level-II 0.48° velocity imagery from 1629 MDT. White dot denotes accident location.



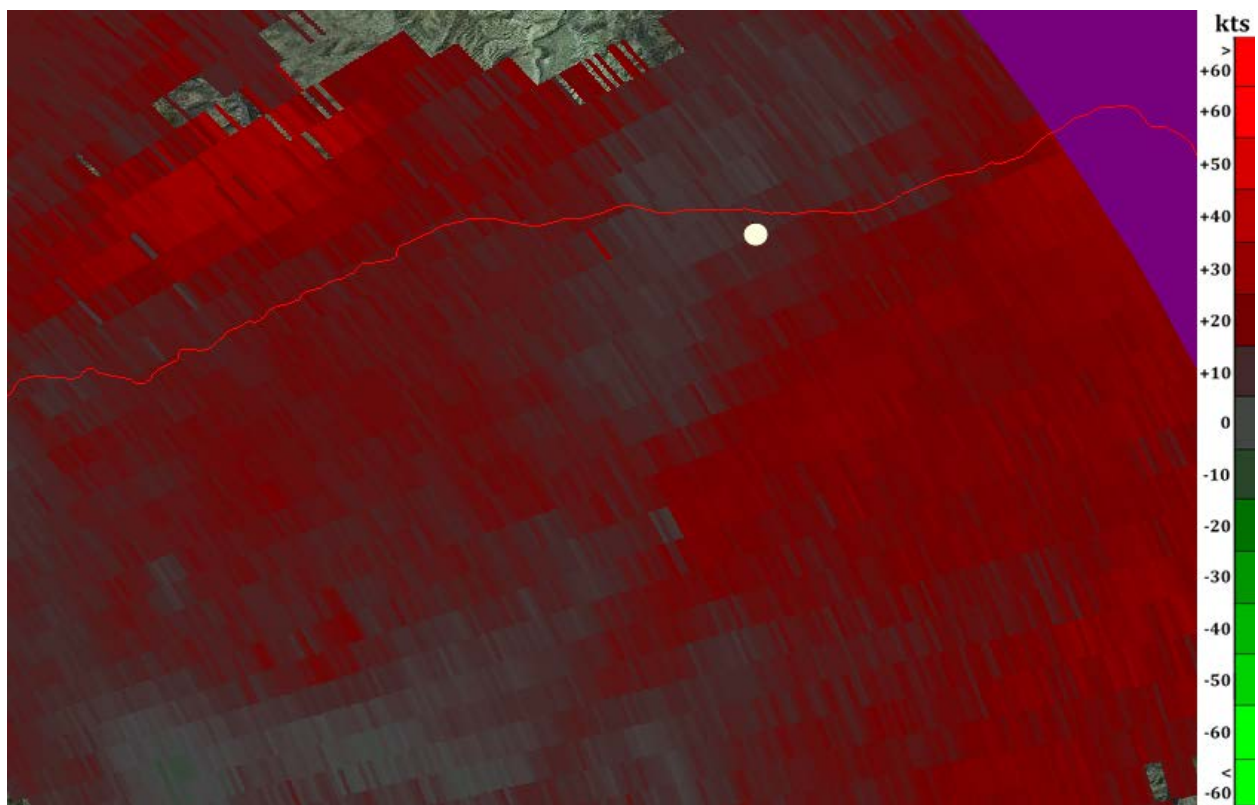
**Figure 10** – KGJX Level-II 0.48° velocity imagery from 1633 MDT. White dot denotes accident location.



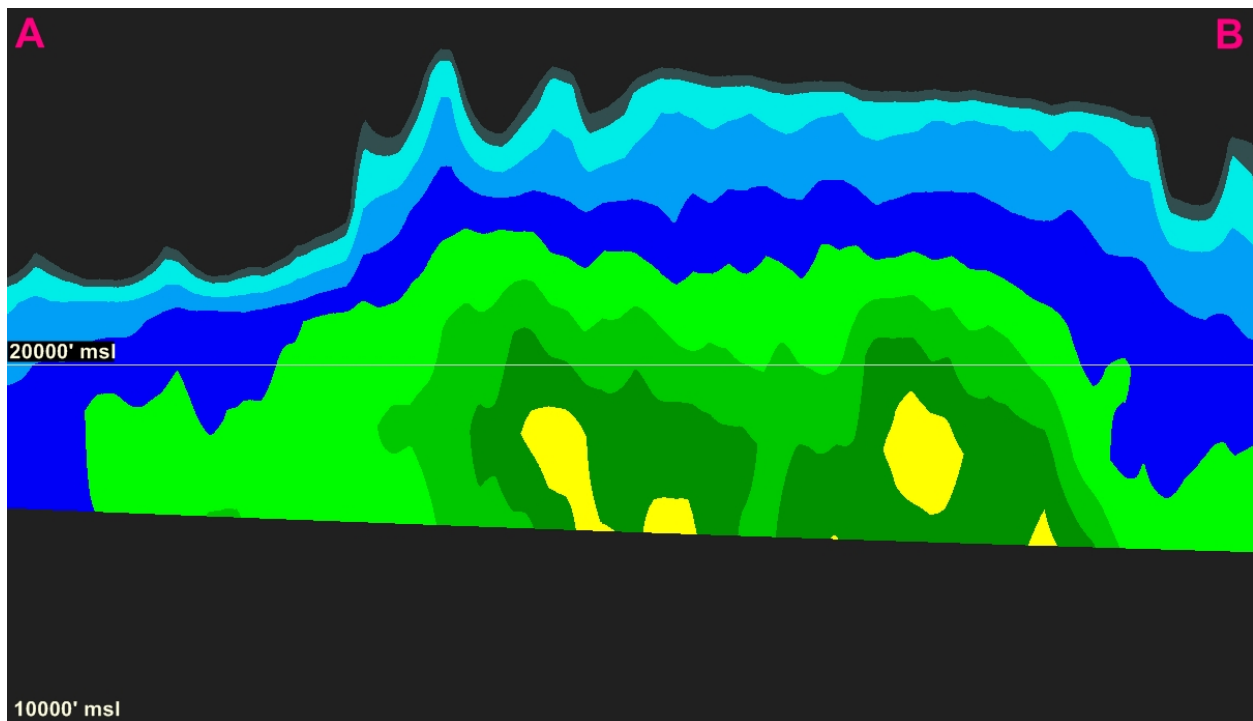
**Figure 11** – KGJX Level-II 0.48° velocity imagery from 1637 MDT. White dot denotes accident location.



