



National Transportation Safety Board

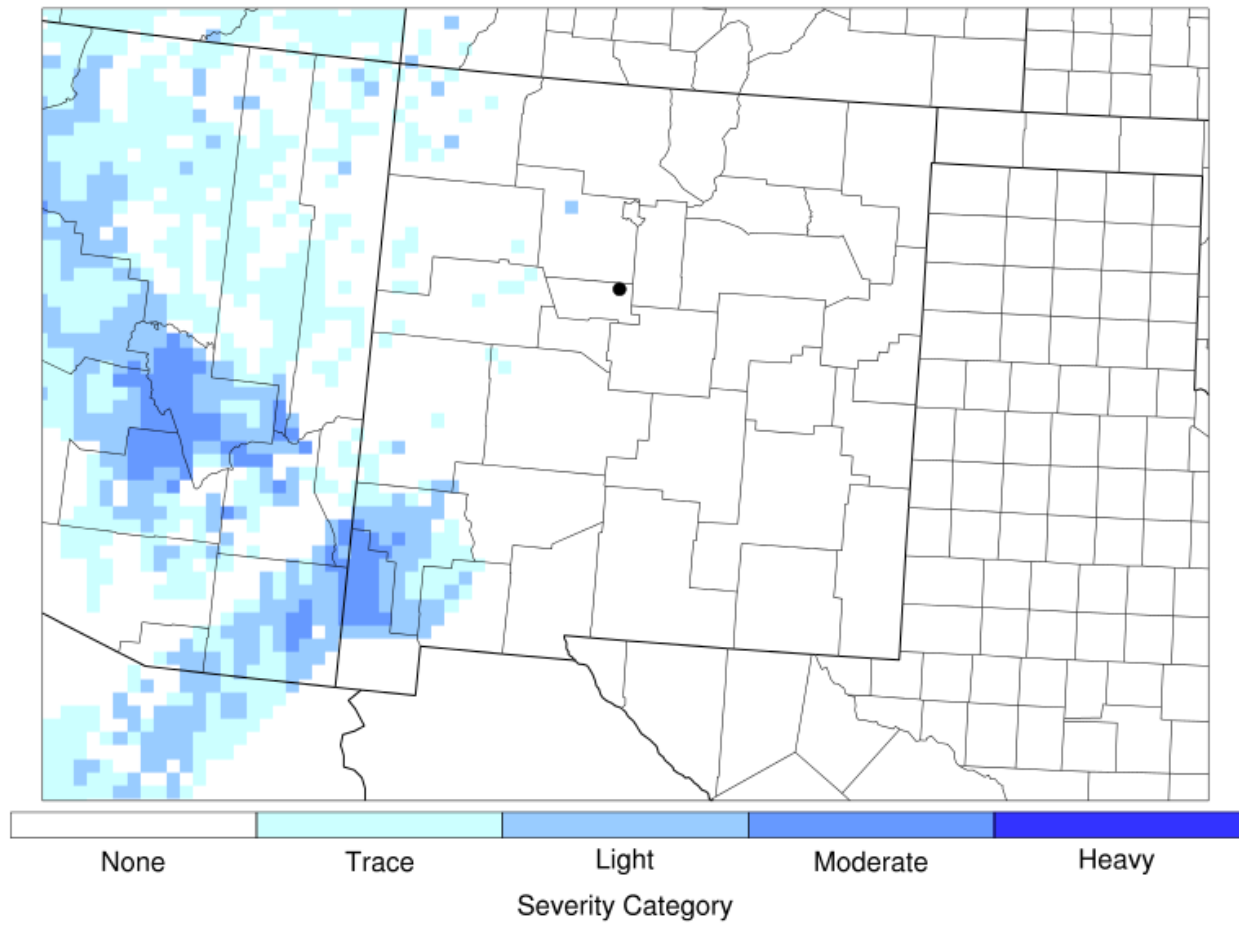
**Office of Aviation Safety
Washington, D.C. 20594-2000
February 12, 2016**

**ATTACHMENT 1 to the WEATHER STUDY
CEN16FA042**

The following CIP images for the accident day were provided by the NCAR Inflight Icing Product Development Team. Approximate accident location is denoted by the black dot.