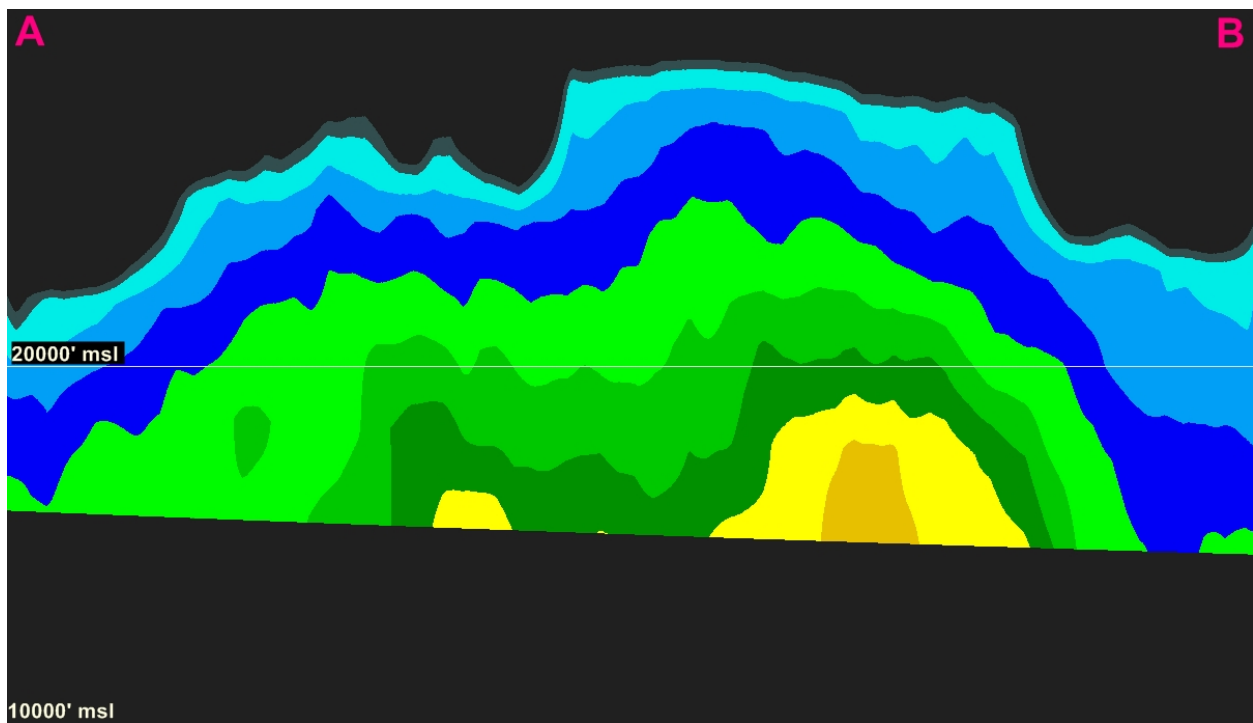
**Figure 12** – KGJX Level-II 0.48° velocity imagery from 1641 MDT. White dot denotes accident location.



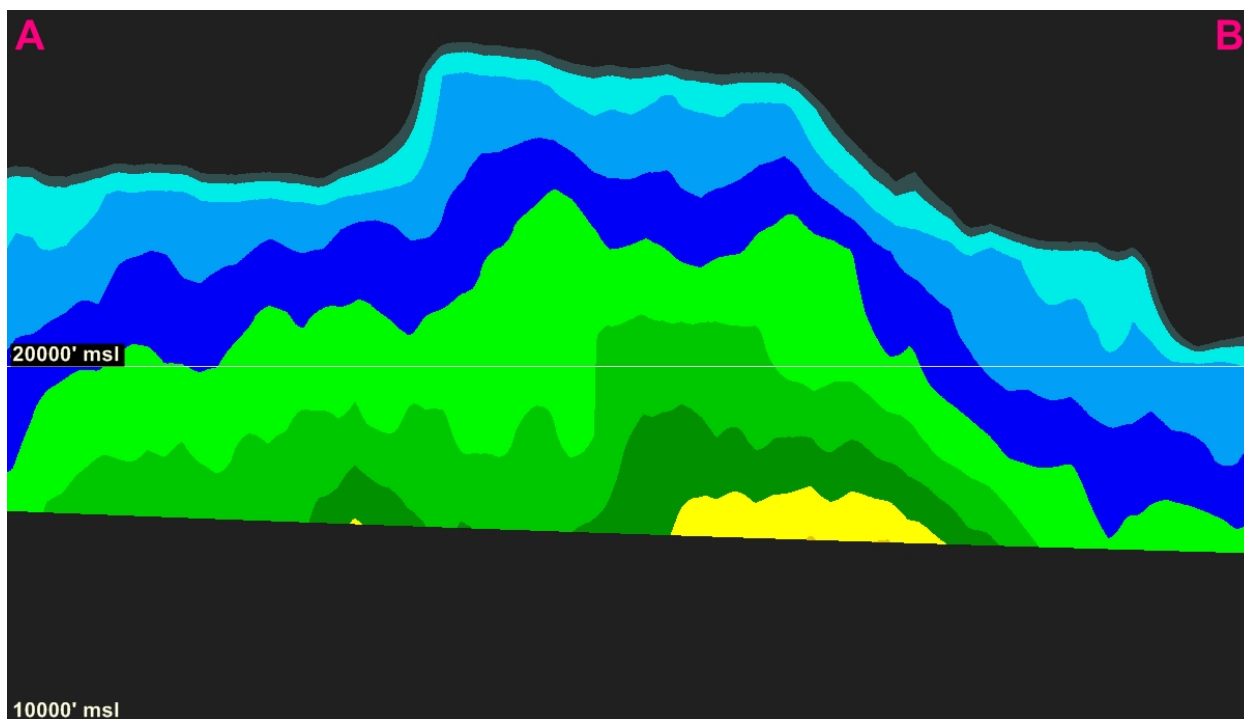
**Figure 13** – KGJX Level-II 0.48° velocity imagery from 1644 MDT. White dot denotes accident location.



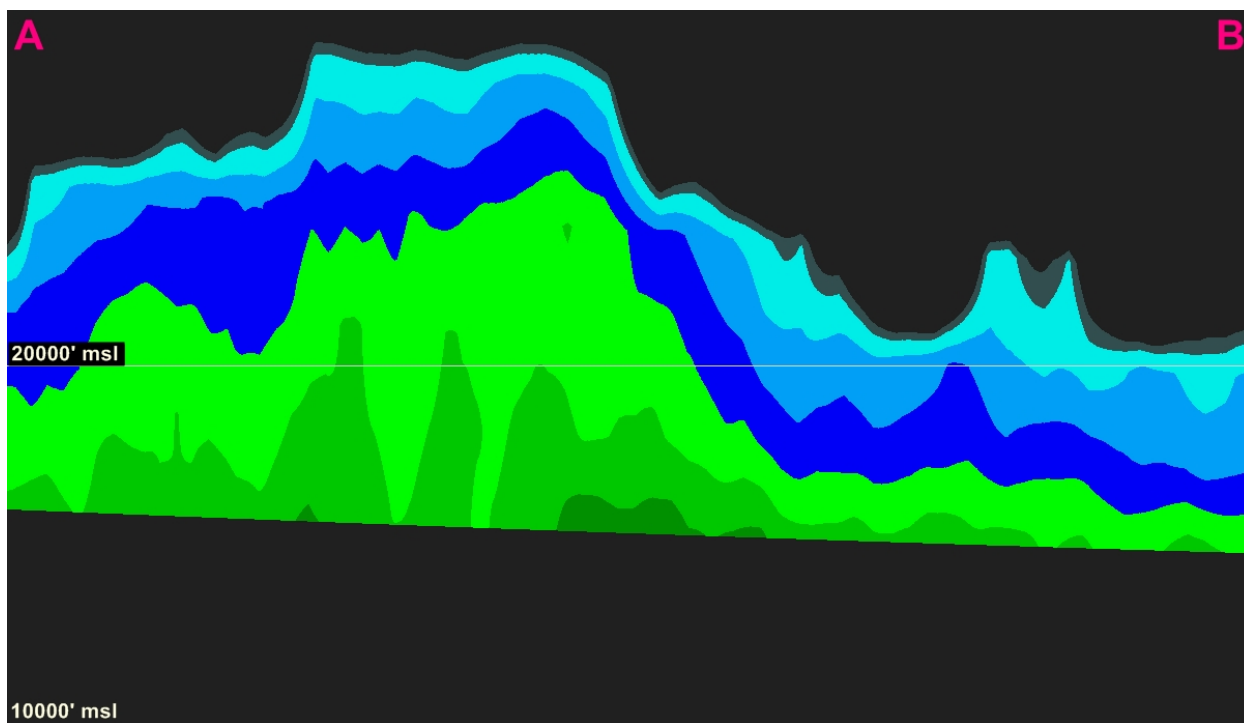
**Figure 14** – KGJX Level-II reflectivity vertical cross section imagery from 1629 MDT.



**Figure 15** – KGJX Level-II reflectivity vertical cross section imagery from 1633 MDT.



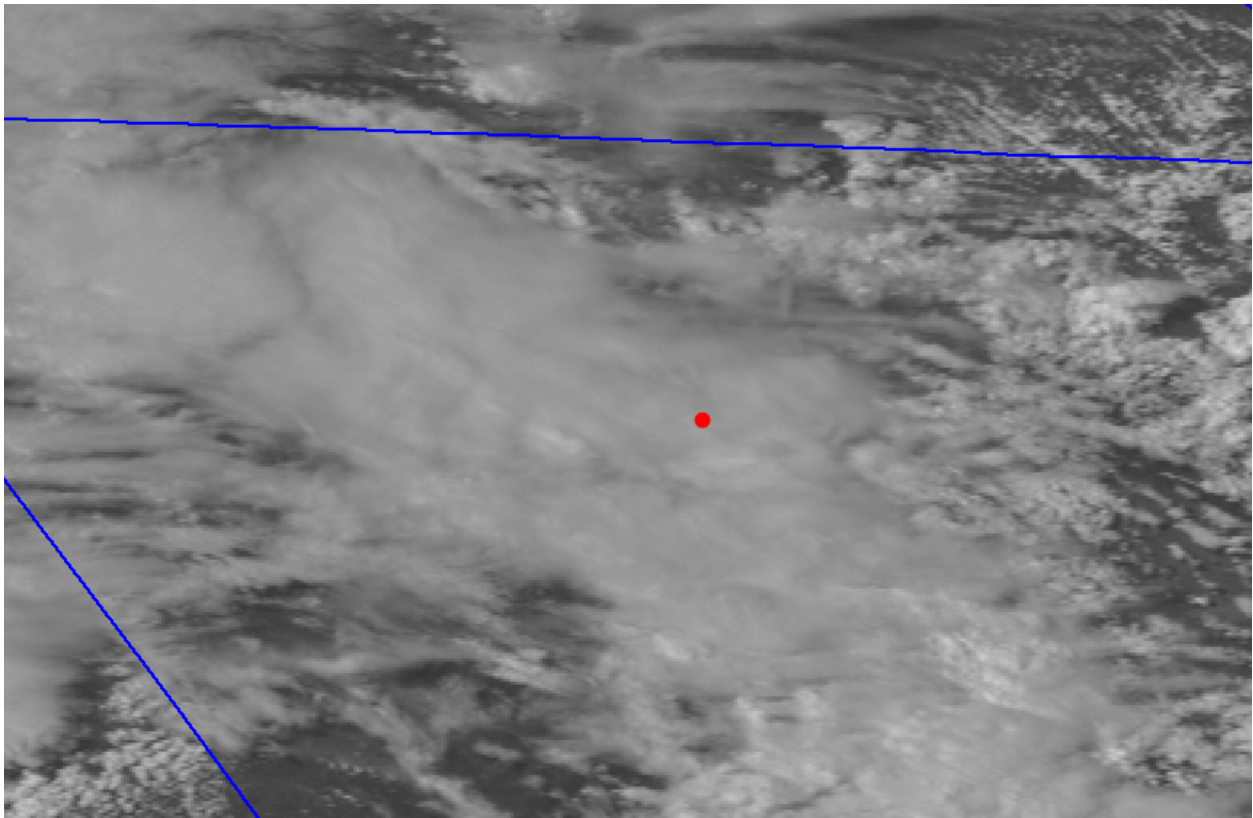
**Figure 16** – KGJX Level-II reflectivity vertical cross section imagery from 1637 MDT.



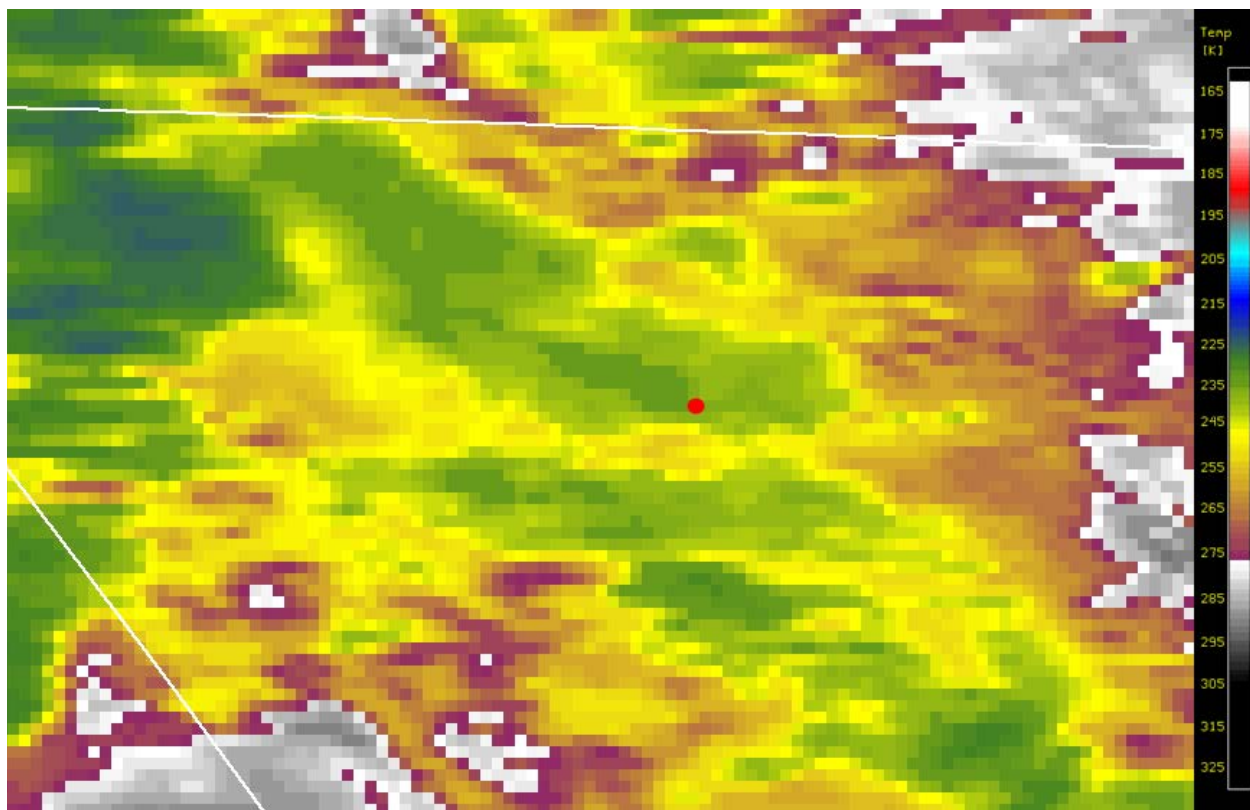
**Figure 17** – KGJX Level-II reflectivity vertical cross section imagery from 1641 MDT.

## **Satellite Imagery**

Geostationary Operational Environmental Satellite (GOES)-15 0.62 $\mu\text{m}$  (“visible”) and 10.7 $\mu\text{m}$  (infrared) data were obtained from an archive at the Space Science Engineering Center at the University of Wisconsin in Madison, Wisconsin, and processed using the Man computer Interactive Data Access System. Imagery from 1645 MDT are presented in figures 18 and 19. The imagery identified cloudy conditions over much of Colorado, including the accident location, at the accident time. Cloud-top temperatures varied between -20°C and -40°C in the vicinity of the accident location. When considering the GJT rawinsonde sounding, these temperatures correspond to heights of 24,000 feet and 32,000 feet, respectively. It should be noted that all satellite data presented here have not been corrected for any parallax error.



**Figure 18** – GOES-15 0.62 $\mu\text{m}$  (“visible”) imagery from 1645 MDT. Red dot denotes accident location.



**Figure 19** – GOES-15 10.7 $\mu$ m (infrared) imagery from 1645 MDT. Red dot denotes accident location.

### **Lightning**

Total lightning data from the Earth Networks Total Lightning Network did not identify the presence of any lightning in the accident area at the accident time.