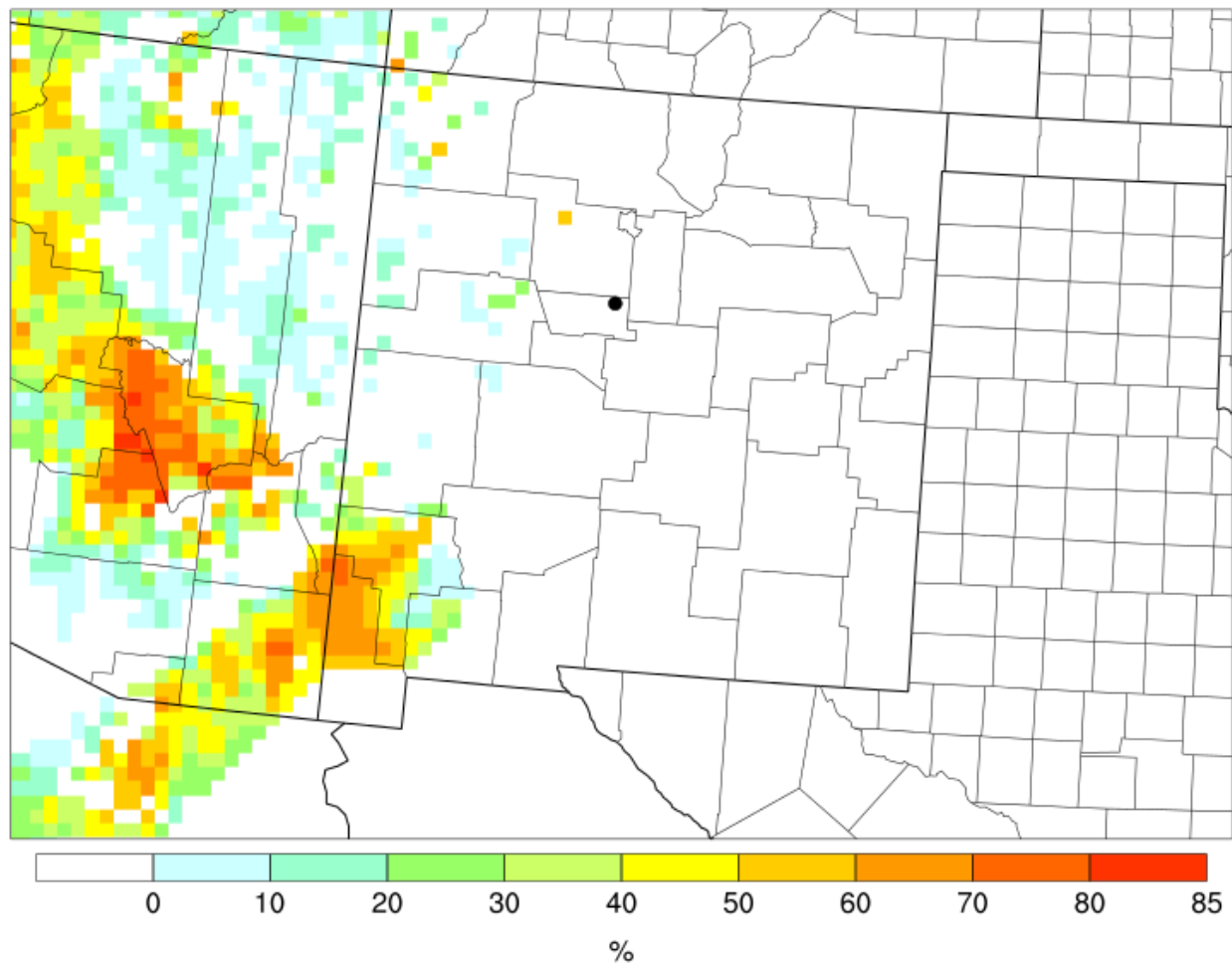
ICING SEVERITY at FL 070

11/16/2015 2008 UTC



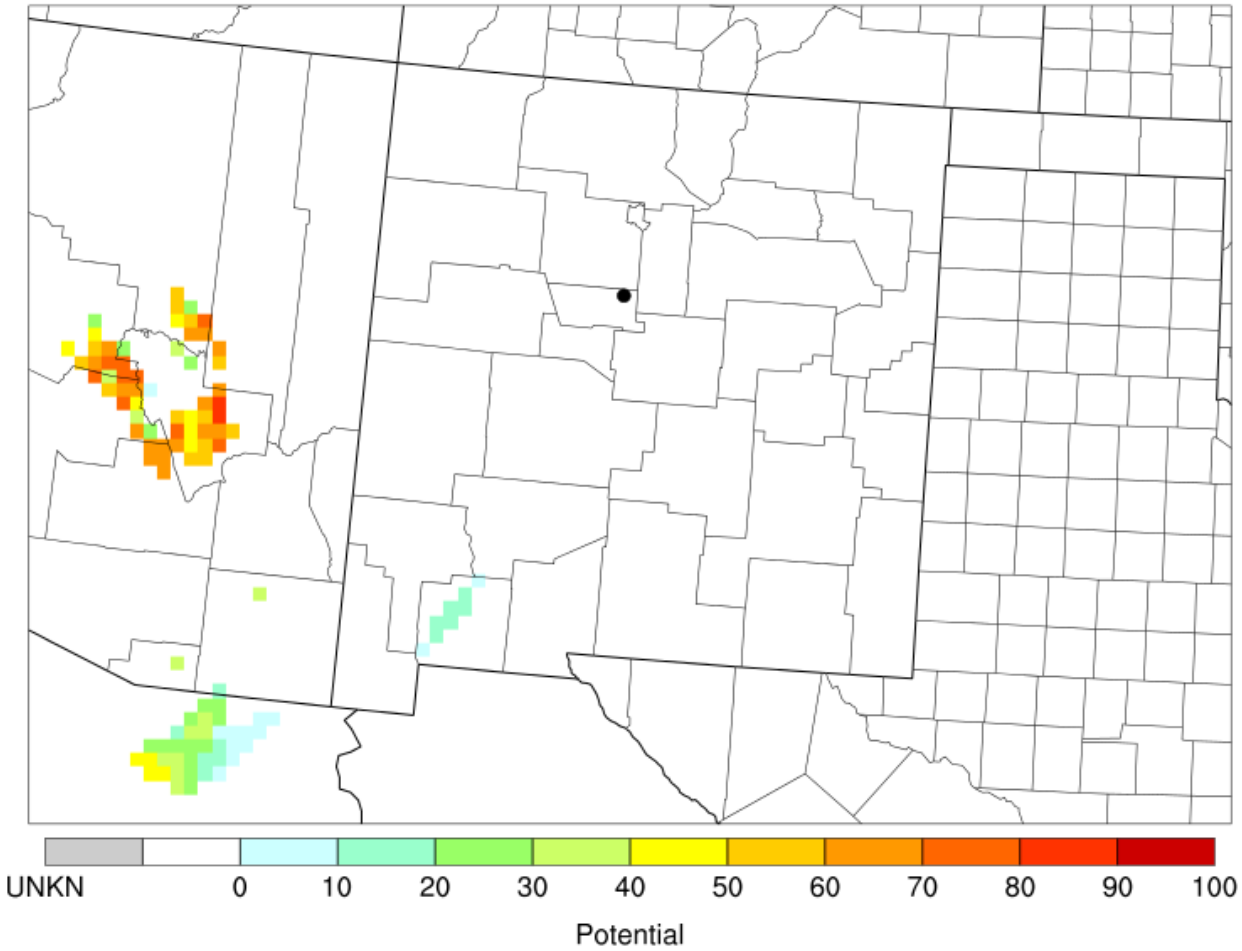
ICING PROBABILITY at FL 070

11/16/2015 2008 UTC



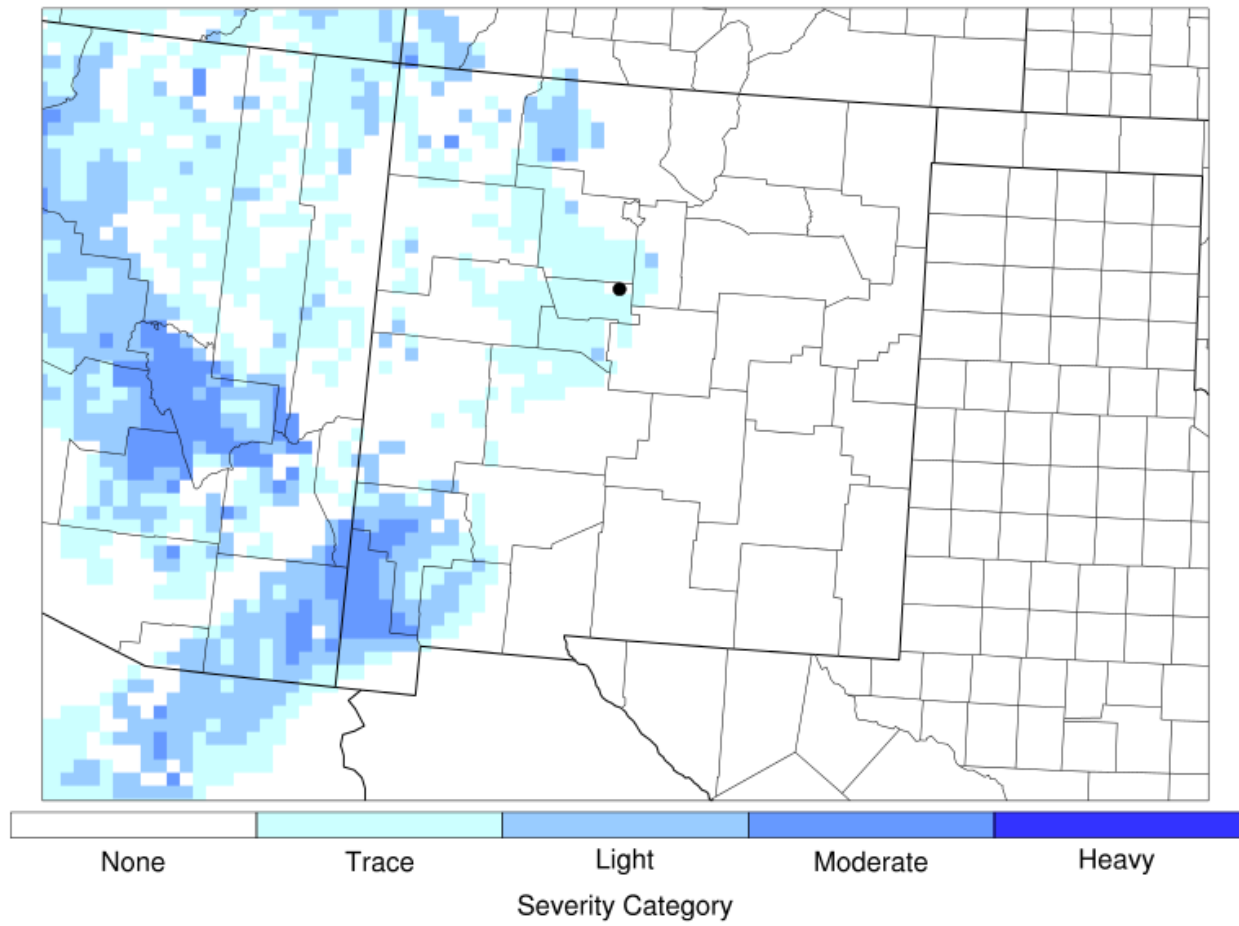
SLD POTENTIAL at FL 070

11/16/2015 2008 UTC



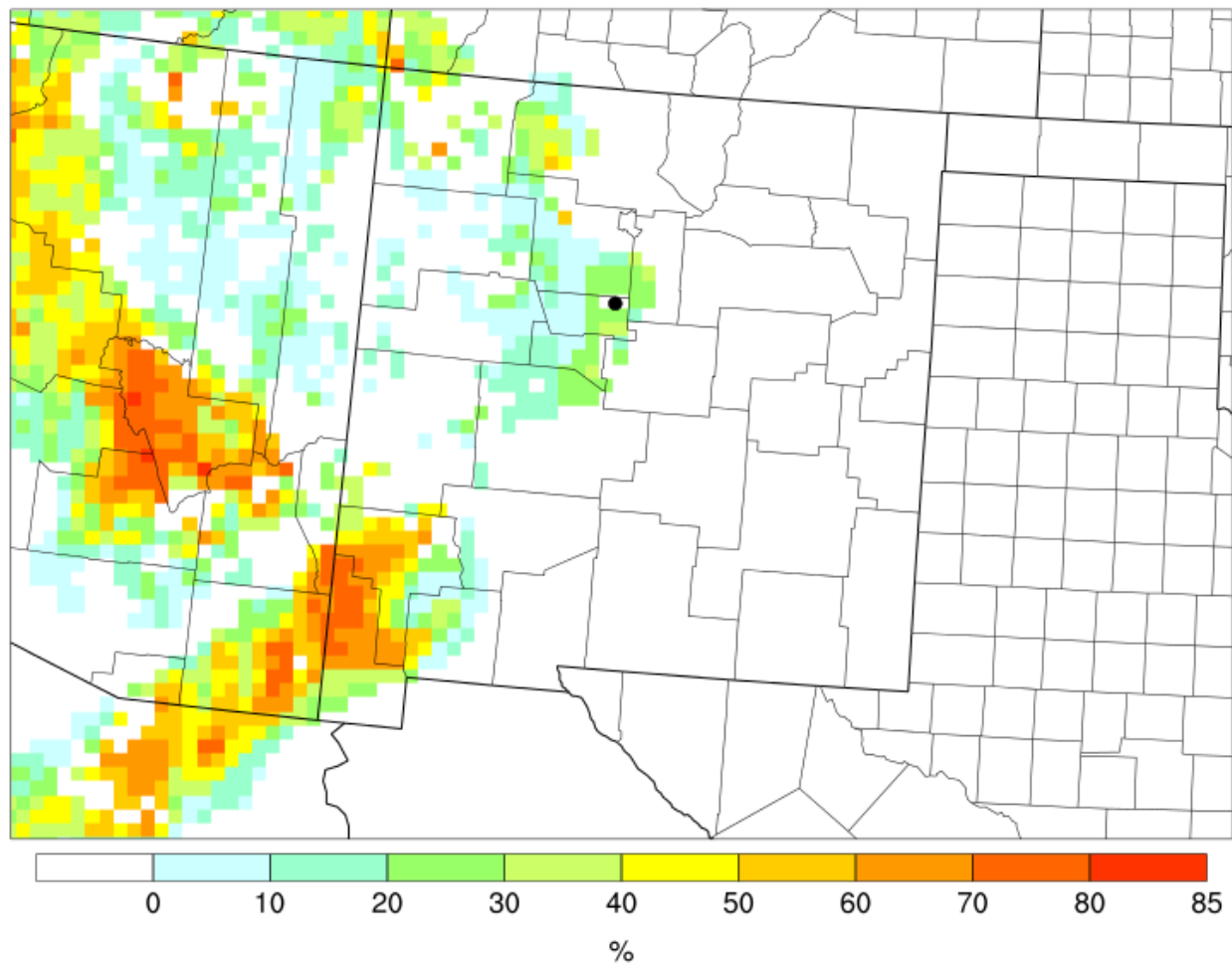
ICING SEVERITY at FL 075

11/16/2015 2008 UTC



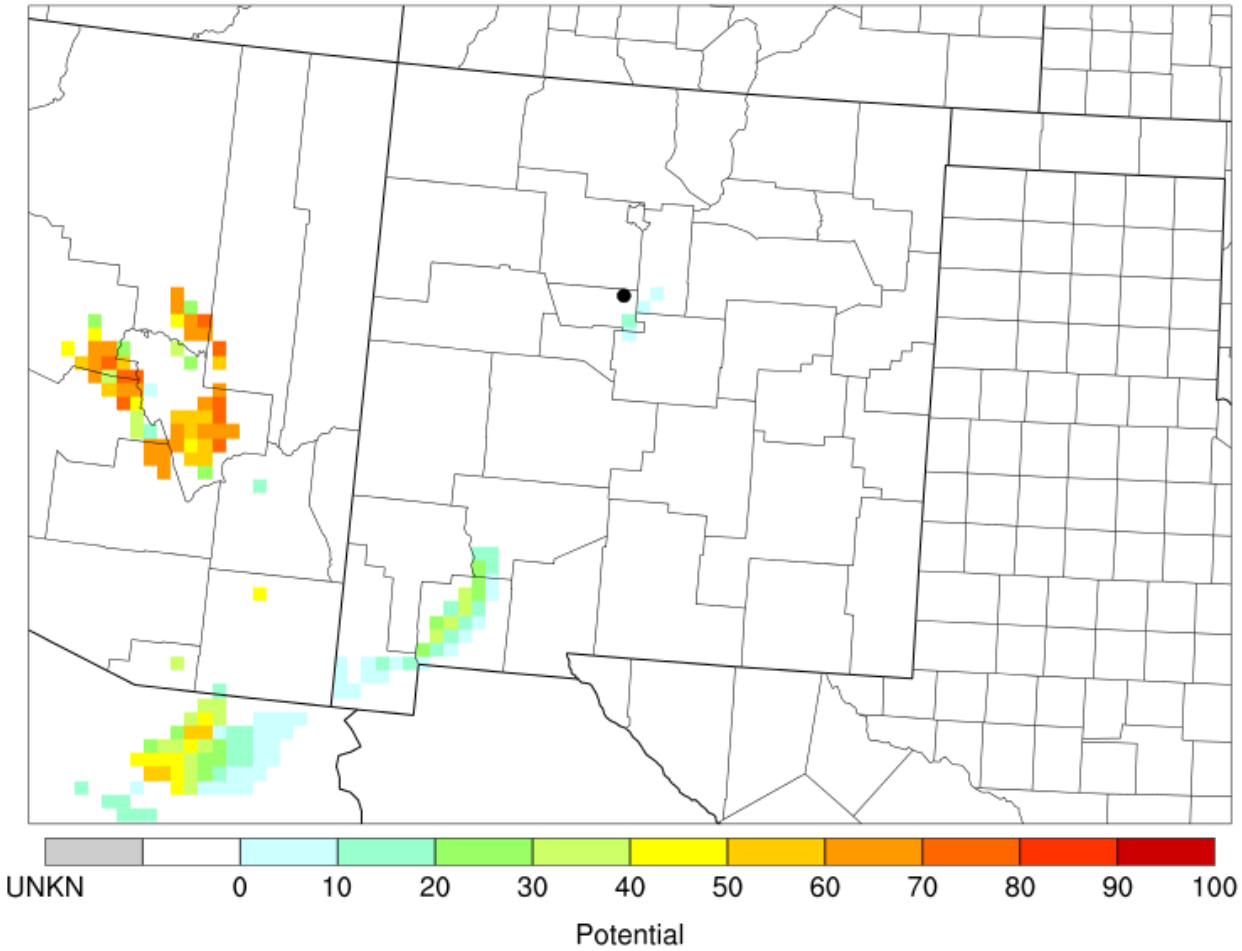
ICING PROBABILITY at FL 075

11/16/2015 2008 UTC



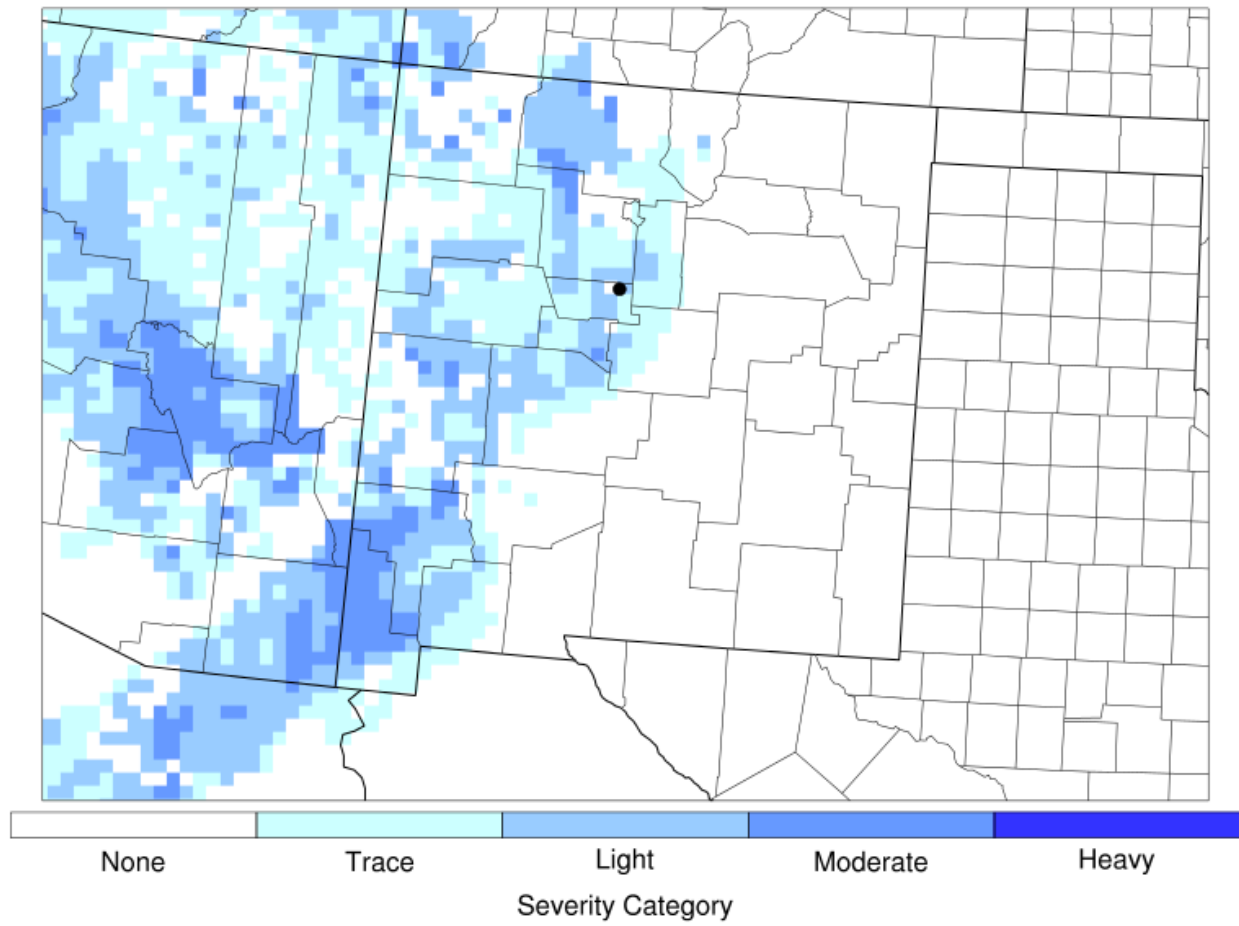
SLD POTENTIAL at FL 075

11/16/2015 2008 UTC