### **Terminal Aerodrome Forecast**

TAF KEGE 051720Z **0518/0618 VRB05KT P6SM BKN110**  
FM052300 24010G20KT 6SM -RA SCT060 BKN080  
FM060300 11004KT P6SM VCSH BKN060  
FM060600 10003KT 5SM -RA BKN050  
FM061200 00000KT P6SM OVC100=

A Terminal Aerodrome Forecast issued for EGE at 1120 MDT forecasted for the accident time: variable wind at 5 knots, visibility greater than 6 statute miles, ceiling broken at 11,000 feet agl.

## Area Forecast

An Area Forecast that included Colorado was issued at 1345 MDT. The portion of the Area Forecast directed toward the mountains east of the Continental Divide forecasted for the accident time: ceiling broken at 12,000 feet<sup>10</sup> with clouds layered to FL250<sup>11</sup>, cumulonimbus tops to FL420.

FAUS45 KKCI 051945

FA5W

-SLCC FA 051945

SYNOPSIS AND VFR CLDS/WX

SYNOPSIS VALID UNTIL 061400

CLDS/WX VALID UNTIL 060800...OTLK VALID 060800-061400

ID MT WY NV UT CO AZ NM

.

CO

PLAINS

N HLF...BKN070 LYRD FL250. OCNL VIS 3-5SM SCT -SHRA BR/TSRA. CB TOP FL420. TS POSS SEV. BECMG 2123 BKN100. SCT -SHRA/TSRA. TS POSS SEV. 04Z ISOL -SHRA/-TSRA. OTLK...IFR CIG BR.

S HLF...SCT100 BKN CI. ISOL -SHRA/-TSRA. CB TOP FL420. BECMG 2123 BKN120 LYRD FL250. SCT -SHRA/TSRA. CB TOP FL450. BECMG 0205 ISOL -SHRA/-TSRA. OTLK...VFR SHRA.

**MTNS E OF CONTDVD...BKN120 LYRD FL250. SCT -SHRA/TSRA. CB TOP FL420.** 03Z ISOL -SHRA/-TSRA. OTLK...VFR.

MTNS W OF CONTDVD...BKN120 LYRD FL250. WDLY SCT -SHRA/ISOL -TSRA. CB TOP FL420. BECMG 2201 SCT -SHRA/-TSRA. BECMG 0306 BKN080-100. OCNL VIS 3-5SM SCT -SHRA BR/ISOL -TSRA. OTLK...MVFR CIG SHRA BR.

## Aviation Section of the Area Forecast Discussion

An Area Forecast Discussion (AFD) was issued at 1639 MDT by the NWS Weather Forecast Office (WFO) in Grand Junction, Colorado. The aviation portion of the AFD is presented here.

FXUS65 KGJT 052239

AFDGJT

AREA FORECAST DISCUSSION

NATIONAL WEATHER SERVICE GRAND JUNCTION CO

439 PM MDT FRI JUN 5 2015

.AVIATION...(FOR THE 00Z TAFS THROUGH 00Z SATURDAY EVENING)

ISSUED AT 428 PM MDT FRI JUN 5 2015

SHOWERS WITH SOME EMBEDDED THUNDERSTORMS HAVE DEVELOPED OVER MUCH OF THE AREA TODAY...AND WILL PERSIST

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<sup>10</sup> Ceilings forecast in the Area Forecast are above msl.

<sup>11</sup> Flight Level (FL) - standard nominal altitude of an aircraft, in hundreds of feet. This altitude is calculated from the International standard atmosphere using 1013.25 hPa (29.92 in Hg) for surface pressure.

THROUGH SATURDAY. AS NIGHT PROGRESSES THUNDERSTORMS WILL BECOME LESS PLENTIFUL...BUT CANNOT BE RULED OUT ALL TOGETHER. THEN WILL AGAIN BECOME MORE PLENTIFUL BY MIDDAY SATURDAY. ILS BREAKPOINTS WILL BE REACHED AT TIMES IN THE HEAVIER SHOWERS THIS EVENING...ESPECIALLY AT MOUNTAIN AND SOUTHWEST CO TAF SITES. THEN LOW CLOUDS AND WILL BE EXPECTED OVERNIGHT AND SATURDAY MORNING...WHICH COULD ALSO IMPACT AIR TRAVEL. MOUNTAIN OBSCURATION WILL BE COMMON.

The previous AFD from the NWS WFO in Grand Junction, Colorado, was issued at 1543 MDT. The aviation portion (originally issued at 1125 MDT) of that AFD is presented here.

FXUS65 KGJT 052143  
AFDGJT  
AREA FORECAST DISCUSSION  
NATIONAL WEATHER SERVICE GRAND JUNCTION CO  
343 PM MDT FRI JUN 5 2015

.AVIATION...(FOR THE 18Z TAFS THROUGH 18Z SATURDAY AFTERNOON)  
ISSUED AT 1125 AM MDT FRI JUN 5 2015  
SOME RAIN IS FALLING ACROSS PORTIONS OF THE CWA THIS AFTERNOON WITH AN INCREASE IN COVERAGE EXPECTED ALONG WITH SOME THUNDERSTORMS FORMING AS THE DAY PROGRESSES. ILS BREAKPOINTS WILL LIKELY BE REACHED FOR KASE KEGE KRIL KTEX AND KDRO AS WE MOVE FORWARD IN TIME. A LULL IN ACTIVITY IS POSSIBLE OVERNIGHT BUT CLOUDS WILL PERSIST WITH AN UPTICK IN PRECIP STARTING FROM 12Z ONWARDS TOMORROW. MANY MTN RANGES WILL BE OBSCURED BY CLOUDS. MAIN CONCERN WITH STORMS WILL BE GUSTY OUTFLOW WINDS AND SOME HAIL.

### **AIRMETs**

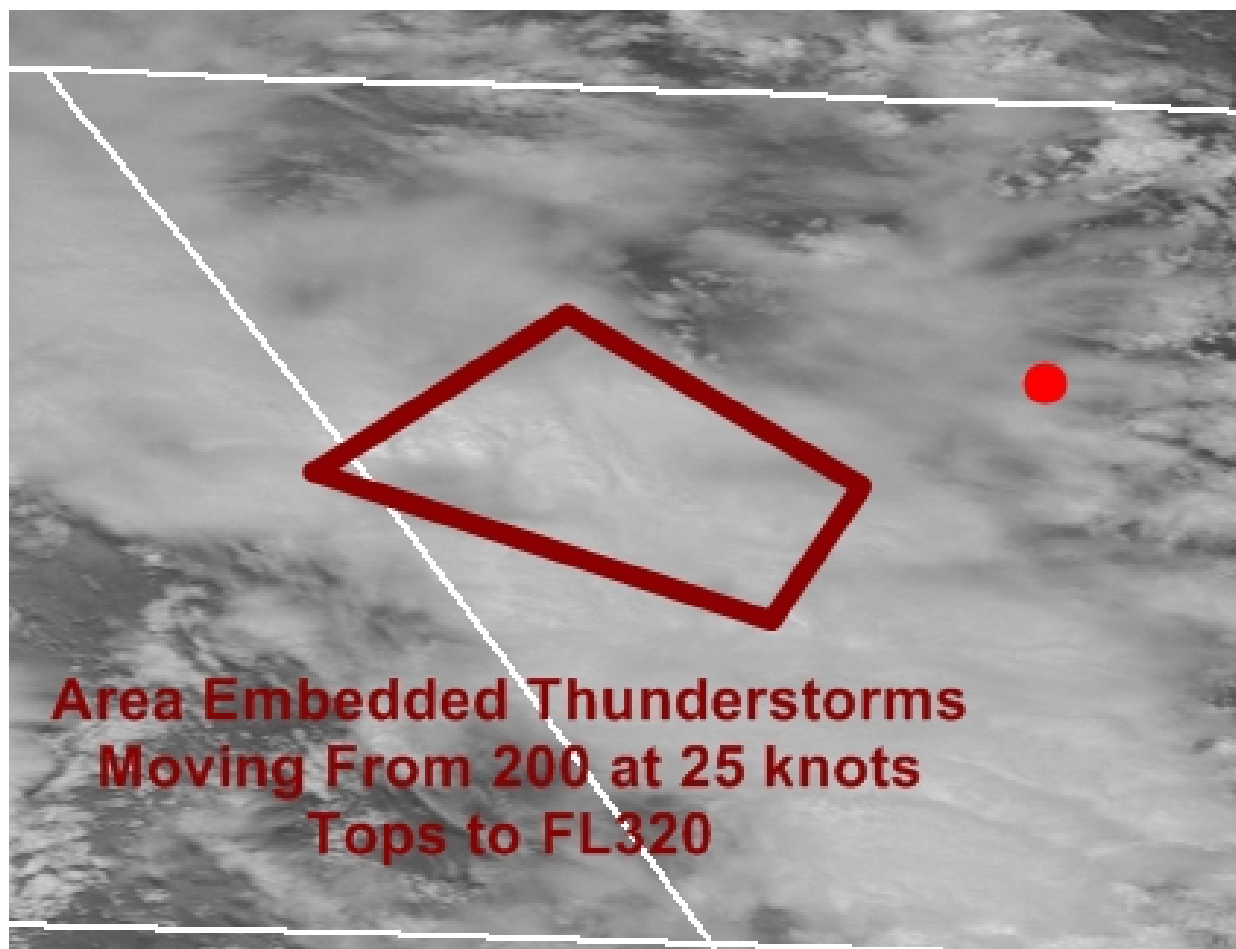
There were no Airmen's Meteorological Information (AIRMET) advisories active for the accident location at the accident time below FL300.

### **SIGMETs/Convective SIGMETs**

There were no Significant Meteorological Information (SIGMET) advisories or Convective SIGMETs active for the accident location at the accident time.

A Convective SIGMET, issued about 2 hours prior to the accident, was active for an area southwest of the accident site. It advised of an area of embedded thunderstorms moving from 200° at 25 knots.

CONVECTIVE SIGMET 30W  
VALID UNTIL 2255Z  
CO UT  
FROM 50NNE JNC-40E JNC-40SSE JNC-30W JNC-50NNE JNC  
AREA EMBD TS MOV FROM 20025KT. TOPS TO FL320.



**Figure 20** – Graphical depiction of Convective SIGMET 30W. Red circle denotes accident location. Satellite imagery from 1430 MDT.

### **CWSU Products**

There were no Center Weather Advisories or Meteorological Impact Statements issued by the Center Weather Service Unit (CWSU) at the Denver Air Route Traffic Control Center that were active for the accident location at the accident time.

### **Astronomical Data**

The astronomical data obtained from the United States Naval Observatory for 39° 38' North latitude and 106° 54' West longitude indicated the following:

|          |             |          |
|----------|-------------|----------|
|          | <b>SUN</b>  |          |
| Sunrise  |             | 0541 MDT |
| Sunset   |             | 2032 MDT |
|          | <b>MOON</b> |          |
| Moonset  |             | 0844 MDT |
| Moonrise |             | 2309 MDT |

### **Weather Briefing**

N914FM did not receive any preflight or en route weather briefing services from Lockheed Martin Flight Service, DUAT or DUATS.

*Submitted by: Mike Richards  
NTSB, AS-30*

## Appendix A

Raw one minute EGE AWOS data between 1500 and 1759 MDT.

|                                                       |                      |                 |
|-------------------------------------------------------|----------------------|-----------------|
| KEGE 156 2100 240/ 8G 15 10+<br>684 D 001000H000      | BKN095 BKN120        | 26/ 7 3011 9000 |
| KEGE 156 2101 250/ 8G 15 10+<br>684 D 0010000000      | BKN095 BKN120        | 26/ 7 3011 9000 |
| KEGE 156 2102 250/ 9G 15 10+<br>684 D 0010000000      | BKN095 BKN120        | 26/ 7 3011 9000 |
| KEGE 156 2103 240/ 8G 15 10+<br>684 D 0010000000      | BKN095 BKN120        | 26/ 7 3011 9000 |
| KEGE 156 2104 230/ 9G 15 10+<br>684 D 0010000000      | BKN095 BKN120        | 26/ 7 3011 9000 |
| KEGE 156 2105 230/ 10G 15 10+<br>684 D 0010000000     | BKN095 BKN120        | 26/ 7 3011 9000 |
| KEGE 156 2106 230/ 8G 15 10+<br>684 D 0010000000      | BKN095 BKN120        | 26/ 7 3011 9000 |
| KEGE 156 2107 240/ 8 10+<br>684 D 0010000000          | BKN095 BKN120        | 26/ 7 3011 9000 |
| KEGE 156 2108 240/ 10 10+<br>684 D 0010000000         | BKN095 BKN120        | 26/ 7 3011 9000 |
| KEGE 156 2109 240/ 10 10+<br>684 D 0010000000         | BKN085 BKN120        | 26/ 7 3011 9000 |
| KEGE 156 2110 240/ 11G 16 10+<br>684 D 001000H000     | FEW041 BKN085 BKN120 | 26/ 7 3011 9000 |
| KEGE 156 2111 240/ 12G 16 10+<br>684 D 001000H000     | FEW041 BKN085        | 26/ 7 3011 9000 |
| KEGE 156 2112 240/ 11G 16 10+<br>684 D 001000H000     | FEW041 BKN085        | 26/ 7 3011 9000 |
| KEGE 156 2113 240/ 11G 16 10+<br>684 D 001000H000     | FEW041 BKN085        | 26/ 7 3011 9000 |
| KEGE 156 2114 240/ 11G 16 10+<br>684 D 001000H000     | FEW041 BKN085        | 26/ 7 3011 9000 |
| KEGE 156 2115 240/ 11G 16 10+<br>684 D 001000H000     | FEW041 OVC085        | 26/ 7 3011 9000 |
| KEGE 156 2116 240/ 10G 16 10+<br>684 D 001000H000     | FEW041 OVC085        | 26/ 7 3011 9000 |
| KEGE 156 2117 240/ 8G 16 10+<br>684 D 001000H000      | BKN085 BKN110        | 26/ 7 3011 9000 |
| KEGE 156 2118 240/ 8G 16 10+<br>684 D 001000H000      | BKN085               | 26/ 7 3011 9000 |
| KEGE 156 2119 250/ 11G 16 10+<br>684 D 001000H000     | OVC085               | 26/ 7 3011 9000 |
| KEGE 156 2120 240/ 12G 16 10+<br>684 D 001000H000     | OVC085               | 26/ 7 3011 9000 |
| KEGE 156 2121 220/ 14 10+<br>210V270 684 D 0010000000 | OVC085               | 26/ 7 3011 9000 |
| KEGE 156 2122 220/ 15 10+<br>684 D 0010000000         | OVC085               | 26/ 7 3010 9000 |
| KEGE 156 2123 220/ 15 10+<br>684 D 001000H000         | OVC085               | 26/ 7 3010 9000 |