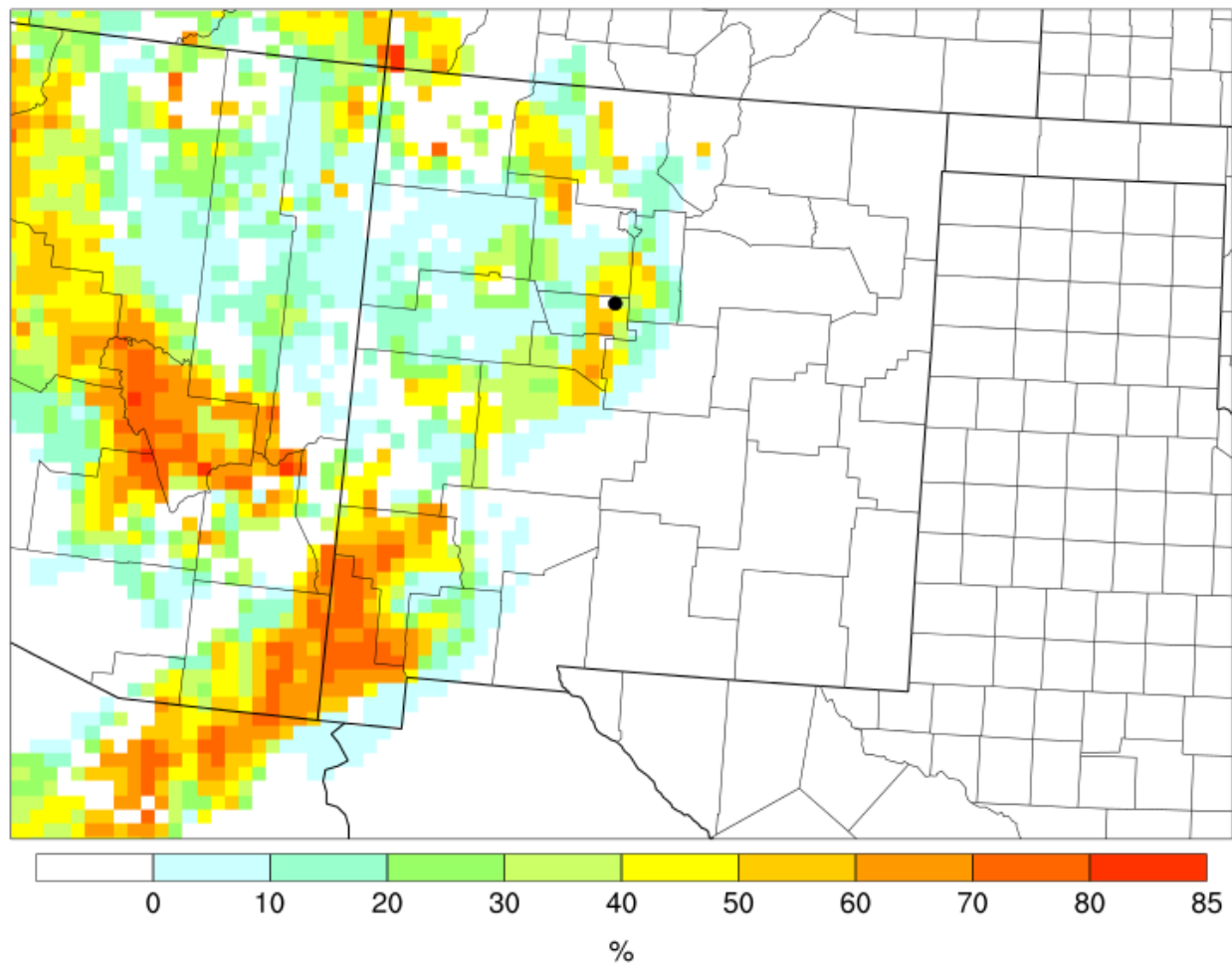
ICING SEVERITY at FL 080

11/16/2015 2008 UTC



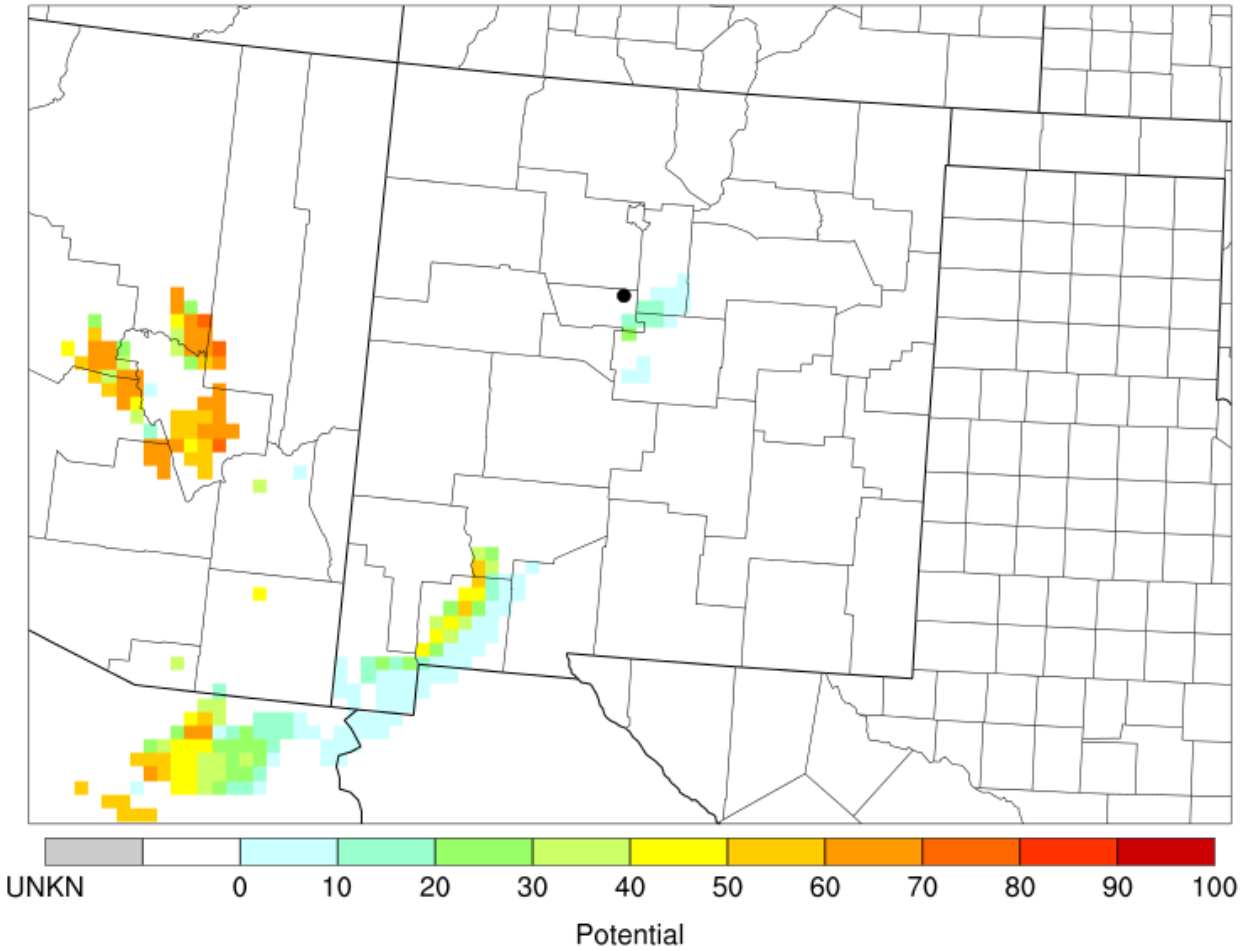
ICING PROBABILITY at FL 080

11/16/2015 2008 UTC



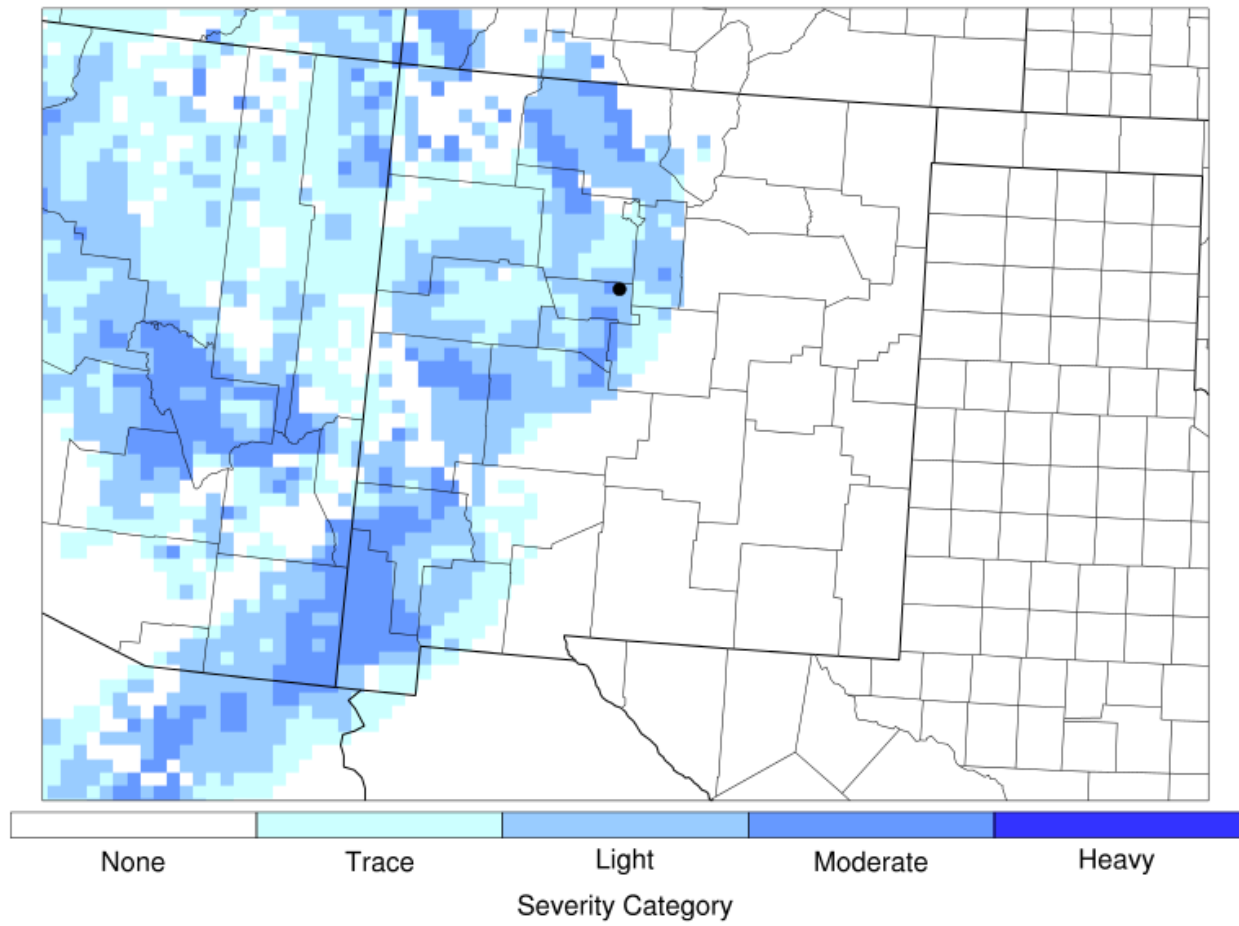
SLD POTENTIAL at FL 080

11/16/2015 2008 UTC



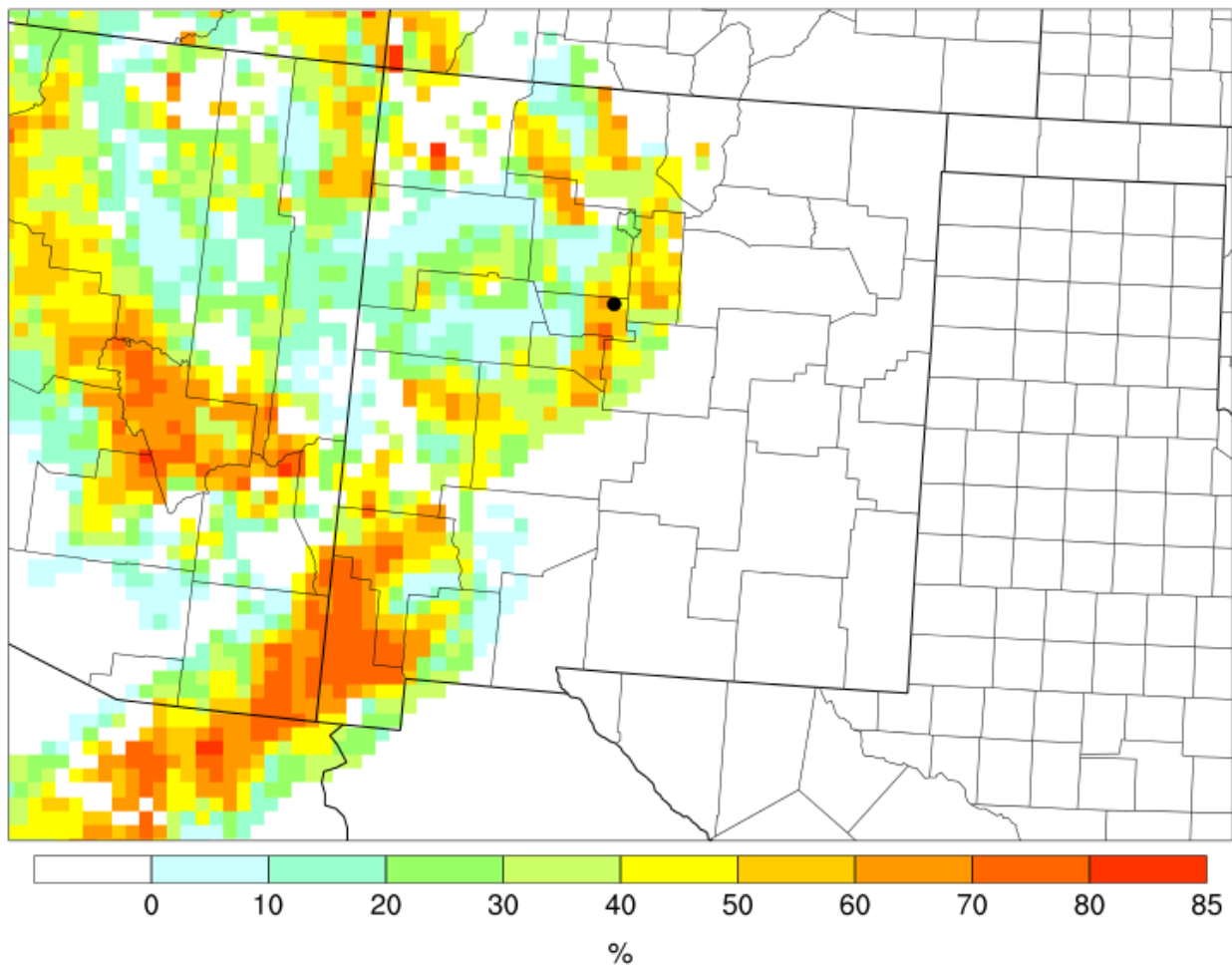
ICING SEVERITY at FL 085

11/16/2015 2008 UTC



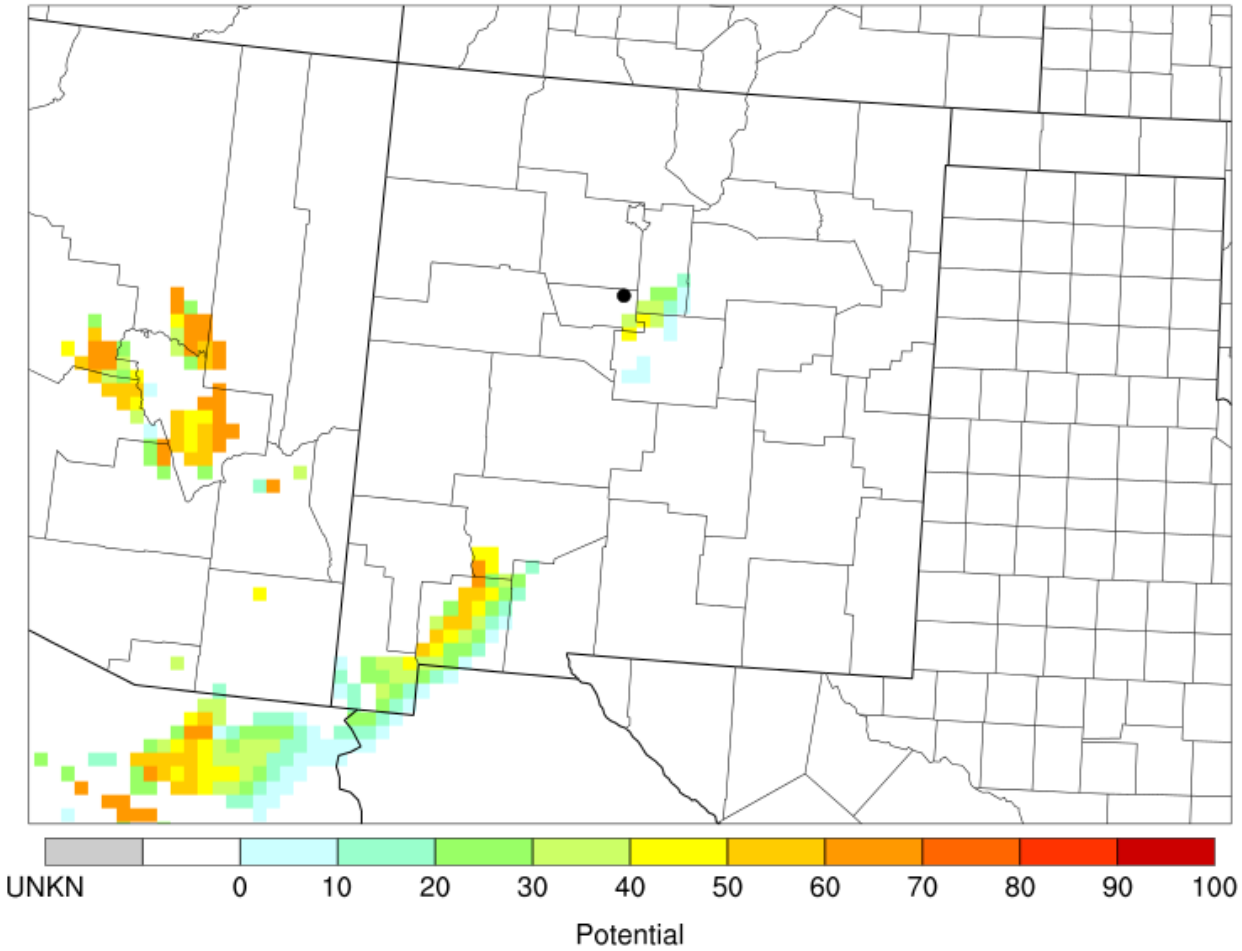
ICING PROBABILITY at FL 085

11/16/2015 2008 UTC



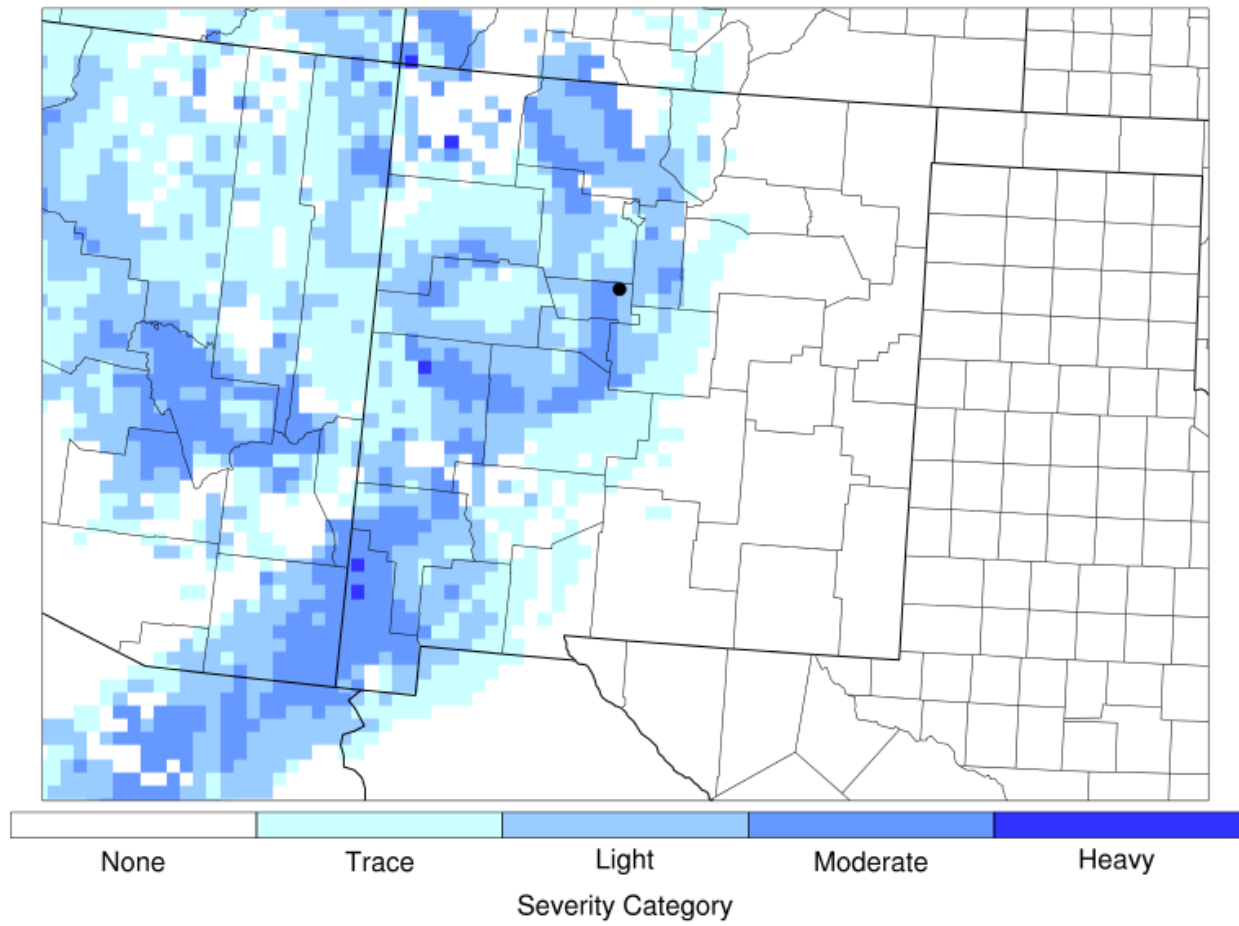
SLD POTENTIAL at FL 085

11/16/2015 2008 UTC