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| KEGE 156 2124 220/ 15         | 10+ | OVC085        | 26/ 7 3010 | 9000 |
| 684 D 001000H000              |     |               |            |      |
| KEGE 156 2125 220/ 15         | 10+ | OVC085        | 26/ 6 3010 | 9000 |
| 684 D 001000H000              |     |               |            |      |
| KEGE 156 2126 210/ 15         | 10+ | OVC085        | 26/ 6 3011 | 9000 |
| 684 D 001000H000              |     |               |            |      |
| KEGE 156 2127 220/ 15G 20 10+ |     | OVC085        | 26/ 6 3011 | 9000 |
| 684 D 001000H000              |     |               |            |      |
| KEGE 156 2128 220/ 17G 21 10+ |     | OVC085        | 26/ 6 3010 | 9000 |
| 684 D 001000H000              |     |               |            |      |
| KEGE 156 2129 220/ 18G 21 10+ |     | BKN085        | 26/ 6 3010 | 9000 |
| 684 D 001000H000              |     |               |            |      |
| KEGE 156 2130 210/ 17G 21 10+ |     | BKN085        | 26/ 7 3010 | 9000 |
| 684 D 001000H000              |     |               |            |      |
| KEGE 156 2131 210/ 16G 21 10+ |     | BKN085        | 26/ 7 3010 | 9000 |
| 684 D 001000H000              |     |               |            |      |
| KEGE 156 2132 220/ 15G 21 10+ |     | BKN085        | 26/ 7 3011 | 9000 |
| 684 D 001000H000              |     |               |            |      |
| KEGE 156 2133 220/ 16G 21 10+ |     | BKN085        | 26/ 7 3011 | 9000 |
| 684 D 001000H000              |     |               |            |      |
| KEGE 156 2134 220/ 15G 21 10+ |     | BKN085        | 26/ 7 3010 | 9000 |
| 684 D 001000H000              |     |               |            |      |
| KEGE 156 2135 200/ 13G 21 10+ |     | BKN085        | 26/ 7 3010 | 9000 |
| 684 D 001000H000              |     |               |            |      |
| KEGE 156 2136 200/ 12G 21 10+ |     | BKN085        | 26/ 7 3011 | 9000 |
| 684 D 001000H000              |     |               |            |      |
| KEGE 156 2137 200/ 12G 21 10+ |     | BKN085 BKN110 | 26/ 7 3011 | 9000 |
| 684 D 001000H000              |     |               |            |      |
| KEGE 156 2138 190/ 13         | 10+ | BKN085 BKN110 | 26/ 6 3011 | 9000 |
| 684 D 001000H000              |     |               |            |      |
| KEGE 156 2139 190/ 13         | 10+ | BKN085 BKN110 | 26/ 6 3010 | 9000 |
| 684 D 001000H000              |     |               |            |      |
| KEGE 156 2140 200/ 14         | 10+ | BKN085 BKN110 | 27/ 6 3010 | 9100 |
| 684 D 001000H000              |     |               |            |      |
| KEGE 156 2141 200/ 14         | 10+ | BKN085 BKN110 | 27/ 6 3010 | 9100 |
| 684 D 0010000000              |     |               |            |      |
| KEGE 156 2142 200/ 12         | 10+ | BKN085 BKN110 | 27/ 6 3010 | 9100 |
| 684 D 0010000000              |     |               |            |      |
| KEGE 156 2143 210/ 11         | 10+ | BKN085 BKN110 | 27/ 6 3010 | 9100 |
| 684 D 0010000000              |     |               |            |      |
| KEGE 156 2144 210/ 12         | 10+ | SCT085 BKN110 | 27/ 6 3010 | 9100 |
| 684 D 0010000000              |     |               |            |      |
| KEGE 156 2145 210/ 12         | 10+ | SCT085 BKN110 | 27/ 6 3010 | 9100 |
| 684 D 0010000000              |     |               |            |      |
| KEGE 156 2146 190/ 12         | 10+ | SCT085 BKN110 | 27/ 6 3010 | 9100 |
| 684 D 0010000000              |     |               |            |      |
| KEGE 156 2147 180/ 11         | 10+ | SCT085 BKN110 | 27/ 6 3010 | 9100 |
| 684 D 0010000000              |     |               |            |      |
| KEGE 156 2148 180/ 11         | 10+ | SCT085 BKN110 | 27/ 6 3010 | 9100 |
| 684 D 0010000000              |     |               |            |      |
| KEGE 156 2149 170/ 11         | 10+ | SCT085 BKN110 | 27/ 7 3010 | 9100 |
| 684 D 0010000000              |     |               |            |      |

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| KEGE 156 2150 160/ 11<br>684 D 0010000000                | 10+ | SCT095 BKN110 | 27/ 7 3010 9200 |
| KEGE 156 2151 170/ 11<br>684 D 0010000000                | 10+ | SCT095 BKN110 | 27/ 7 3010 9200 |
| KEGE 156 2152 170/ 11<br>684 D 0010000000                | 10+ | SCT095 BKN110 | 27/ 6 3010 9100 |
| KEGE 156 2153 180/ 12<br>684 D 0010000000                | 10+ | SCT095 BKN120 | 27/ 6 3010 9100 |
| KEGE 156 2154 180/ 12<br>684 D 0010000000                | 10+ | FEW085 BKN110 | 27/ 6 3010 9200 |
| KEGE 156 2155 180/ 12<br>684 D 0010000000                | 10+ | FEW085 BKN110 | 26/ 7 3010 9000 |
| KEGE 156 2156 180/ 13<br>684 D 0010000000                | 10+ | FEW085 BKN110 | 26/ 7 3010 9000 |
| KEGE 156 2157 180/ 12<br>684 D 0010000000                | 10+ | FEW085 BKN110 | 26/ 7 3010 9000 |
| KEGE 156 2158 180/ 9<br>684 D 0010000000                 | 10+ | FEW085 BKN110 | 26/ 7 3010 9000 |
| KEGE 156 2159 190/ 10<br>684 D 0010000000                | 10+ | FEW085 SCT110 | 26/ 7 3010 9000 |
| KEGE 156 2200 190/ 11<br>684 D 0010000000                | 10+ | FEW085 SCT110 | 26/ 7 3010 9000 |
| KEGE 156 2201 190/ 9<br>684 D 0010000000                 | 10+ | FEW085 SCT110 | 26/ 7 3010 9000 |
| KEGE 156 2202 190/ 9<br>684 D 0010000000                 | 10+ | SCT110        | 26/ 7 3010 9000 |
| KEGE 156 2203 180/ 8<br>684 D 0010000000                 | 10+ | SCT110        | 26/ 7 3010 9000 |
| KEGE 156 2204 180/ 7<br>684 D 0010000000                 | 10+ | SCT110        | 26/ 7 3010 9000 |
| KEGE 156 2205 180/ 9<br>160V220 684 D 0010000000         | 10+ | SCT110        | 26/ 7 3010 9000 |
| KEGE 156 2206 160/ 7<br>160V220 684 D 0010000000         | 10+ | SCT110        | 26/ 7 3010 9000 |
| KEGE 156 2207 170/ 5<br>684 D 0010000000                 | 10+ | FEW110        | 26/ 7 3010 9000 |
| KEGE 156 2208 190/ 6<br>684 D 0010000000                 | 10+ | FEW110        | 26/ 7 3010 9000 |
| KEGE 156 2209 210/ 9G 15 10+<br>150V220 684 D 0010000000 | 10+ | FEW110        | 26/ 7 3010 9000 |
| KEGE 156 2210 220/ 9G 15 10+<br>684 D 0010000000         | 10+ | FEW110        | 26/ 7 3010 9000 |
| KEGE 156 2211 220/ 7G 15 10+<br>684 D 0010000000         | 10+ | FEW110        | 26/ 7 3010 9000 |
| KEGE 156 2212 220/ 6G 15 10+<br>684 D 0010000000         | 10+ | FEW110        | 26/ 7 3010 9000 |
| KEGE 156 2213 220/ 6G 15 10+<br>684 D 0010000000         | 10+ | FEW110        | 26/ 7 3010 9000 |
| KEGE 156 2214 220/ 7G 15 10+<br>684 D 0010000000         | 10+ | FEW090 FEW120 | 26/ 7 3010 9000 |
| KEGE 156 2215 220/ 10G 15 10+<br>684 D 001000H000        | 10+ | FEW090 SCT120 | 26/ 7 3010 9000 |