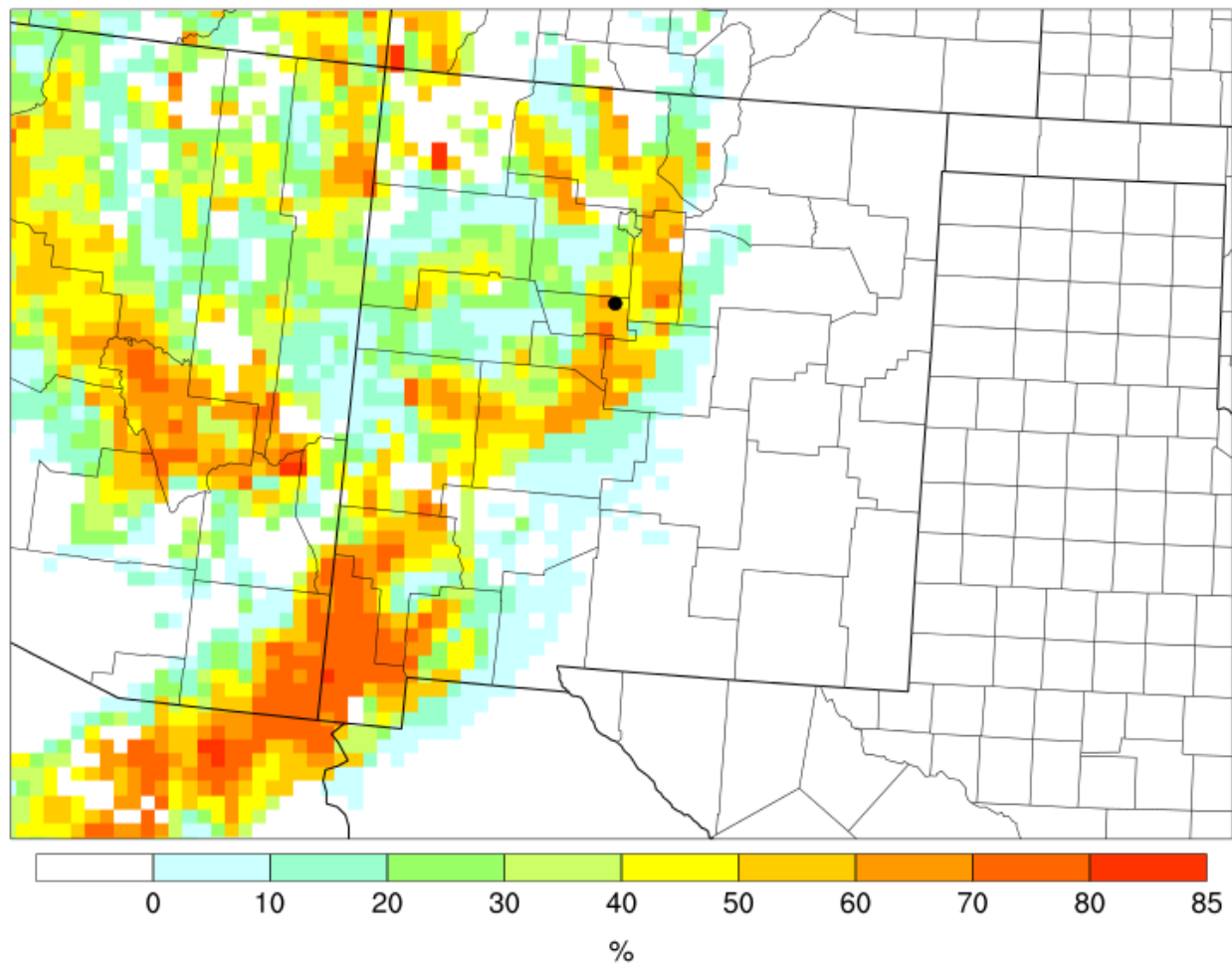
ICING SEVERITY at FL 090

11/16/2015 2008 UTC



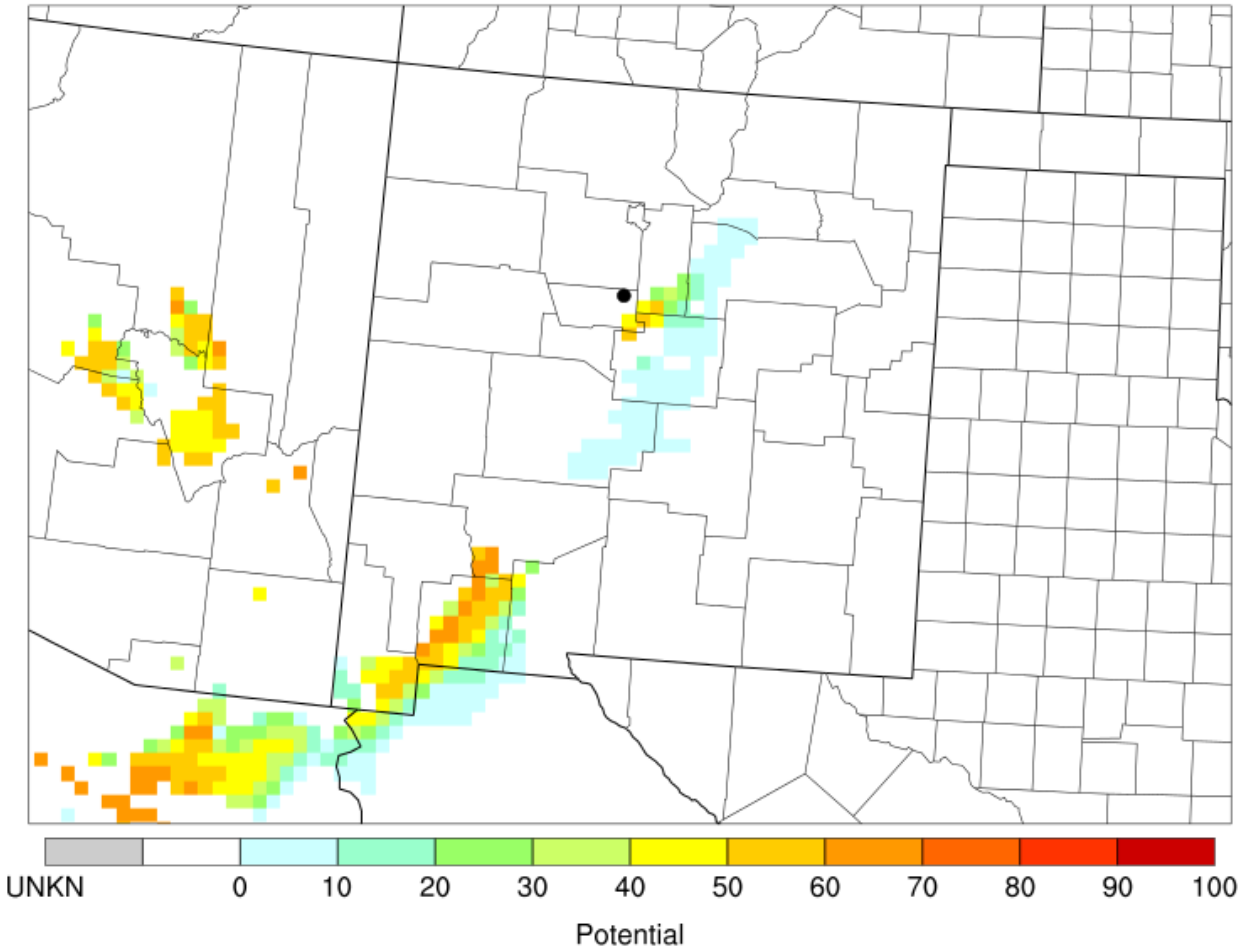
ICING PROBABILITY at FL 090

11/16/2015 2008 UTC



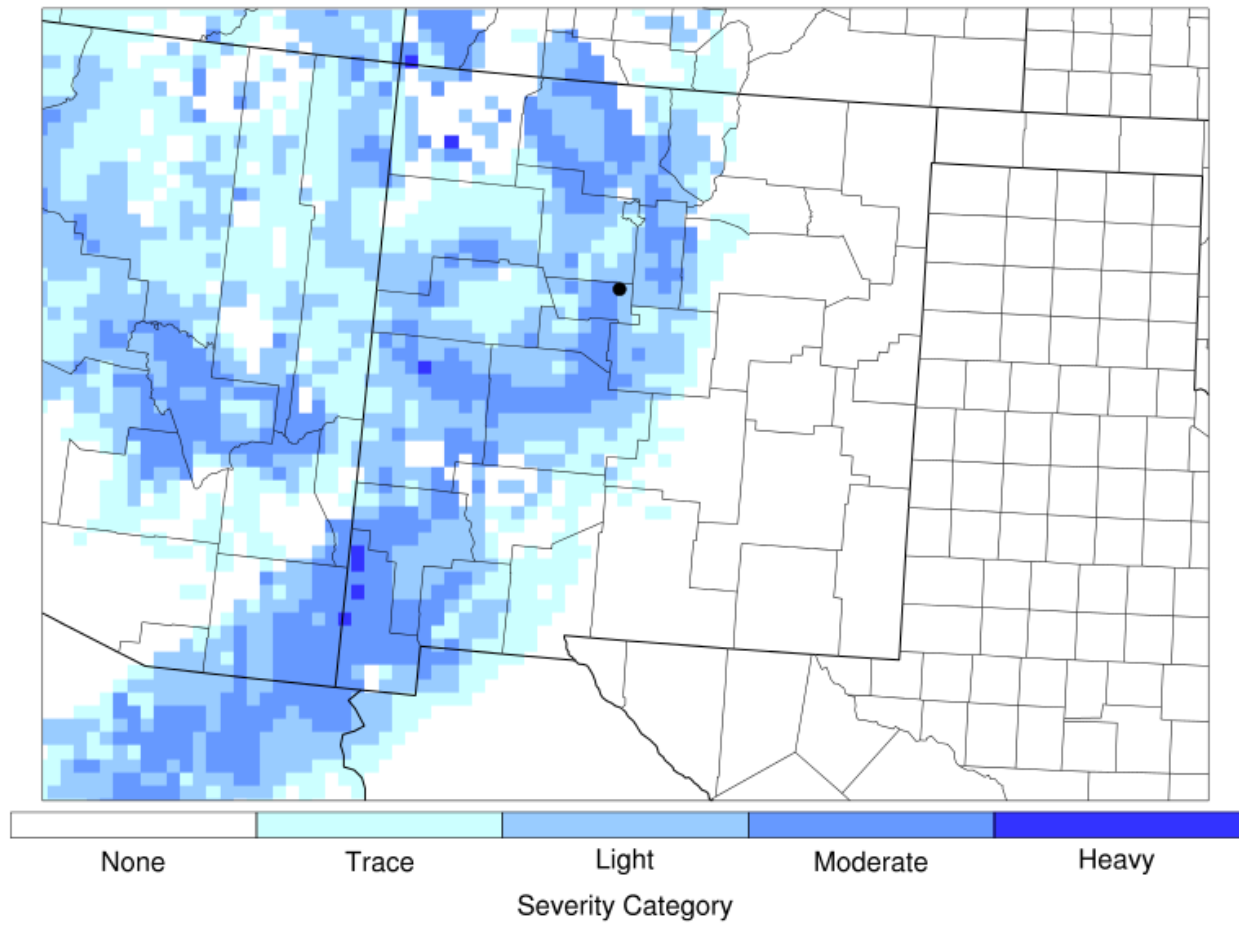
SLD POTENTIAL at FL 090

11/16/2015 2008 UTC



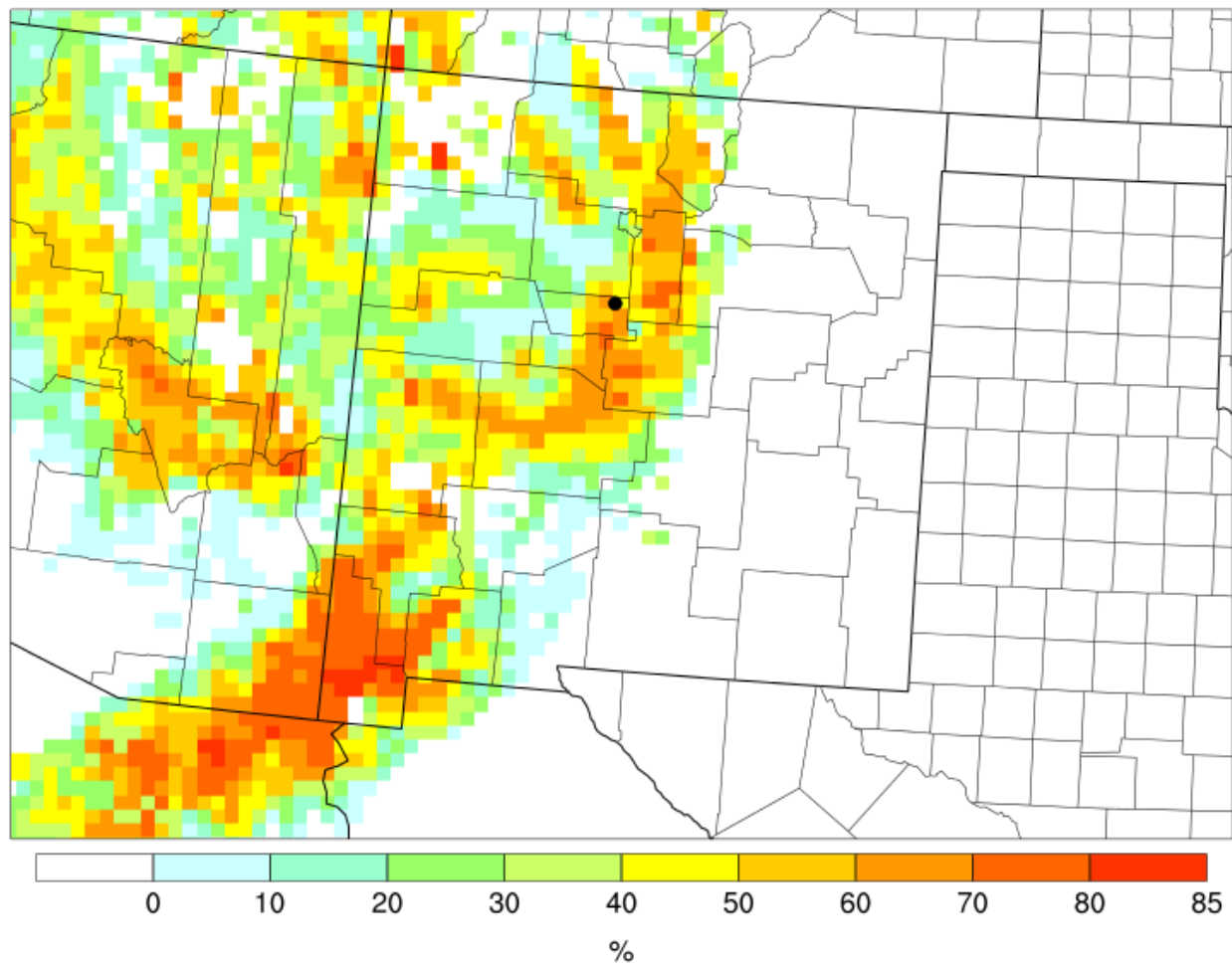
ICING SEVERITY at FL 095

11/16/2015 2008 UTC



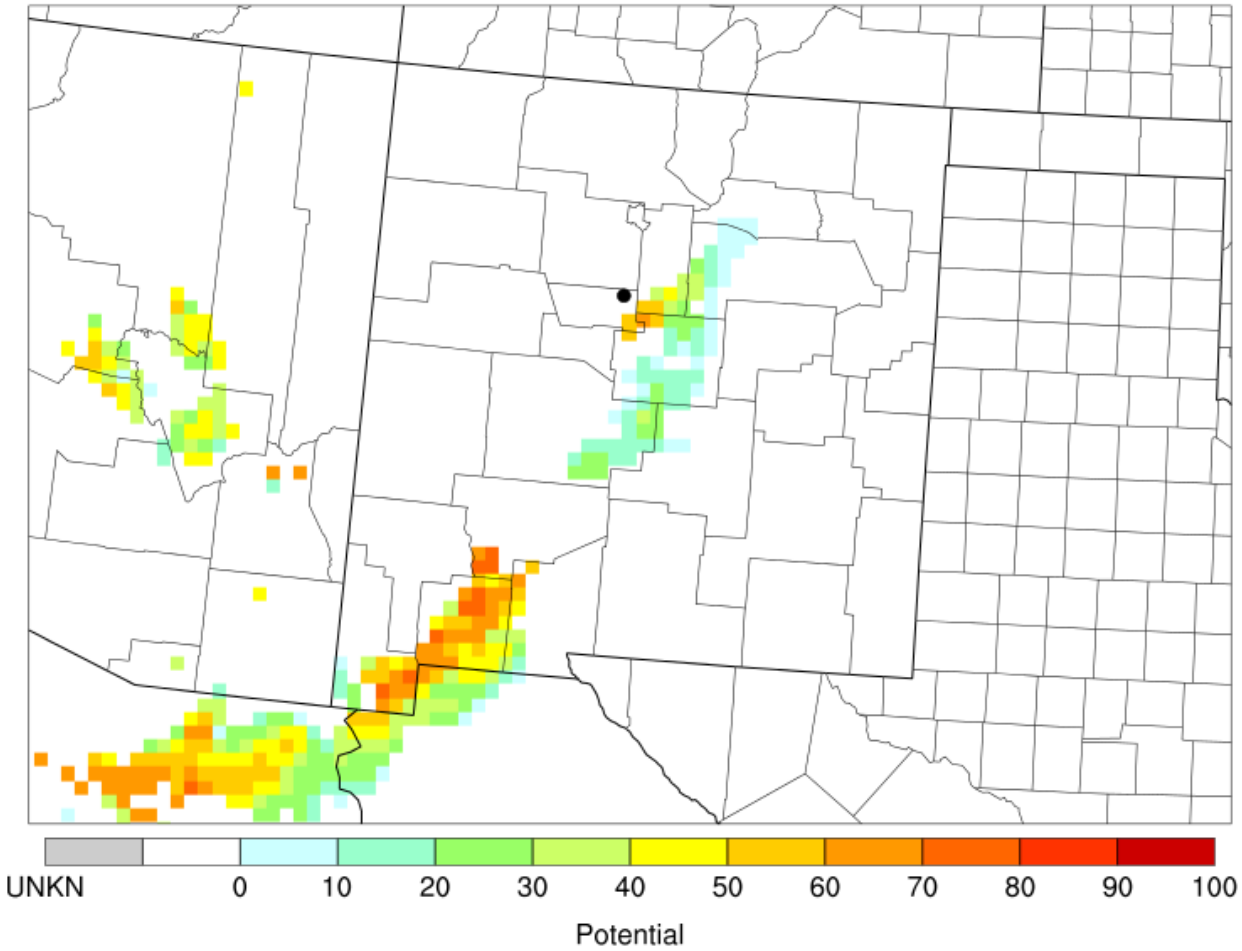
ICING PROBABILITY at FL 095

11/16/2015 2008 UTC



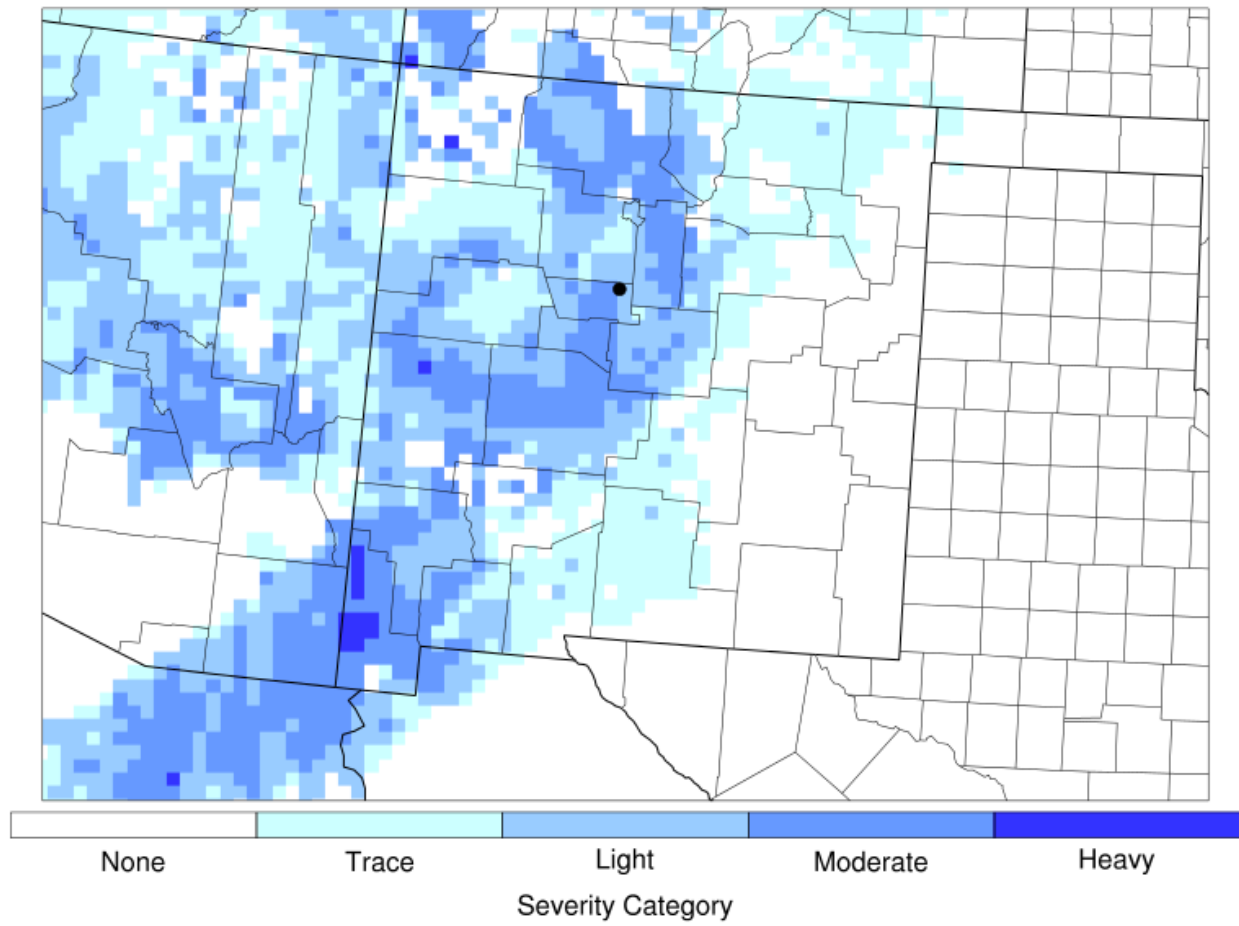
SLD POTENTIAL at FL 095

11/16/2015 2008 UTC



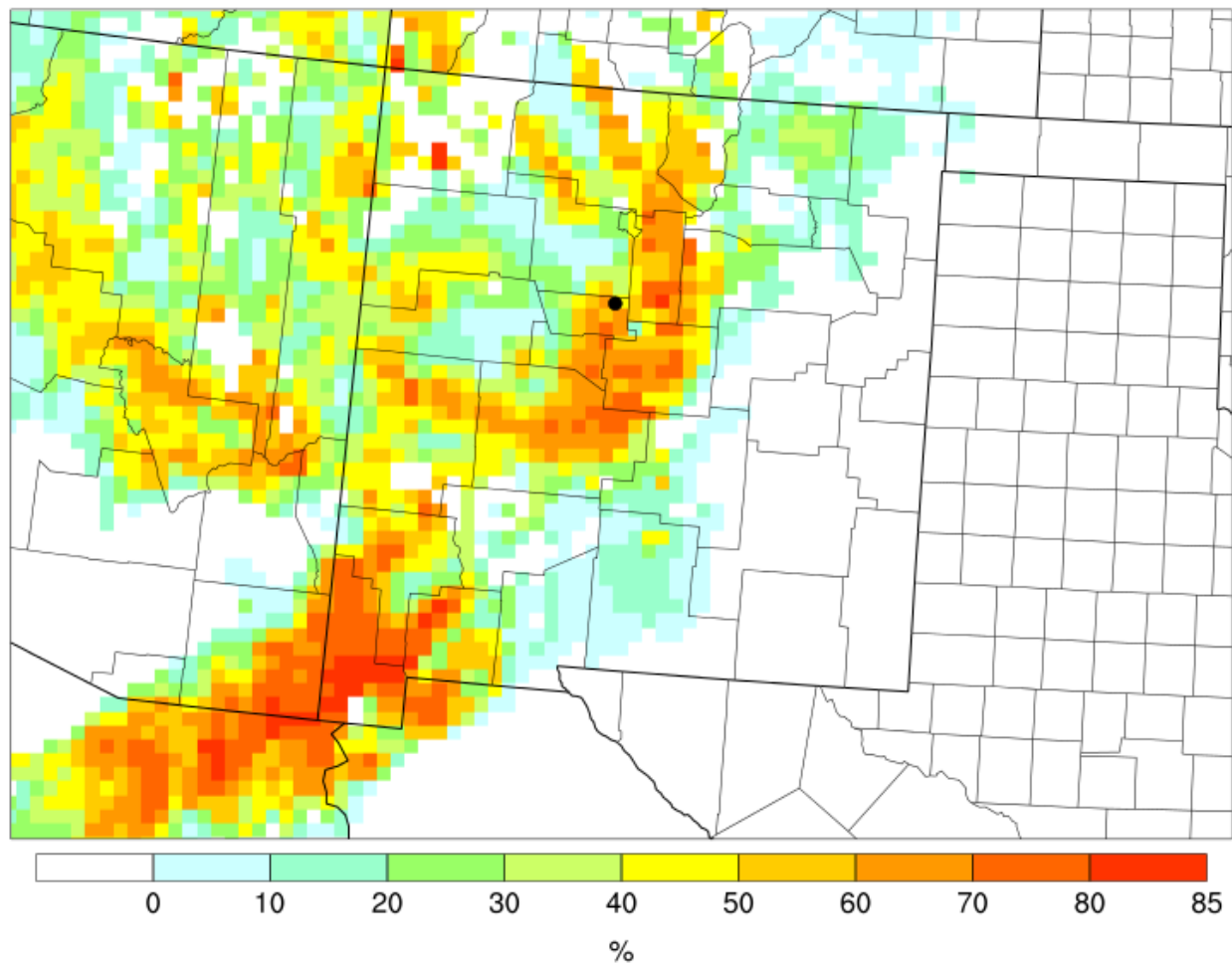
ICING SEVERITY at FL 100

11/16/2015 2008 UTC



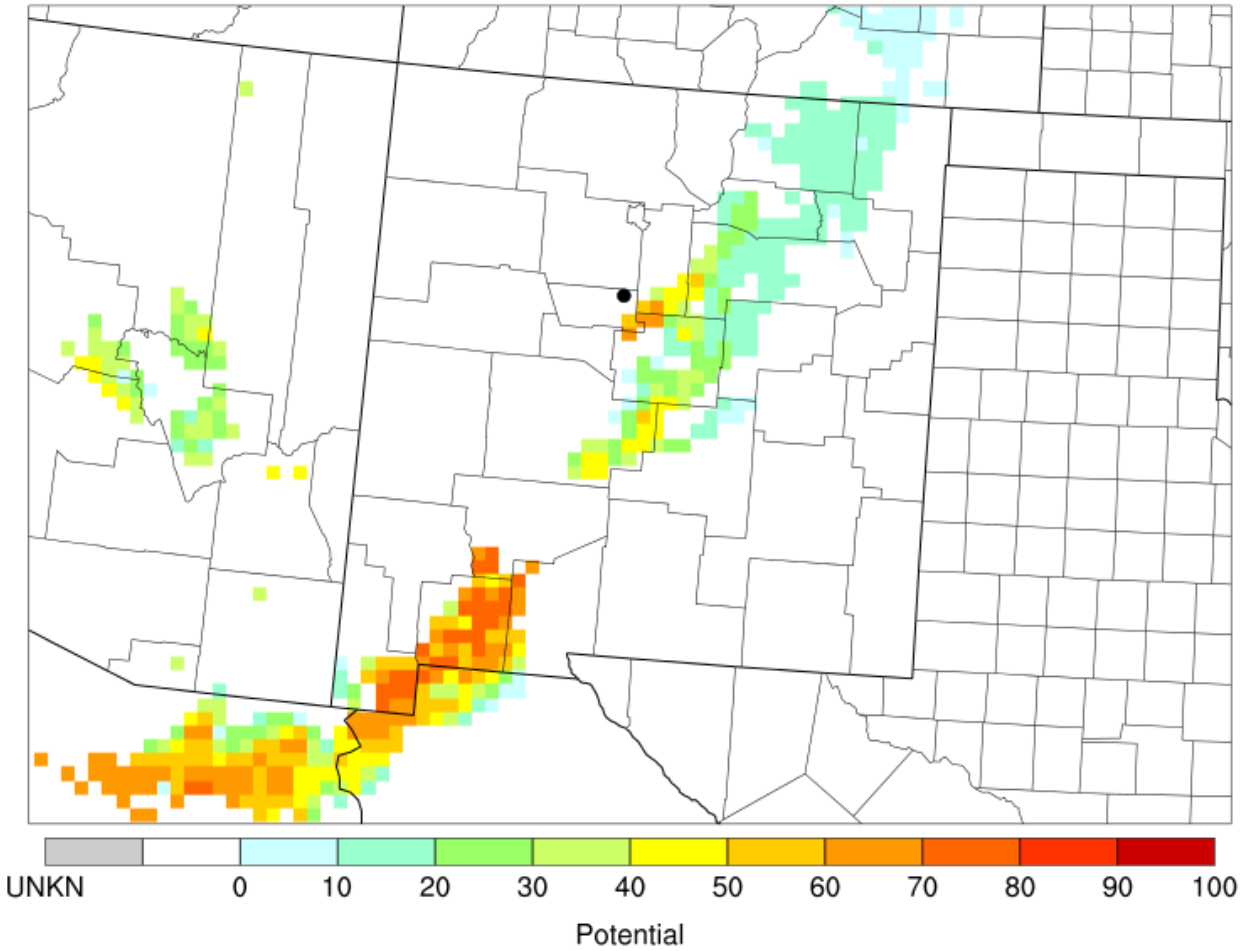
ICING PROBABILITY at FL 100

11/16/2015 2008 UTC



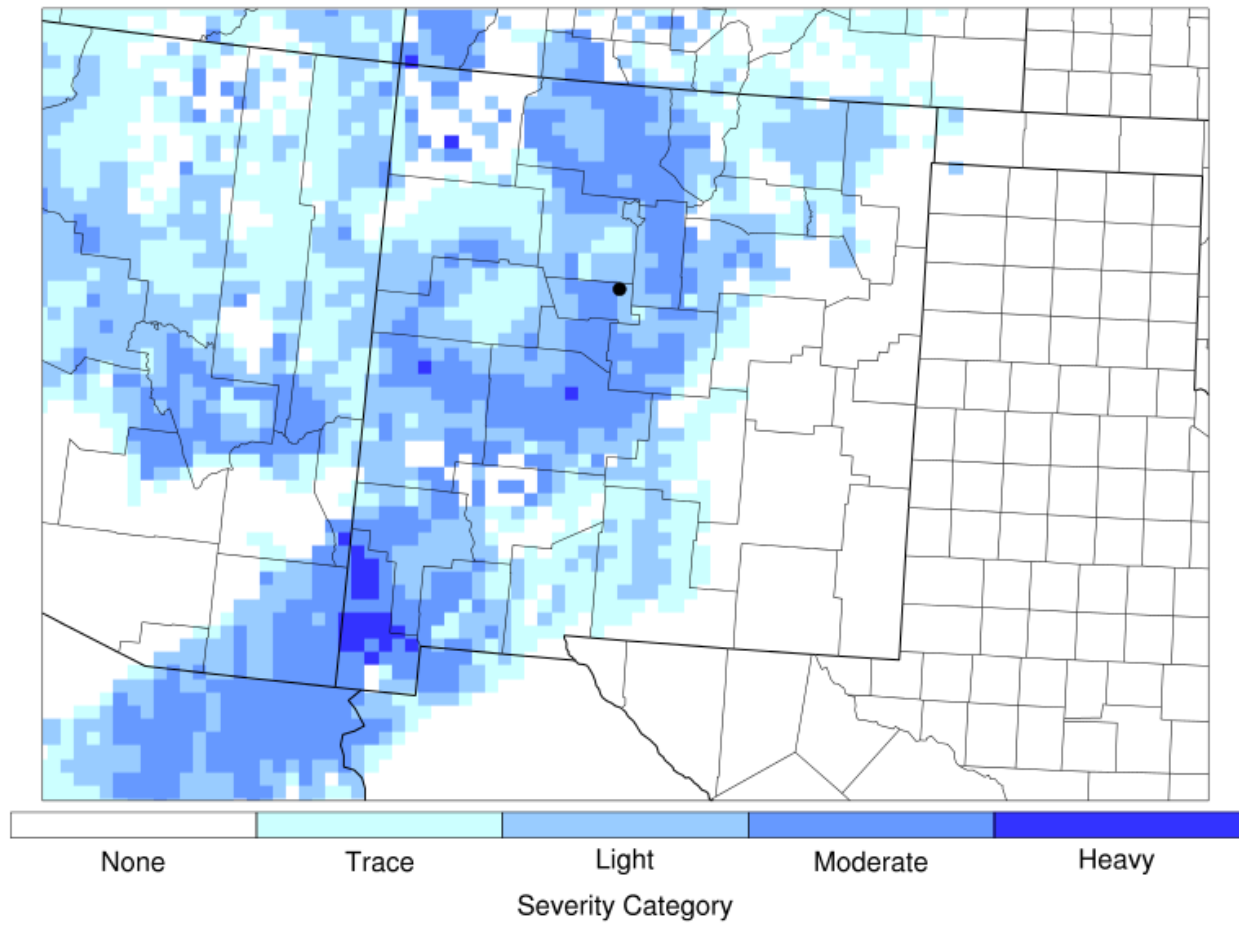
SLD POTENTIAL at FL 100

11/16/2015 2008 UTC



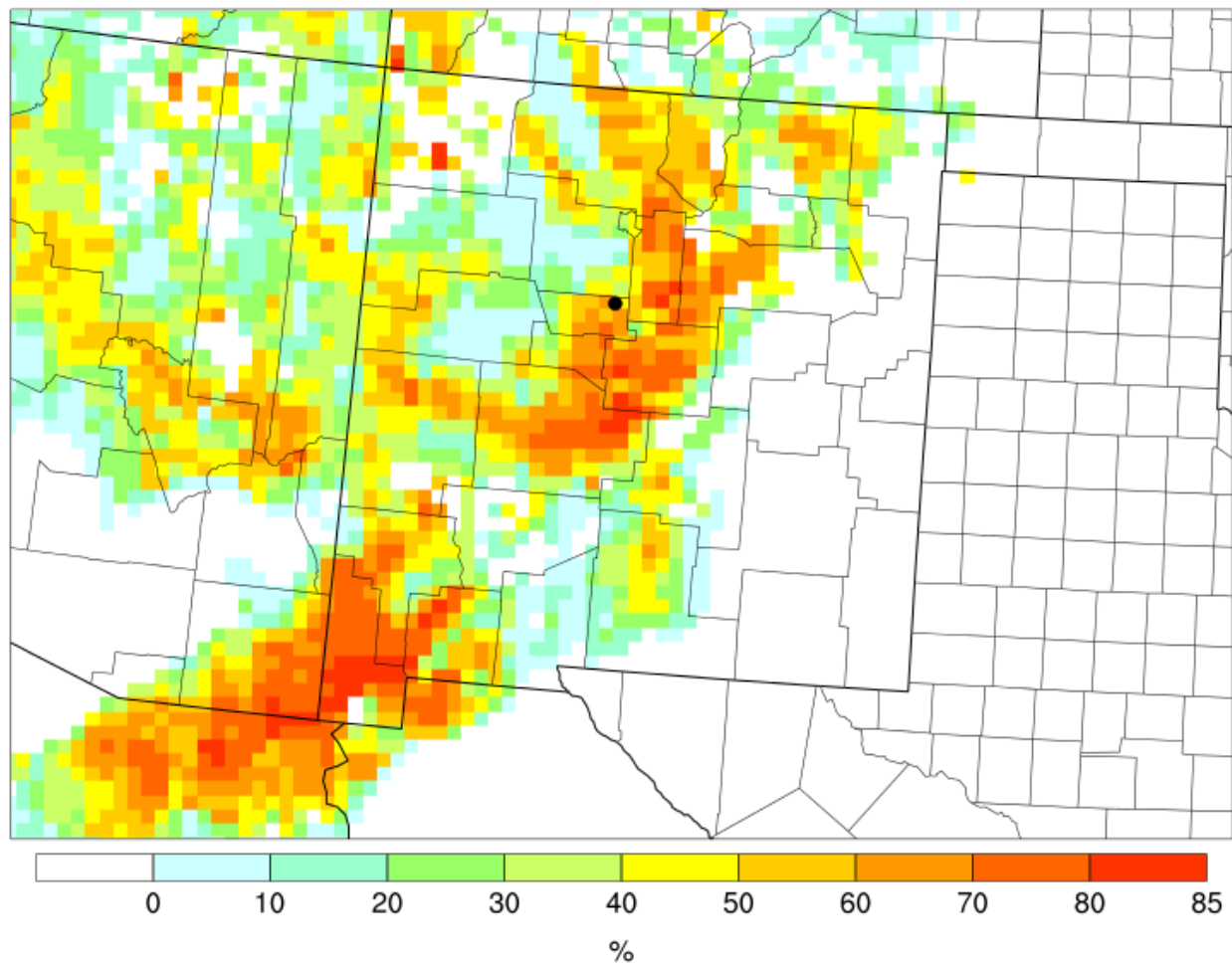
ICING SEVERITY at FL 105

11/16/2015 2008 UTC



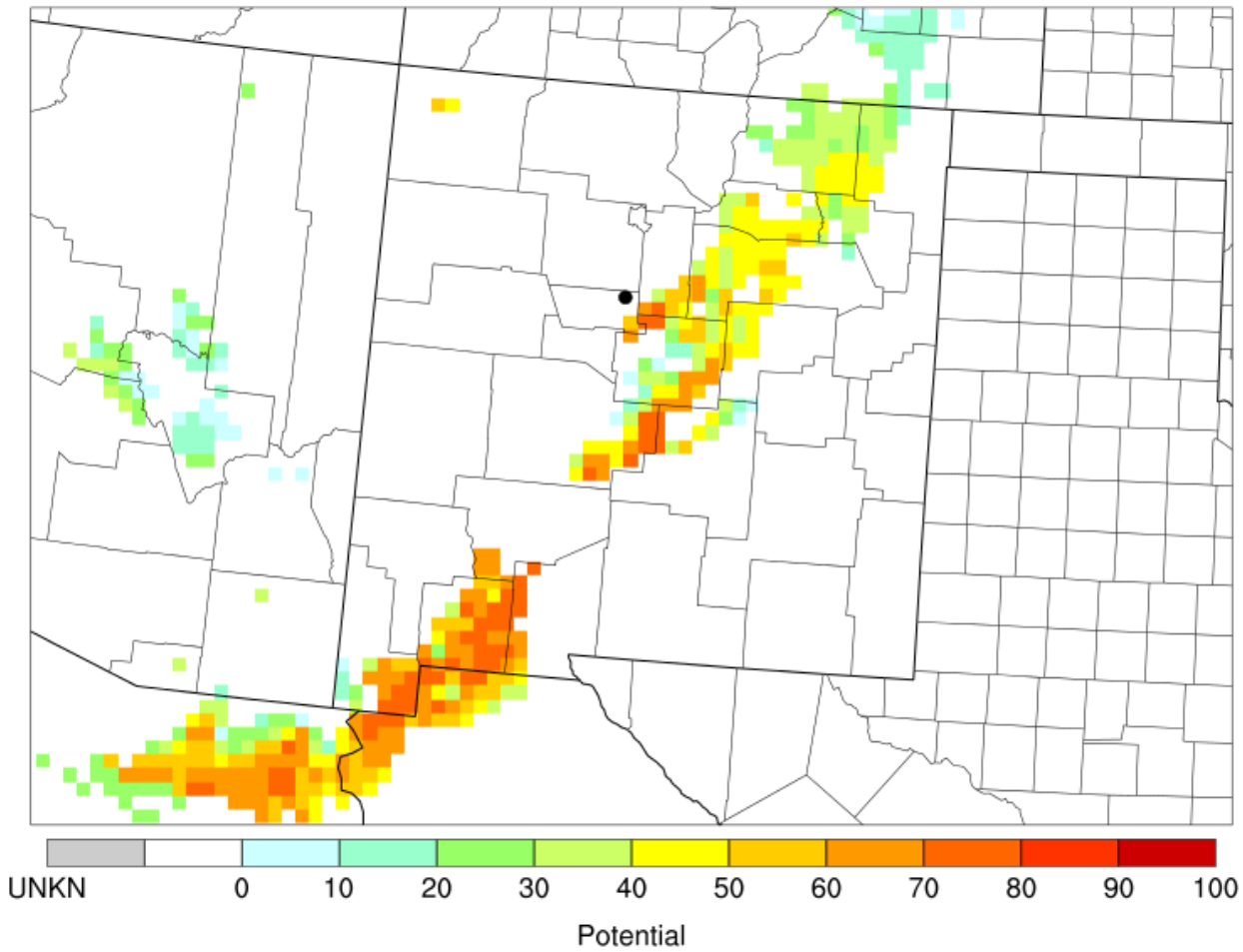
ICING PROBABILITY at FL 105

11/16/2015 2008 UTC



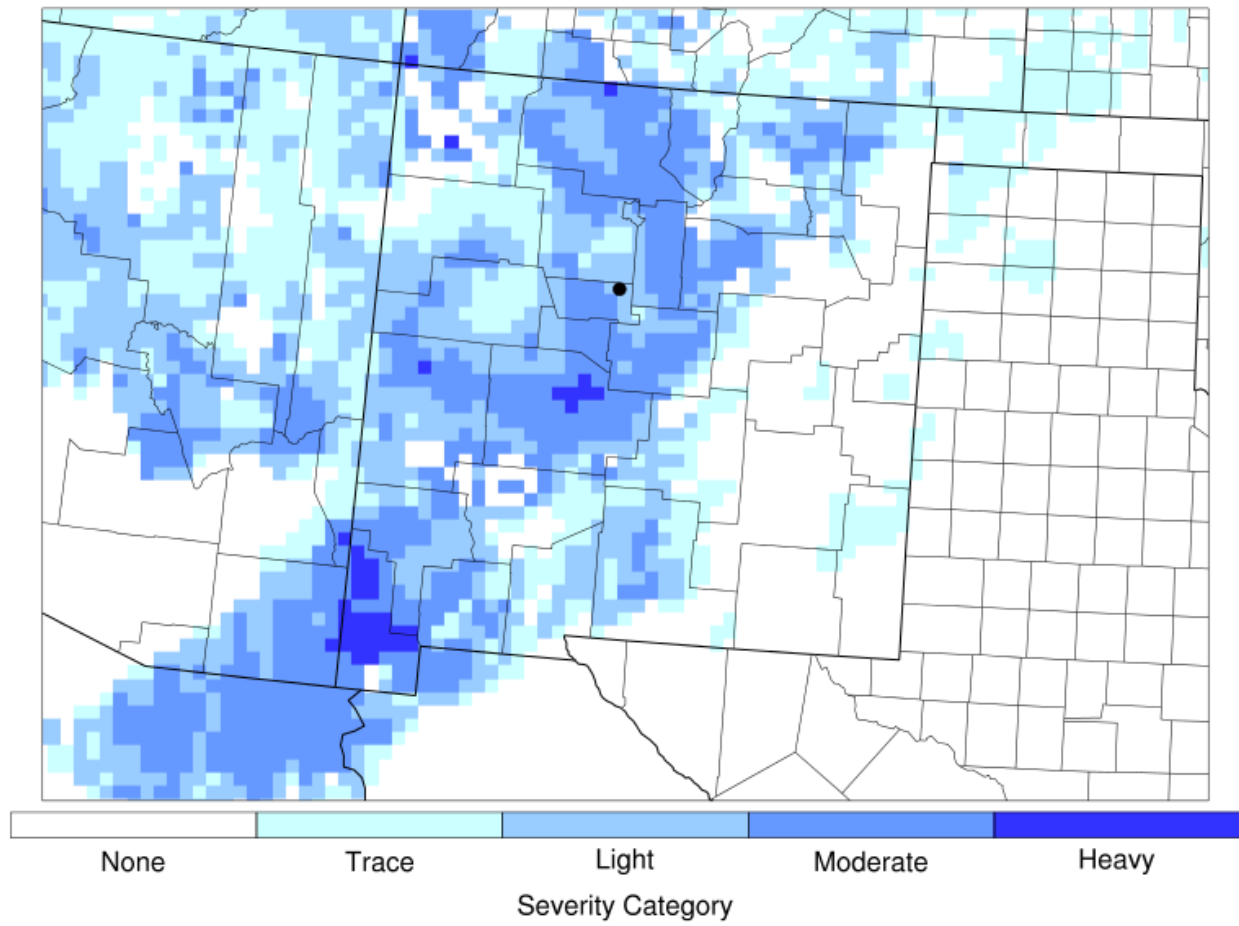
SLD POTENTIAL at FL 105

11/16/2015 2008 UTC