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| KEGE 156 2216 230/ 11G 15 10+<br>684 D 001000H000 | FEW090 SCT120 | 26/ 7 3010 9000 |
| KEGE 156 2217 230/ 12G 17 10+<br>684 D 001000H000 | FEW090 FEW120 | 26/ 7 3010 9000 |
| KEGE 156 2218 240/ 12G 17 10+<br>684 D 001000H000 | FEW090 FEW120 | 26/ 7 3009 9000 |
| KEGE 156 2219 240/ 12G 17 10+<br>684 D 001000H000 | FEW090        | 26/ 7 3009 9000 |
| KEGE 156 2220 240/ 12G 17 10+<br>684 D 001000H000 | FEW090        | 26/ 7 3010 9000 |
| KEGE 156 2221 240/ 13G 17 10+<br>684 D 0010000000 | SCT090        | 26/ 7 3009 9000 |
| KEGE 156 2222 240/ 13G 17 10+<br>684 D 0010000000 | SCT090        | 26/ 7 3009 9000 |
| KEGE 156 2223 240/ 12G 17 10+<br>684 D 0010000000 | SCT090        | 26/ 7 3010 9000 |
| KEGE 156 2224 240/ 12G 20 10+<br>684 D 0010000000 | SCT090        | 26/ 7 3010 9000 |
| KEGE 156 2225 240/ 12G 20 10+<br>684 D 0010000000 | SCT090        | 26/ 8 3010 9000 |
| KEGE 156 2226 240/ 13G 20 10+<br>684 D 0010000000 | SCT090        | 26/ 7 3010 9000 |
| KEGE 156 2227 240/ 14G 20 10+<br>684 D 0010000000 | SCT090        | 26/ 7 3010 9000 |
| KEGE 156 2228 240/ 14G 20 10+<br>684 D 0010000000 | BKN090        | 26/ 7 3010 9000 |
| KEGE 156 2229 240/ 12G 20 10+<br>684 D 0010000000 | BKN090        | 26/ 7 3010 9000 |
| KEGE 156 2230 240/ 11G 20 10+<br>684 D 0010000000 | BKN090        | 26/ 7 3010 9000 |
| KEGE 156 2231 240/ 11G 20 10+<br>684 D 0010000000 | BKN090        | 26/ 7 3010 9000 |
| KEGE 156 2232 230/ 10G 20 10+<br>684 D 0010000000 | BKN090        | 26/ 7 3010 9000 |
| KEGE 156 2233 230/ 12G 20 10+<br>684 D 0010000000 | FEW075 BKN090 | 26/ 8 3010 9000 |
| KEGE 156 2234 220/ 13G 20 10+<br>684 D 0010000000 | SCT075 BKN090 | 26/ 8 3010 9000 |
| KEGE 156 2235 220/ 14G 23 10+<br>684 D 0010000000 | BKN090        | 26/ 8 3010 9000 |
| KEGE 156 2236 220/ 17G 23 10+<br>684 D 0010000000 | BKN080        | 26/ 8 3011 9000 |
| KEGE 156 2237 220/ 21G 25 10+<br>684 D 001000H000 | BKN080 BKN090 | 26/ 8 3010 9000 |
| KEGE 156 2238 220/ 22G 25 10+<br>684 D 001000H000 | BKN080 BKN090 | 26/ 8 3010 9000 |
| KEGE 156 2239 220/ 22G 25 10+<br>684 D 001000H000 | SCT080 BKN085 | 26/ 8 3011 9000 |
| KEGE 156 2240 220/ 21G 26 10+<br>684 D 001000H000 | SCT080 BKN085 | 26/ 8 3011 9000 |
| KEGE 156 2241 210/ 19G 26 10+<br>684 D 0010000000 | SCT080 BKN085 | 25/ 8 3011 9000 |

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| KEGE 156 2242 200/ 20G 26 10+<br>684 D 0010000000       | BKN080 BKN085        | 25/ 8 3011 9000  |
| KEGE 156 2243 200/ 20G 26 10+<br>684 D 0010000000       | FEW070 BKN080 BKN085 | 25/ 8 3011 9000  |
| KEGE 156 2244 210/ 20G 26 10+<br>684 D 0010000000       | FEW070 BKN080 BKN085 | 25/ 8 3011 9000  |
| KEGE 156 2245 210/ 20G 26 10+<br>684 D 0010000000       | FEW070 BKN080        | 25/ 8 3012 9000  |
| KEGE 156 2246 210/ 20G 26 10<br>684 D 0010000000        | FEW070 BKN080        | 25/ 8 3012 9000  |
| KEGE 156 2247 230/ 21G 26 9<br>200V260 684 D 0010000000 | FEW070 OVC080        | 24/ 9 3012 8800  |
| KEGE 156 2248 240/ 21G 26 9<br>200V260 684 D 001000H000 | FEW070 OVC080        | 24/ 9 3012 8800  |
| KEGE 156 2249 240/ 18G 26 9<br>684 D 001000H000         | FEW070 OVC080        | 24/ 10 3013 8800 |
| KEGE 156 2250 240/ 16G 26 9<br>684 D 001000H000         | SCT070 OVC080        | 24/ 11 3013 8800 |
| KEGE 156 2251 240/ 16G 26 9<br>684 D 001000H000         | FEW060 BKN070 OVC080 | 23/ 12 3013 8700 |
| KEGE 156 2252 240/ 17G 26 9<br>684 D 001000H000         | BKN070 OVC080        | 23/ 12 3013 8700 |
| KEGE 156 2253 240/ 18G 26 9<br>684 D 001000H000         | FEW060 OVC070        | 23/ 12 3013 8700 |
| KEGE 156 2254 230/ 20G 26 9<br>684 D 001000H000         | FEW060 OVC070        | 23/ 12 3014 8700 |
| KEGE 156 2255 220/ 21G 26 9<br>684 D 001000H000         | BKN070 OVC080        | 22/ 12 3014 8600 |
| KEGE 156 2256 220/ 20G 26 10<br>684 D 001000H000        | FEW060 OVC070        | 22/ 12 3014 8600 |
| KEGE 156 2257 220/ 20G 24 10+<br>684 D 001000H000       | SCT070 OVC080        | 22/ 12 3014 8600 |
| KEGE 156 2258 220/ 20G 24 10<br>684 D 001000H000        | FEW060 OVC070        | 22/ 13 3014 8600 |
| KEGE 156 2259 220/ 20G 24 10<br>684 D 001000H000        | FEW060 OVC070        | 22/ 13 3015 8600 |
| KEGE 156 2300 220/ 20G 24 10<br>684 D 001000H000        | FEW060 OVC070        | 22/ 13 3015 8600 |
| KEGE 156 2301 210/ 20G 24 10<br>684 D 0010000000        | SCT070 OVC080        | 21/ 14 3015 8400 |
| KEGE 156 2302 210/ 20G 24 10<br>684 D 0010000000        | SCT070 OVC080        | 21/ 14 3015 8400 |
| KEGE 156 2303 200/ 19G 24 10<br>684 D 0010000000        | OVC070               | 21/ 14 3015 8400 |
| KEGE 156 2304 200/ 17 9<br>684 D 0010000000             | OVC070               | 21/ 14 3015 8400 |
| KEGE 156 2305 200/ 18G 22 9<br>684 D 0010000000         | OVC070               | 21/ 15 3016 8400 |
| KEGE 156 2306 200/ 19G 22 9<br>684 D 0010000000         | OVC070               | 21/ 15 3016 8400 |
| KEGE 156 2307 200/ 17G 22 8<br>684 D 0010000000         | OVC070               | 20/ 16 3016 8400 |