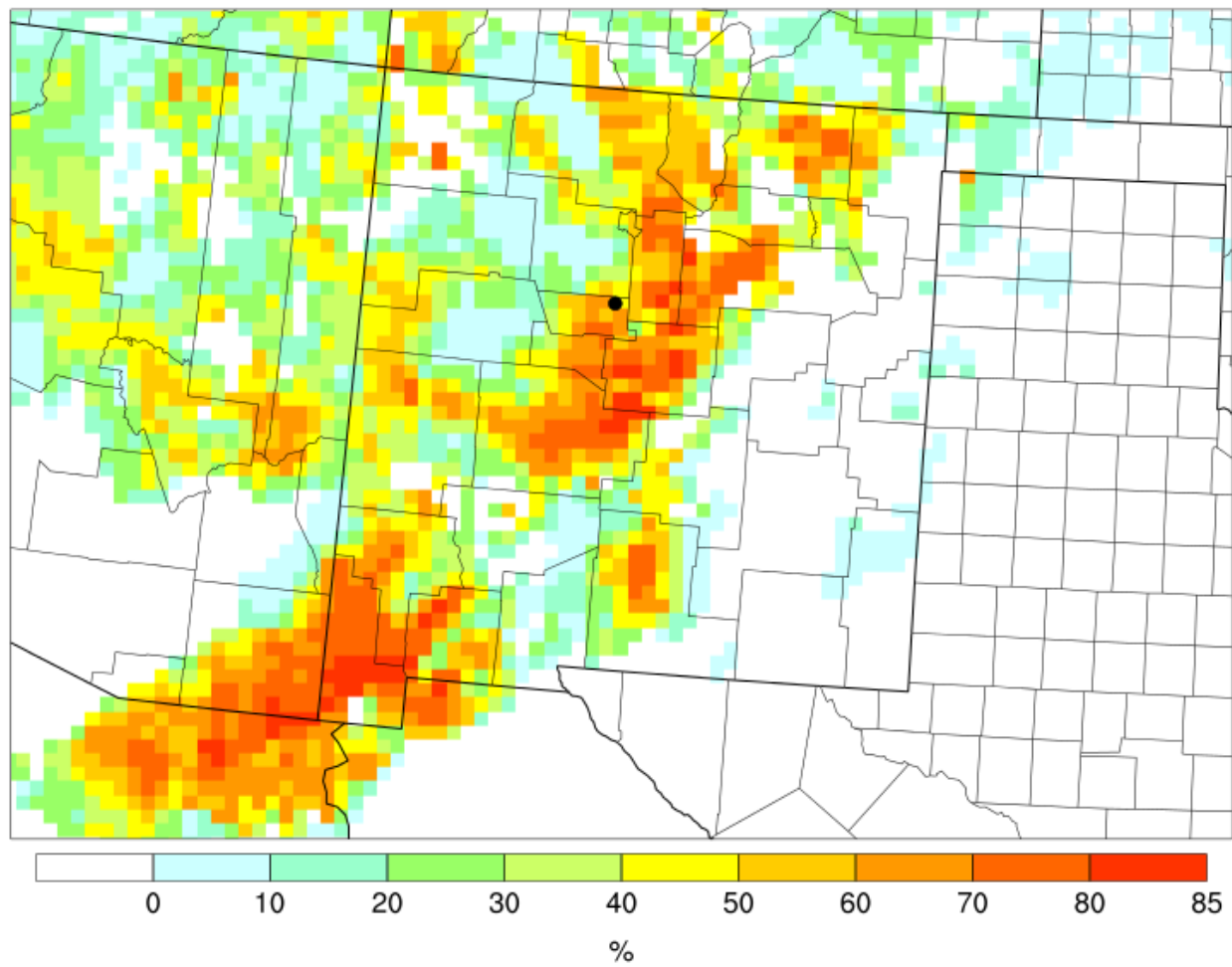
ICING SEVERITY at FL 110

11/16/2015 2008 UTC



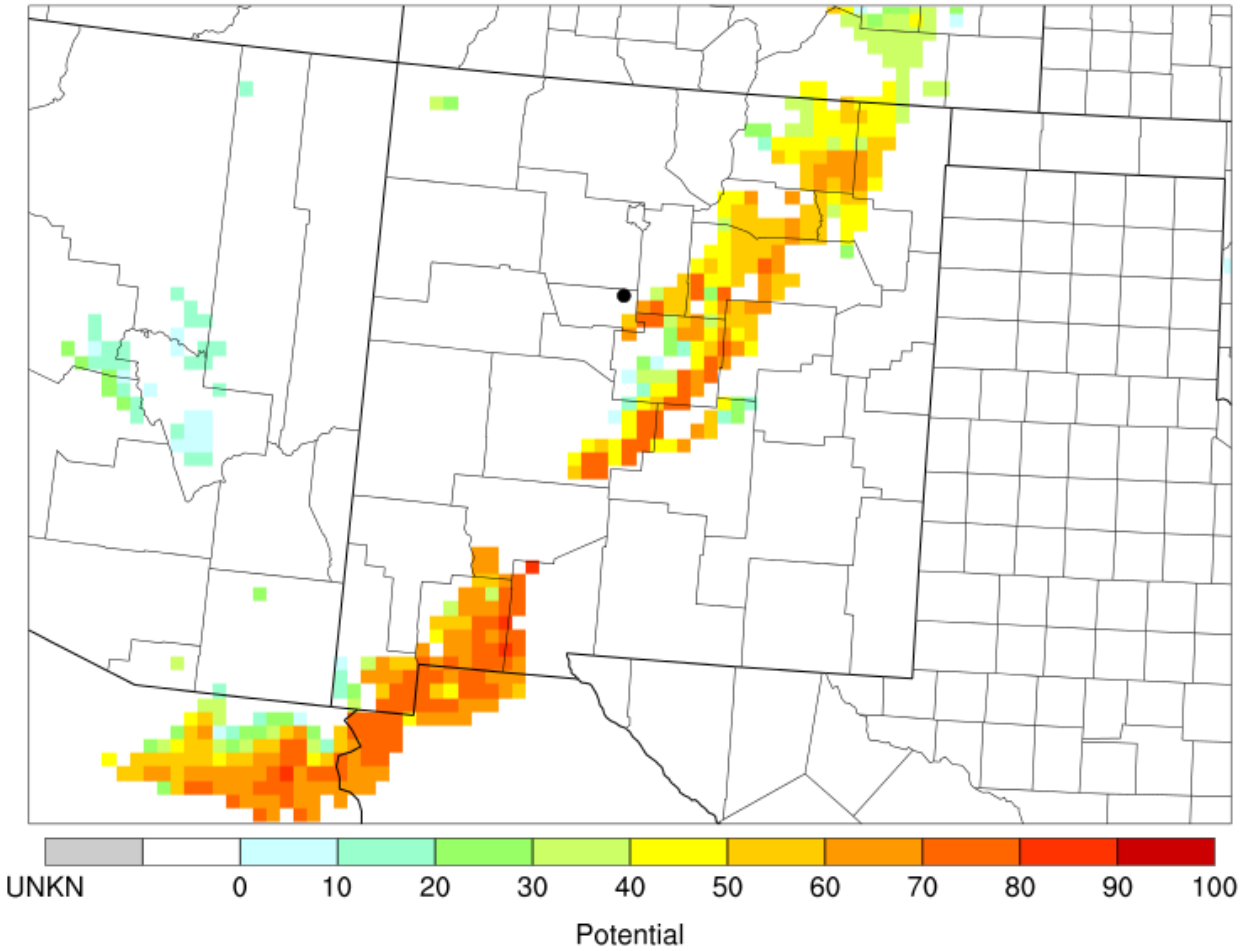
ICING PROBABILITY at FL 110

11/16/2015 2008 UTC



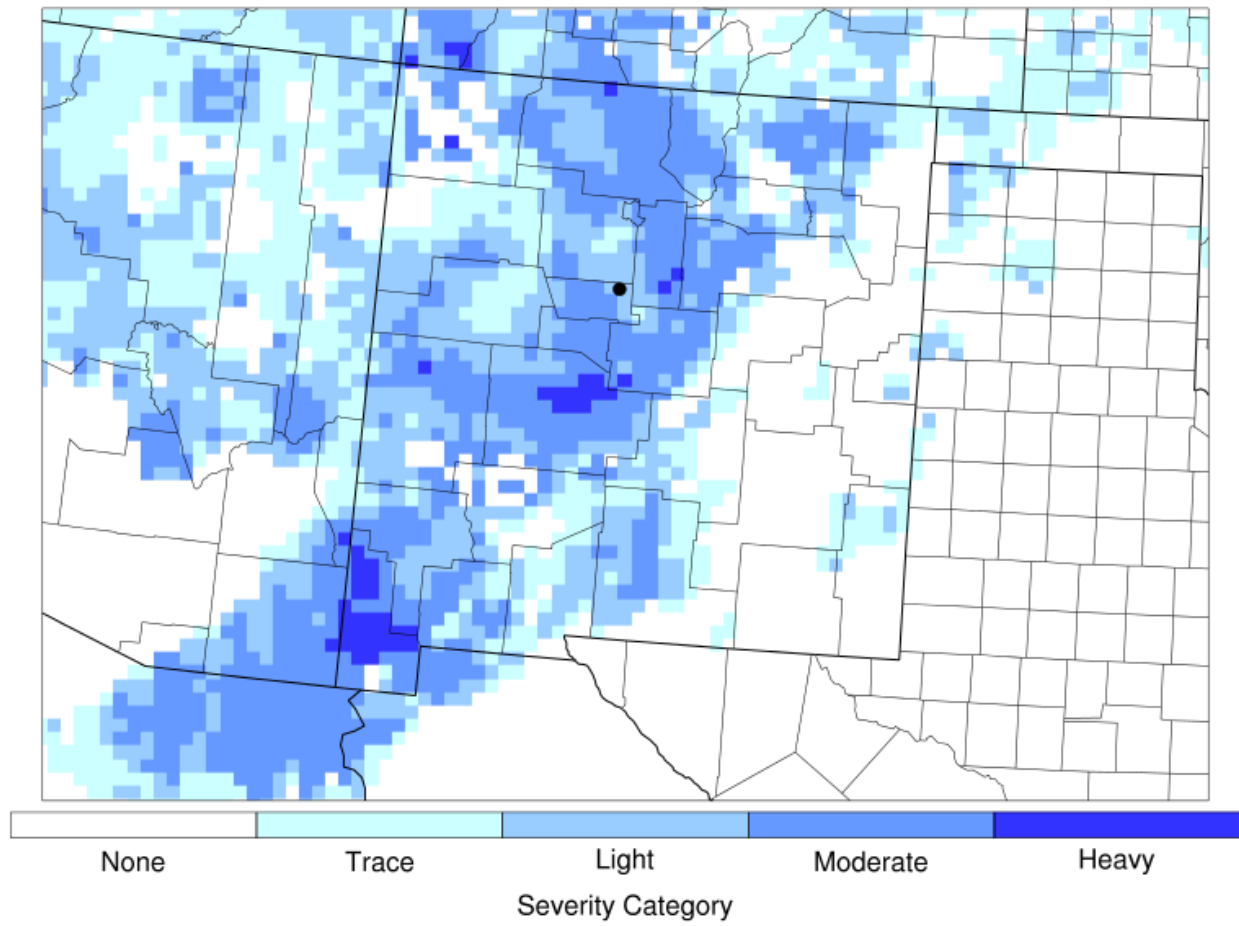
SLD POTENTIAL at FL 110

11/16/2015 2008 UTC



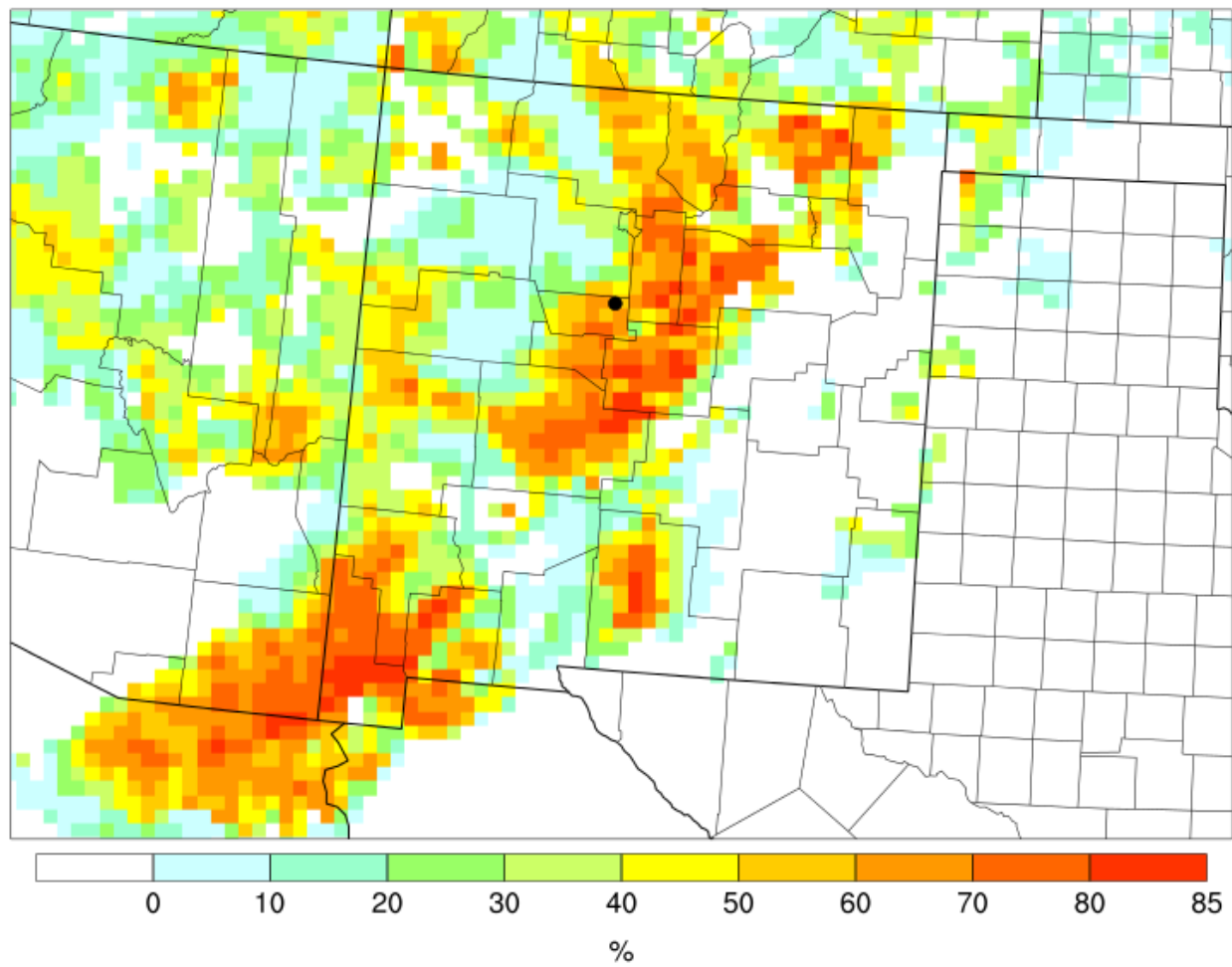
ICING SEVERITY at FL 115

11/16/2015 2008 UTC



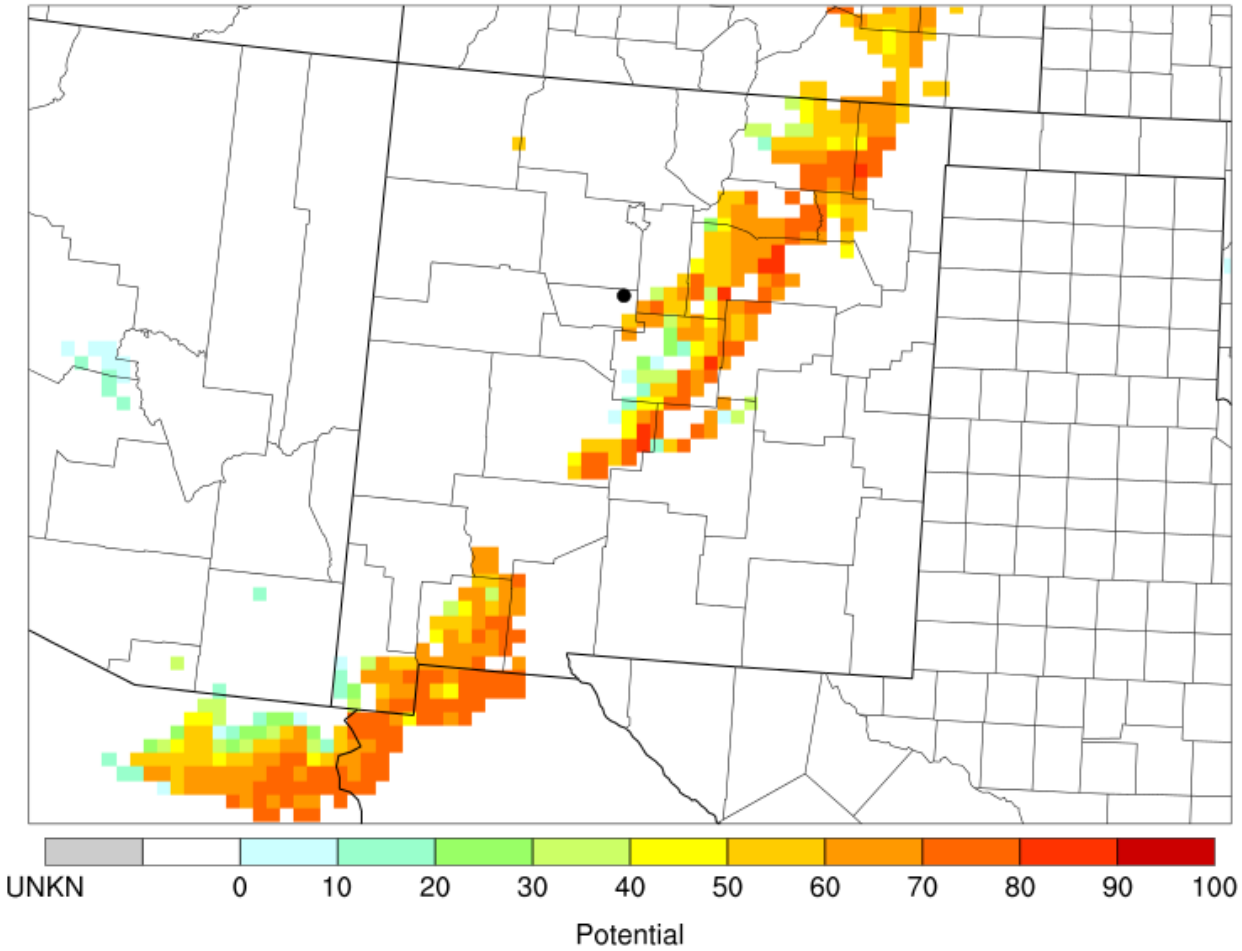
ICING PROBABILITY at FL 115

11/16/2015 2008 UTC



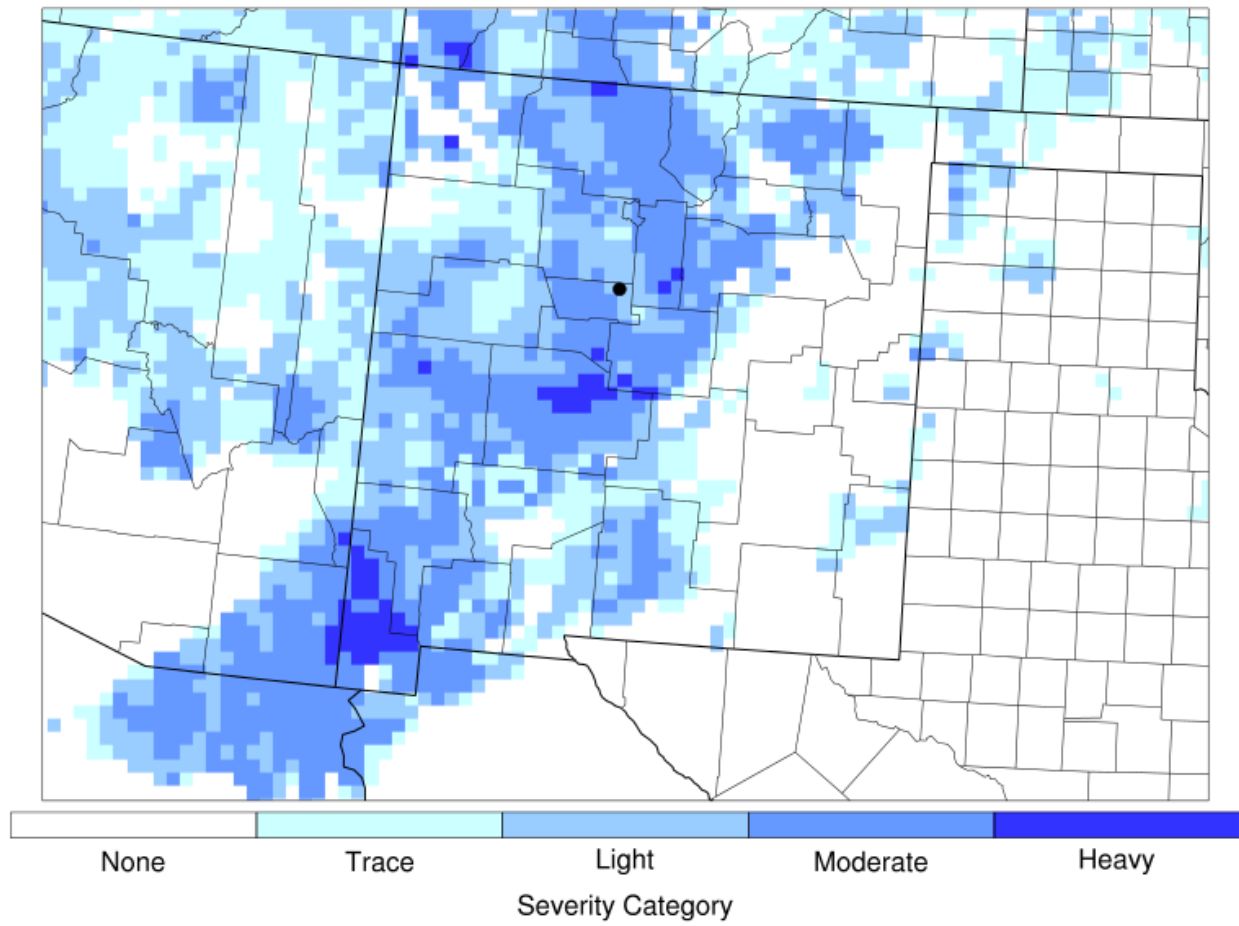
SLD POTENTIAL at FL 115

11/16/2015 2008 UTC