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| KEGE 156 2308 200/ 16G 22 8<br>684 D 0010000000   | OVC070        | 20/ 16 3016 8400 |
| KEGE 156 2309 200/ 16G 22 8<br>684 D 0010000000   | OVC070        | 20/ 16 3016 8400 |
| KEGE 156 2310 190/ 15G 22 8<br>684 D 0010000000   | OVC070        | 19/ 16 3016 8200 |
| KEGE 156 2311 190/ 15G 22 8<br>684 D 0010000000   | BKN070 OVC080 | 19/ 16 3016 8200 |
| KEGE 156 2312 190/ 15G 22 8<br>684 D 0010000000   | OVC070        | 19/ 16 3017 8200 |
| KEGE 156 2313 190/ 14G 22 8<br>684 D 0010000000   | BKN070 OVC080 | 19/ 16 3017 8200 |
| KEGE 156 2314 200/ 16G 22 9<br>684 D 0010000000   | BKN070 OVC080 | 19/ 16 3017 8200 |
| KEGE 156 2315 200/ 18G 22 9<br>684 D 0010000000   | BKN070 OVC080 | 19/ 16 3017 8200 |
| KEGE 156 2316 200/ 18G 22 9<br>685 D 0010000000   | BKN070 OVC080 | 19/ 16 3017 8200 |
| KEGE 156 2317 200/ 17G 22 10<br>685 D 0010000000  | BKN070 OVC080 | 19/ 16 3017 8200 |
| KEGE 156 2318 200/ 15G 22 10+<br>685 D 0010000000 | OVC070        | 19/ 16 3017 8200 |
| KEGE 156 2319 200/ 14G 22 10+<br>685 D 0010000000 | OVC070        | 19/ 16 3017 8200 |
| KEGE 156 2320 200/ 15G 22 10+<br>685 D 0010000000 | OVC070        | 19/ 16 3018 8200 |
| KEGE 156 2321 200/ 14G 22 10+<br>685 D 0010000000 | OVC070        | 19/ 16 3018 8200 |
| KEGE 156 2322 200/ 14G 22 10+<br>685 D 0010000000 | OVC070        | 19/ 16 3018 8200 |
| KEGE 156 2323 200/ 14G 22 10+<br>685 D 0010000000 | OVC070        | 19/ 16 3018 8200 |
| KEGE 156 2324 200/ 13G 22 10+<br>685 D 0010000000 | OVC070        | 19/ 16 3018 8200 |
| KEGE 156 2325 200/ 13G 19 10+<br>685 D 0010000000 | OVC070        | 19/ 16 3018 8200 |
| KEGE 156 2326 200/ 13G 19 10+<br>685 D 0010000000 | OVC070        | 19/ 16 3018 8200 |
| KEGE 156 2327 200/ 12G 19 10+<br>685 D 0010000000 | OVC070        | 19/ 16 3018 8200 |
| KEGE 156 2328 200/ 13G 19 10+<br>685 D 0010000000 | OVC070        | 19/ 16 3018 8200 |
| KEGE 156 2329 200/ 13G 19 10+<br>685 D 0010000000 | OVC070        | 19/ 16 3018 8200 |
| KEGE 156 2330 200/ 12 10+<br>685 D 0010000000     | OVC070        | 19/ 16 3018 8200 |
| KEGE 156 2331 200/ 11 10+<br>685 D 0010000000     | OVC070        | 19/ 16 3019 8200 |
| KEGE 156 2332 200/ 12 10+<br>685 D 0010000000     | OVC070        | 20/ 16 3019 8300 |
| KEGE 156 2333 200/ 12 10+<br>685 D 0010000000     | OVC070        | 20/ 16 3019 8300 |

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| KEGE 156 2334 200/ 10         | 10+ | OVC070        | 20/ 16 3019 | 8300 |
| 685 D 0010000000              |     |               |             |      |
| KEGE 156 2335 200/ 10         | 10+ | OVC070        | 20/ 16 3019 | 8300 |
| 685 D 0010000000              |     |               |             |      |
| KEGE 156 2336 210/ 11         | 10+ | FEW055 OVC070 | 20/ 16 3019 | 8300 |
| 685 D 0010000000              |     |               |             |      |
| KEGE 156 2337 210/ 11         | 10+ | FEW055 OVC070 | 20/ 16 3019 | 8300 |
| 685 D 0010000000              |     |               |             |      |
| KEGE 156 2338 210/ 12G 18 10+ |     | FEW055 OVC070 | 20/ 16 3019 | 8300 |
| 685 D 0010000000              |     |               |             |      |
| KEGE 156 2339 210/ 12G 18 10+ |     | FEW055 OVC070 | 20/ 16 3019 | 8300 |
| 685 D 0010000000              |     |               |             |      |
| KEGE 156 2340 200/ 12G 18 10+ |     | SCT055 OVC070 | 20/ 15 3019 | 8300 |
| 685 D 0010000000              |     |               |             |      |
| KEGE 156 2341 200/ 11G 18 10+ |     | SCT055 OVC070 | 20/ 15 3020 | 8300 |
| 685 D 0010000000              |     |               |             |      |
| KEGE 156 2342 210/ 14G 19 10+ |     | SCT055 OVC070 | 20/ 15 3020 | 8300 |
| 685 D 0010000000              |     |               |             |      |
| KEGE 156 2343 210/ 16G 19 10+ |     | SCT055 OVC070 | 20/ 15 3019 | 8300 |
| 685 D 0010000000              |     |               |             |      |
| KEGE 156 2344 210/ 14G 19 10+ |     | SCT050 OVC070 | 20/ 15 3019 | 8300 |
| 685 D 0010000000              |     |               |             |      |
| KEGE 156 2345 210/ 14G 19 10+ |     | SCT050 OVC070 | 20/ 15 3020 | 8300 |
| 685 D 0010000000              |     |               |             |      |
| KEGE 156 2346 220/ 13G 19 10+ |     | SCT050 OVC070 | 20/ 15 3020 | 8300 |
| 685 D 0010000000              |     |               |             |      |
| KEGE 156 2347 220/ 13G 19 10+ |     | SCT050 OVC070 | 20/ 15 3020 | 8300 |
| 685 D 0010000000              |     |               |             |      |
| KEGE 156 2348 210/ 14G 19 10+ |     | BKN050 OVC070 | 20/ 15 3020 | 8300 |
| 685 D 0010000000              |     |               |             |      |
| KEGE 156 2349 210/ 15G 20 10+ |     | BKN050 OVC070 | 20/ 15 3020 | 8300 |
| 685 D 0010000000              |     |               |             |      |
| KEGE 156 2350 210/ 18G 21 10+ |     | BKN050 OVC070 | 20/ 14 3020 | 8300 |
| 685 D 0010000000              |     |               |             |      |
| KEGE 156 2351 210/ 17G 21 10+ |     | BKN050 OVC070 | 20/ 14 3020 | 8300 |
| 685 D 0010000000              |     |               |             |      |
| KEGE 156 2352 200/ 14G 21 10+ |     | BKN050 OVC070 | 20/ 14 3020 | 8300 |
| 685 D 0010000000              |     |               |             |      |
| KEGE 156 2353 210/ 15G 21 10+ |     | BKN050 OVC070 | 20/ 14 3020 | 8300 |
| 685 D 0010000000              |     |               |             |      |
| KEGE 156 2354 210/ 14G 21 10+ |     | BKN050 OVC070 | 20/ 14 3020 | 8300 |
| 685 D 0010000000              |     |               |             |      |
| KEGE 156 2355 210/ 11G 21 10+ |     | BKN050 OVC070 | 20/ 14 3020 | 8300 |
| 685 D 0010000000              |     |               |             |      |
| KEGE 156 2356 200/ 10G 21 10+ |     | BKN050 OVC070 | 20/ 14 3020 | 8300 |
| 685 D 0010000000              |     |               |             |      |
| KEGE 156 2357 200/ 10G 21 10+ |     | BKN050 OVC070 | 20/ 14 3020 | 8300 |
| 685 D 0010000000              |     |               |             |      |
| KEGE 156 2358 200/ 10G 21 10+ |     | BKN050 OVC070 | 20/ 14 3020 | 8300 |
| 685 D 0010000000              |     |               |             |      |
| KEGE 156 2359 200/ 10G 21 10+ |     | BKN050 OVC070 | 20/ 14 3020 | 8300 |
| 685 D 0010000000              |     |               |             |      |