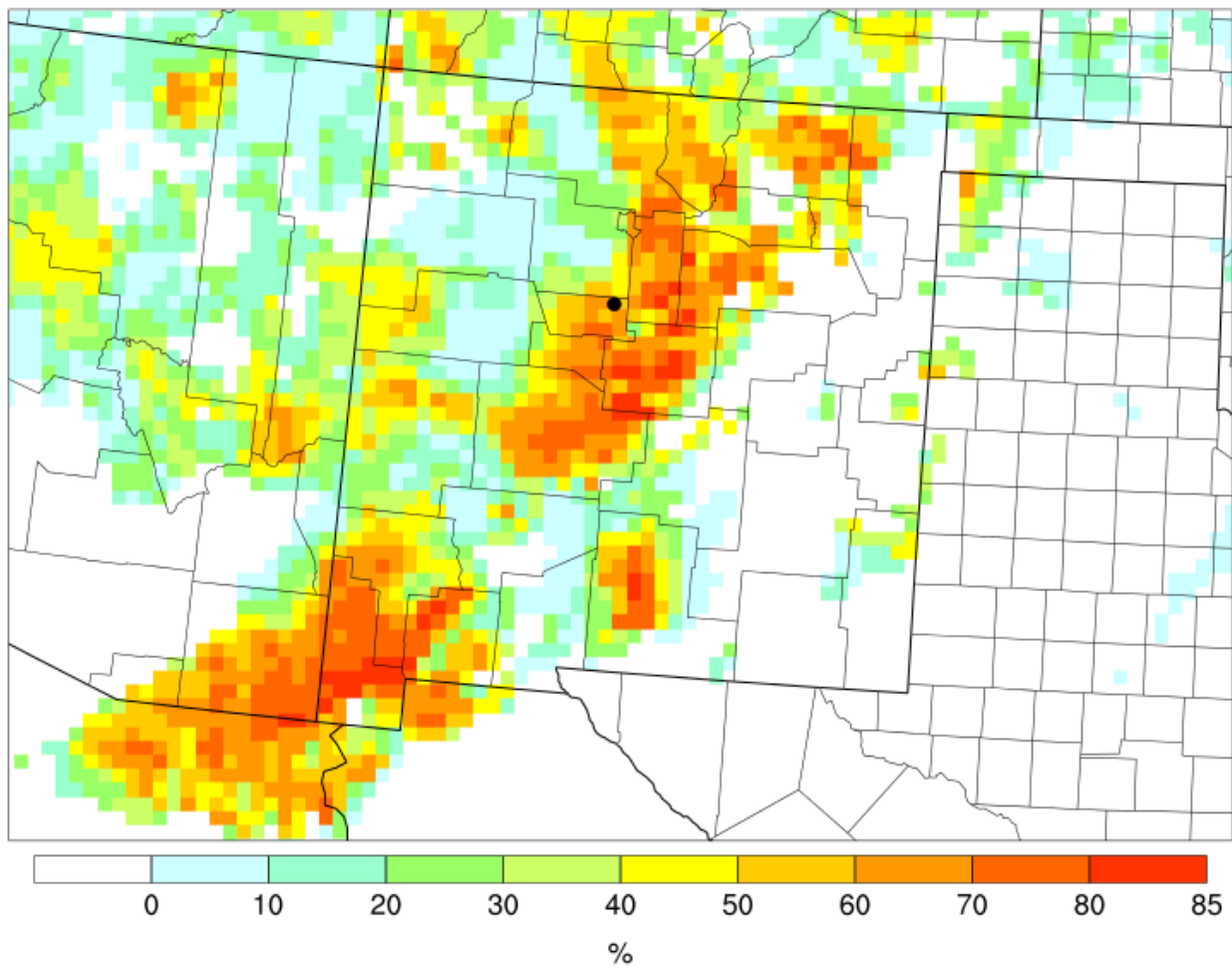
ICING SEVERITY at FL 120

11/16/2015 2008 UTC



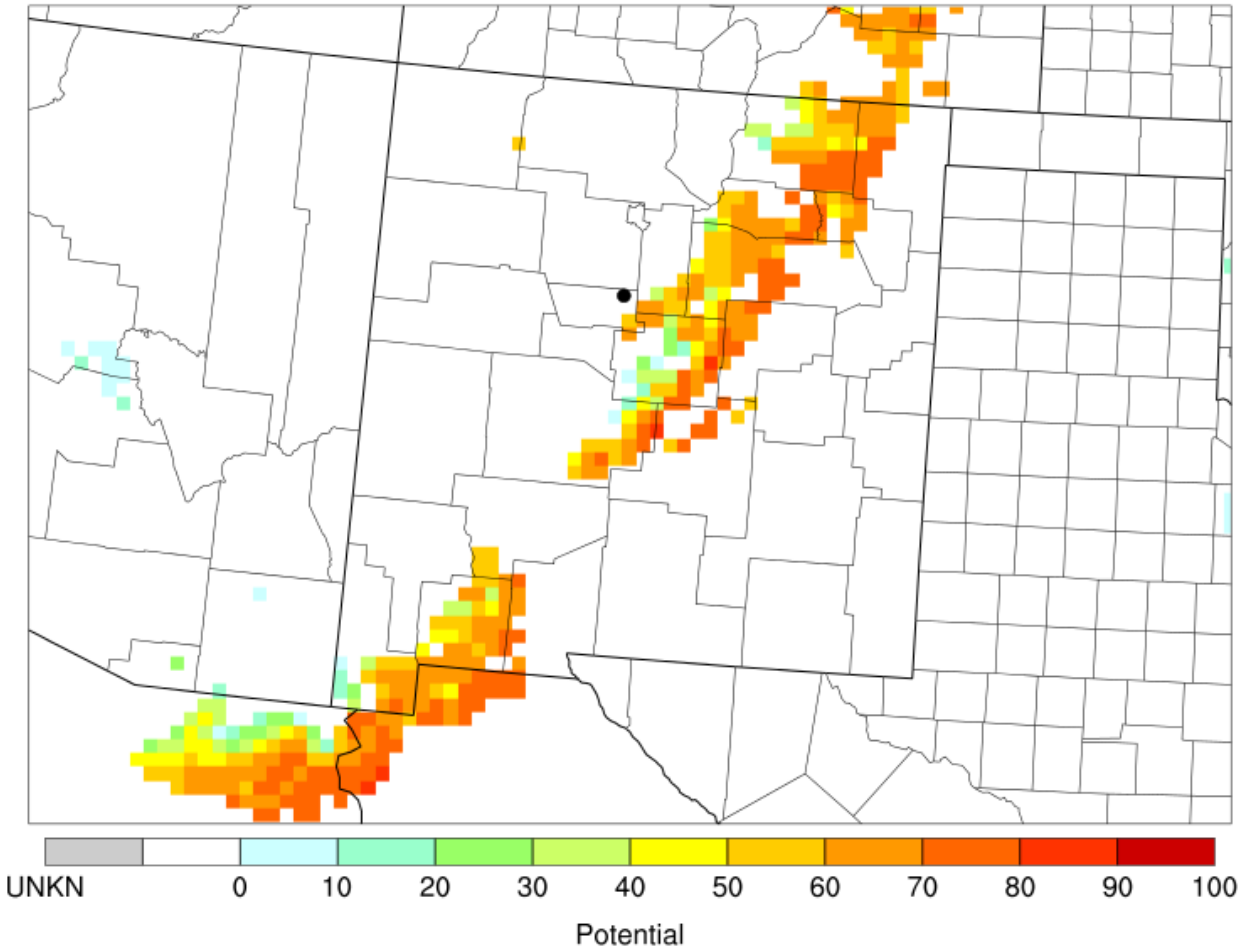
ICING PROBABILITY at FL 120

11/16/2015 2008 UTC



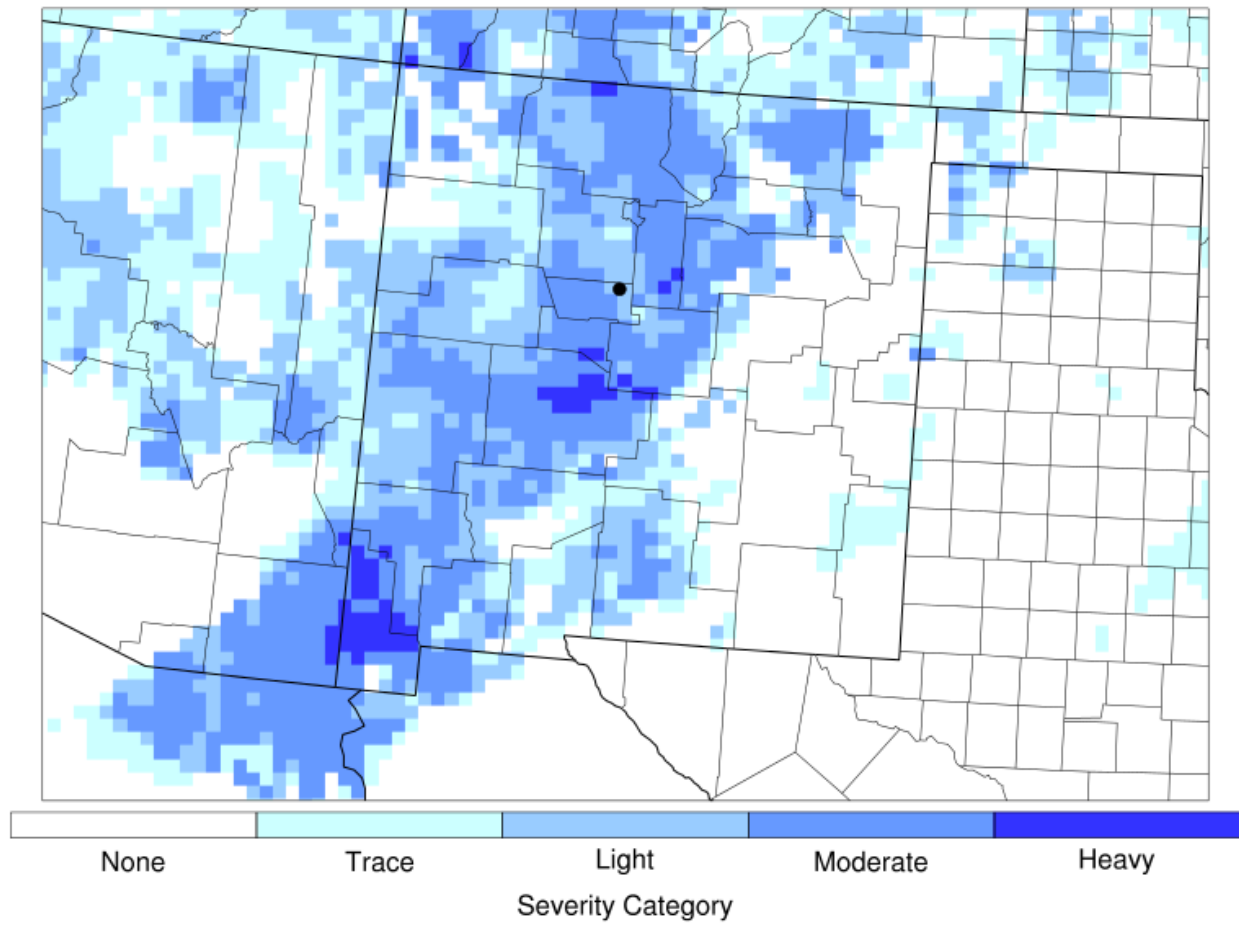
SLD POTENTIAL at FL 120

11/16/2015 2008 UTC



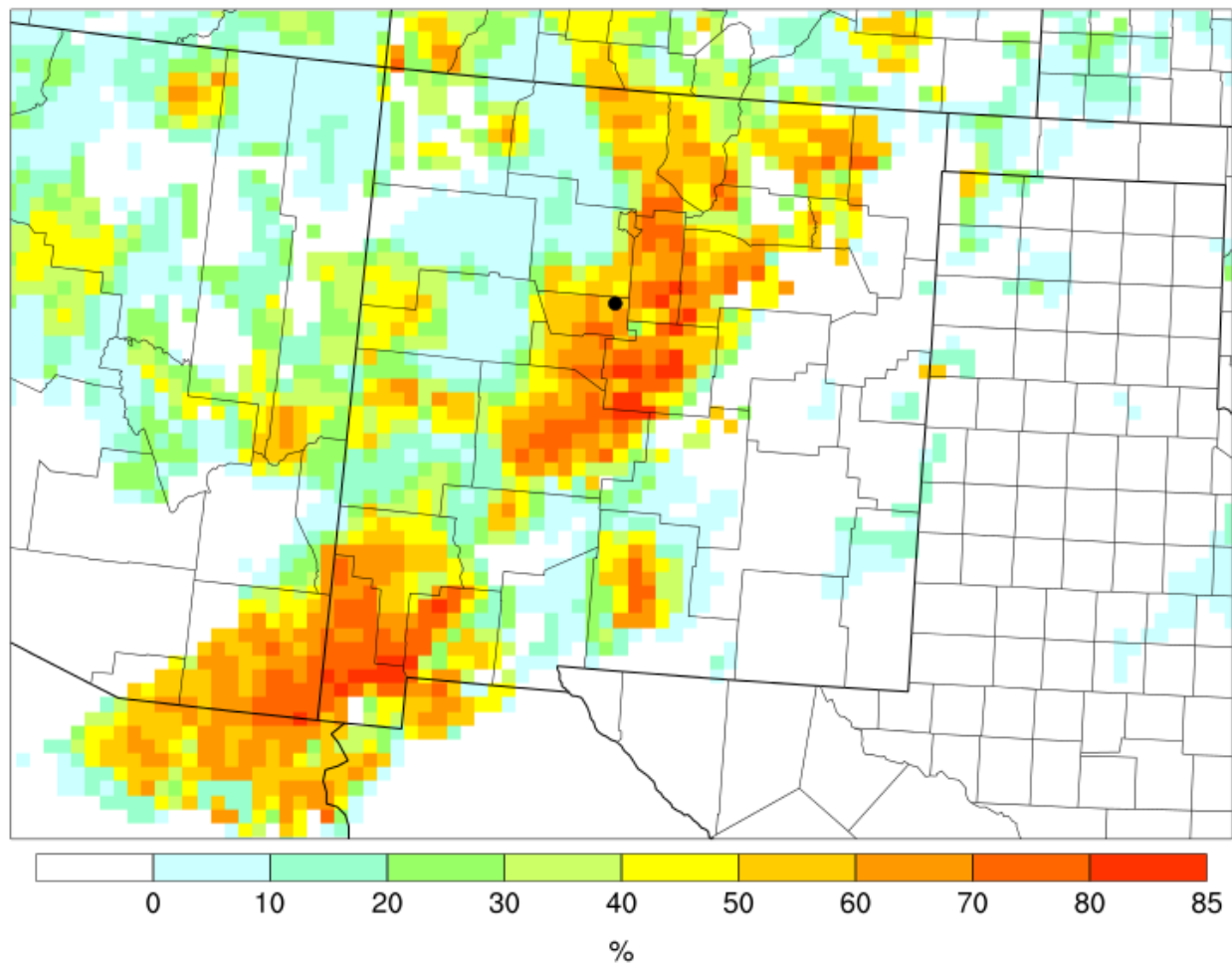
ICING SEVERITY at FL 125

11/16/2015 2008 UTC



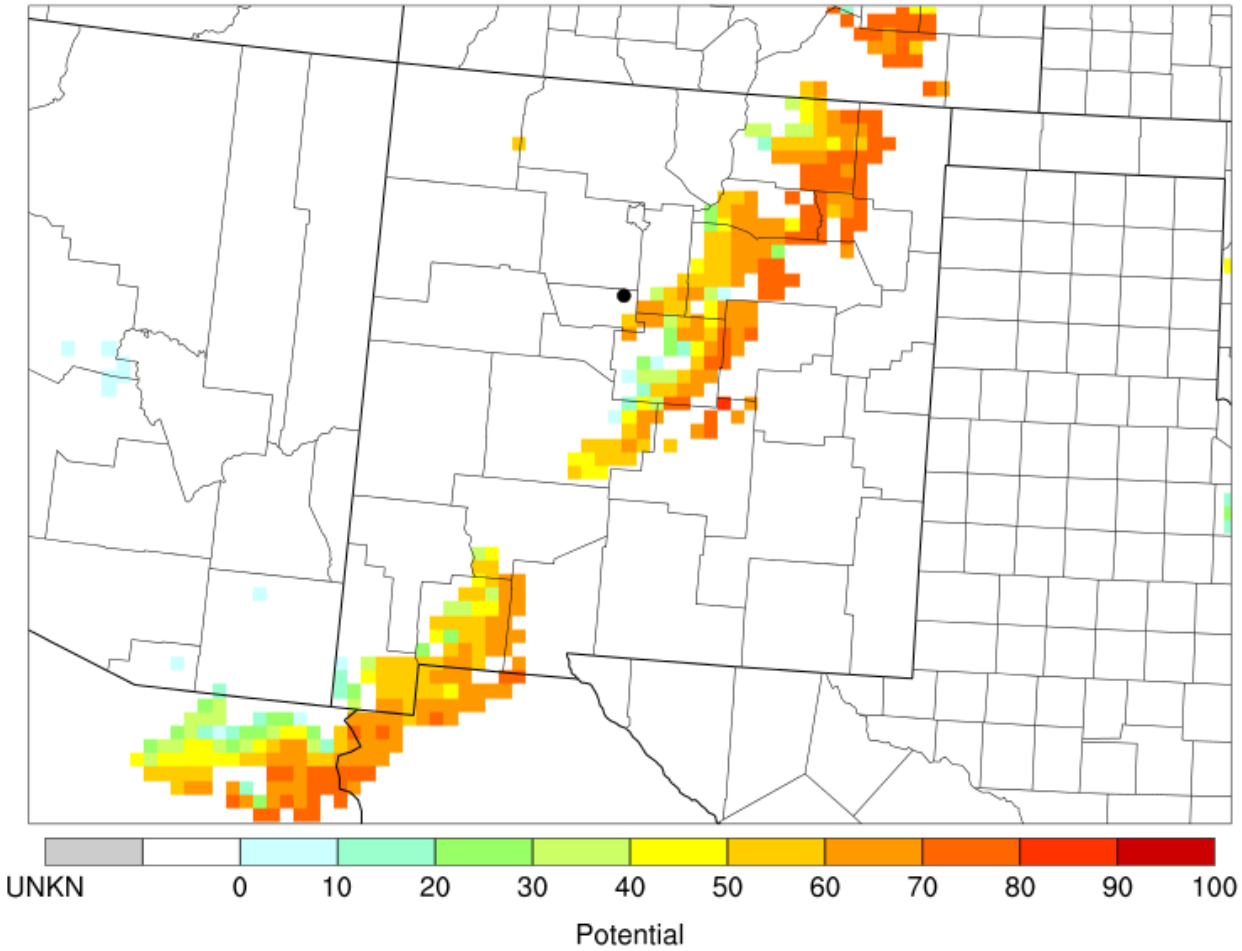
ICING PROBABILITY at FL 125

11/16/2015 2008 UTC



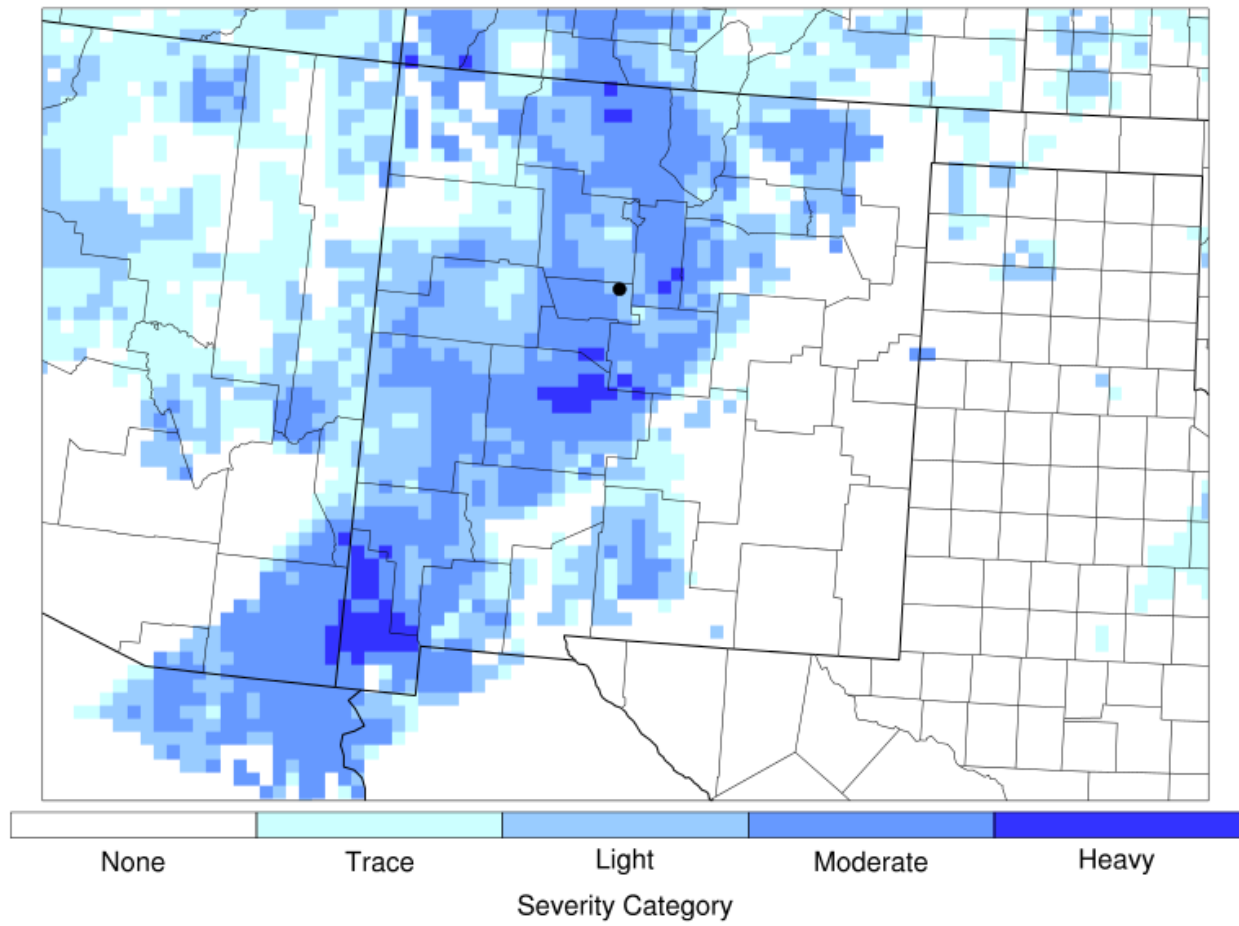
SLD POTENTIAL at FL 125

11/16/2015 2008 UTC



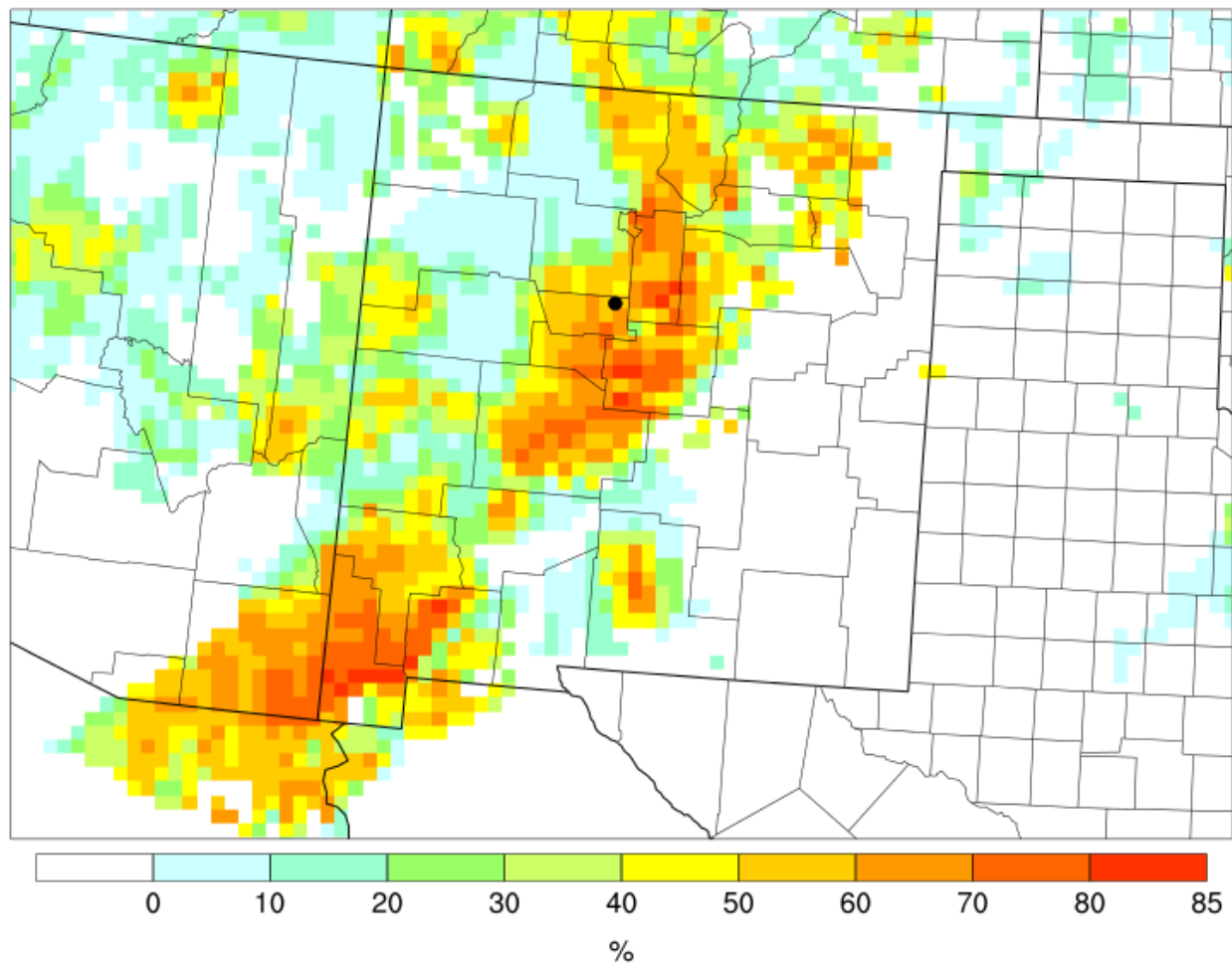
ICING SEVERITY at FL 130

11/16/2015 2008 UTC



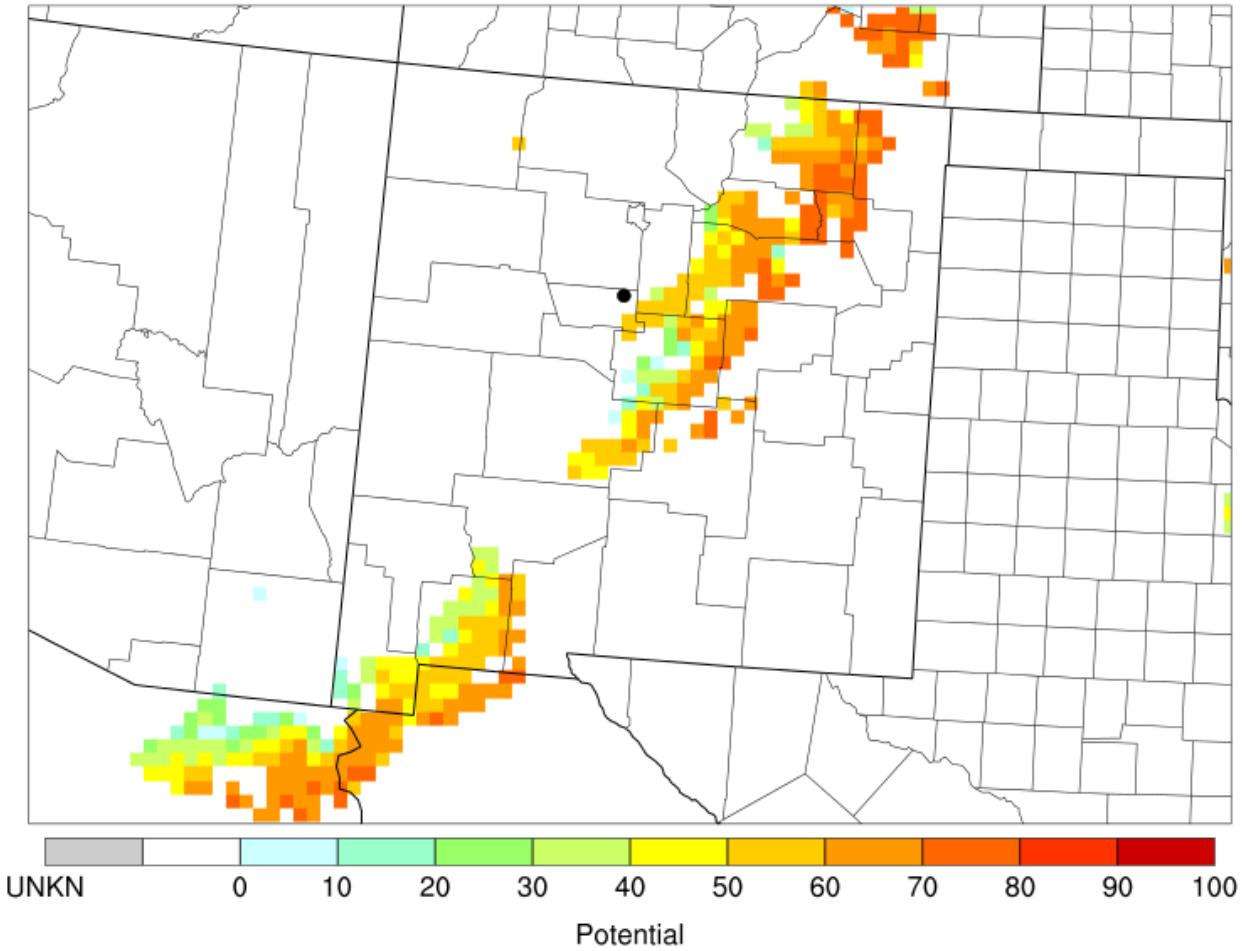
ICING PROBABILITY at FL 130

11/16/2015 2008 UTC



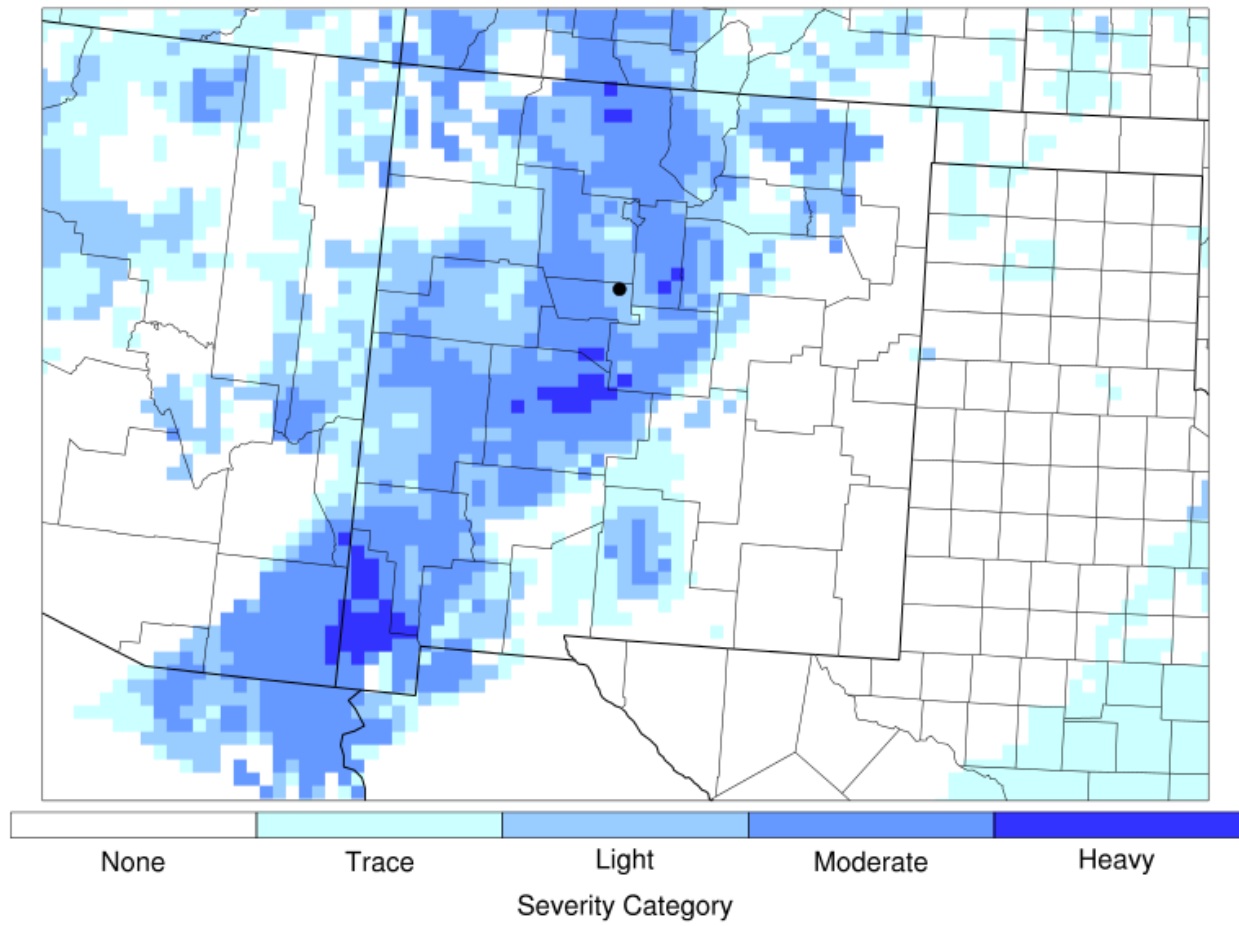
SLD POTENTIAL at FL 130

11/16/2015 2008 UTC



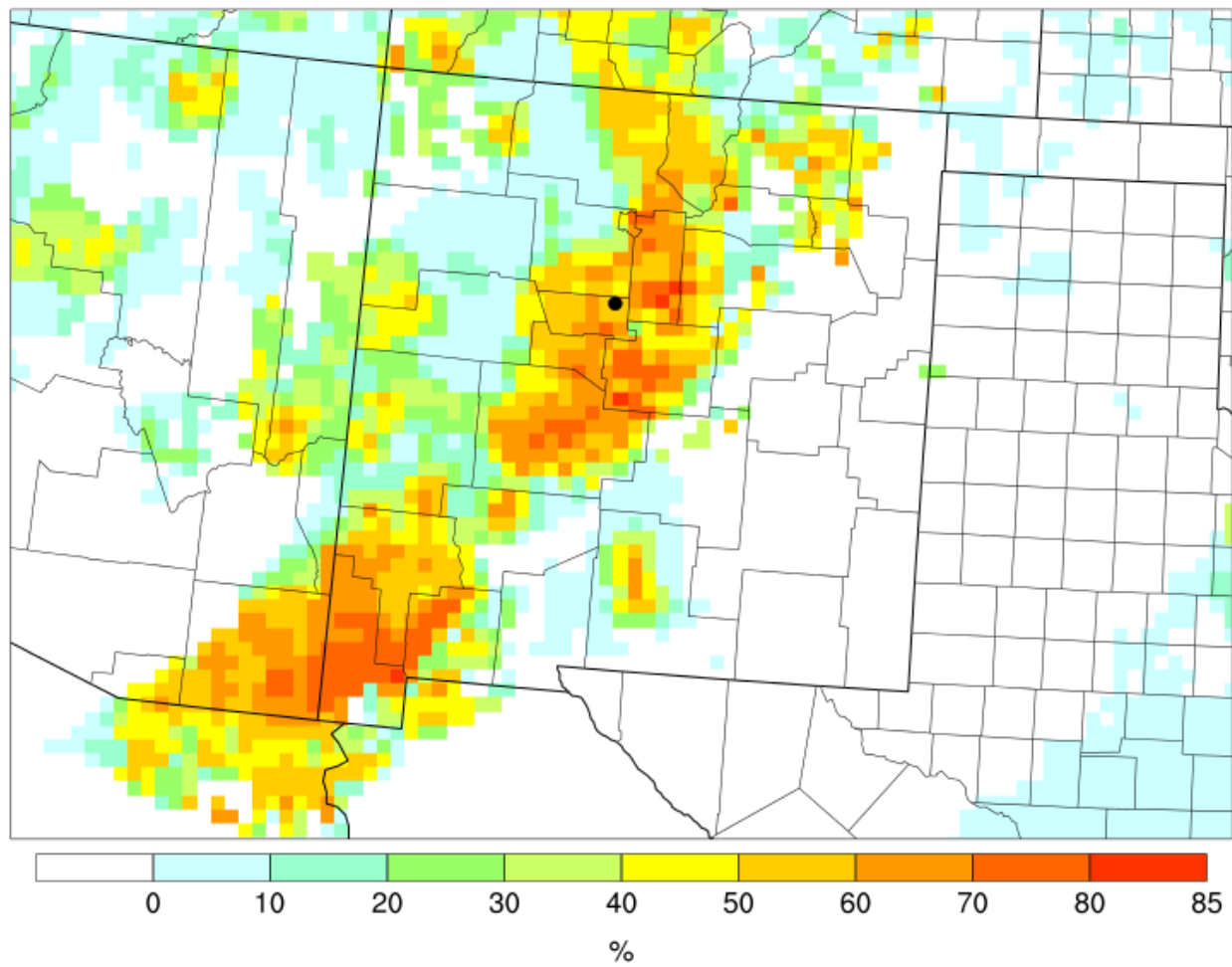
ICING SEVERITY at FL 135

11/16/2015 2008 UTC



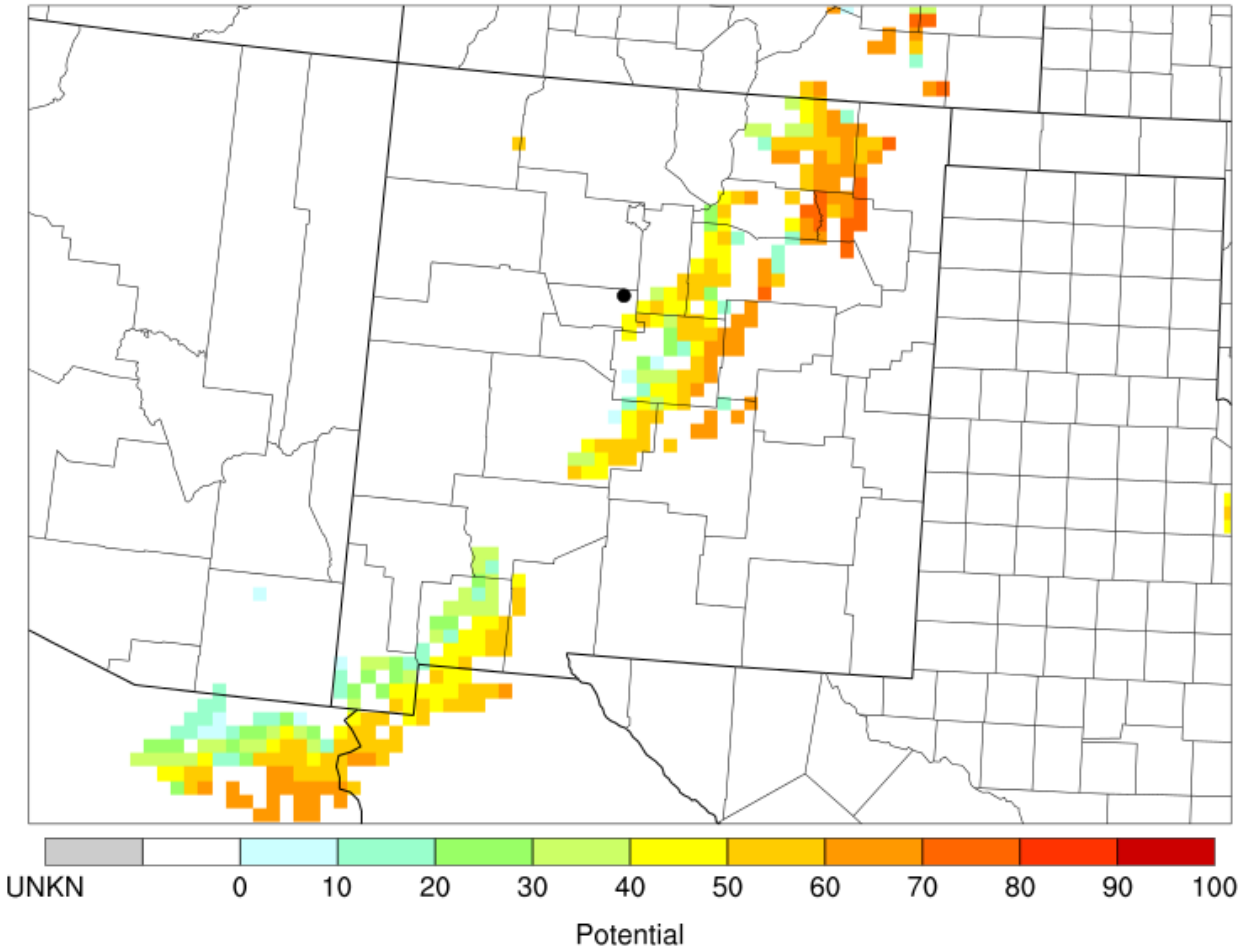
ICING PROBABILITY at FL 135

11/16/2015 2008 UTC



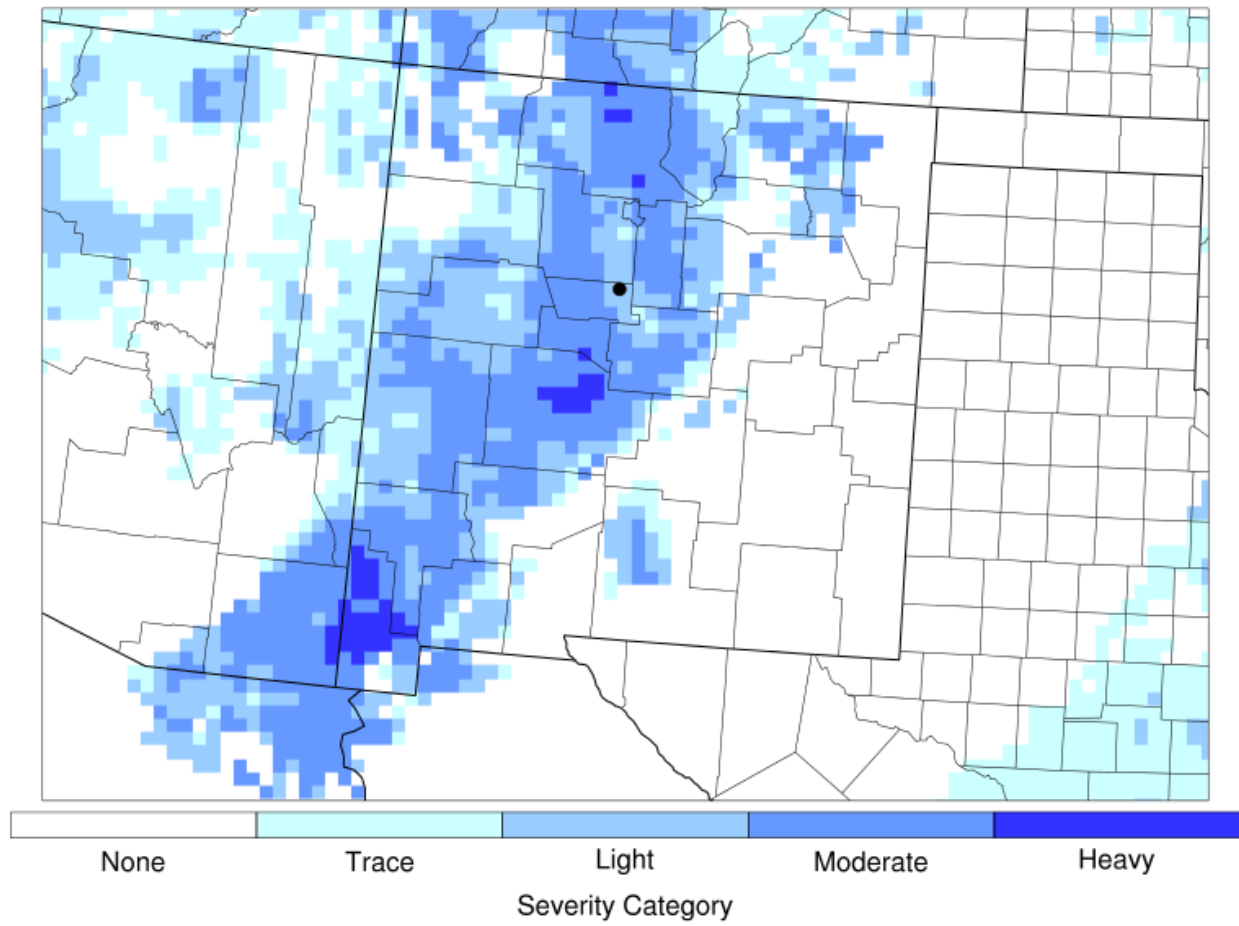
SLD POTENTIAL at FL 135

11/16/2015 2008 UTC



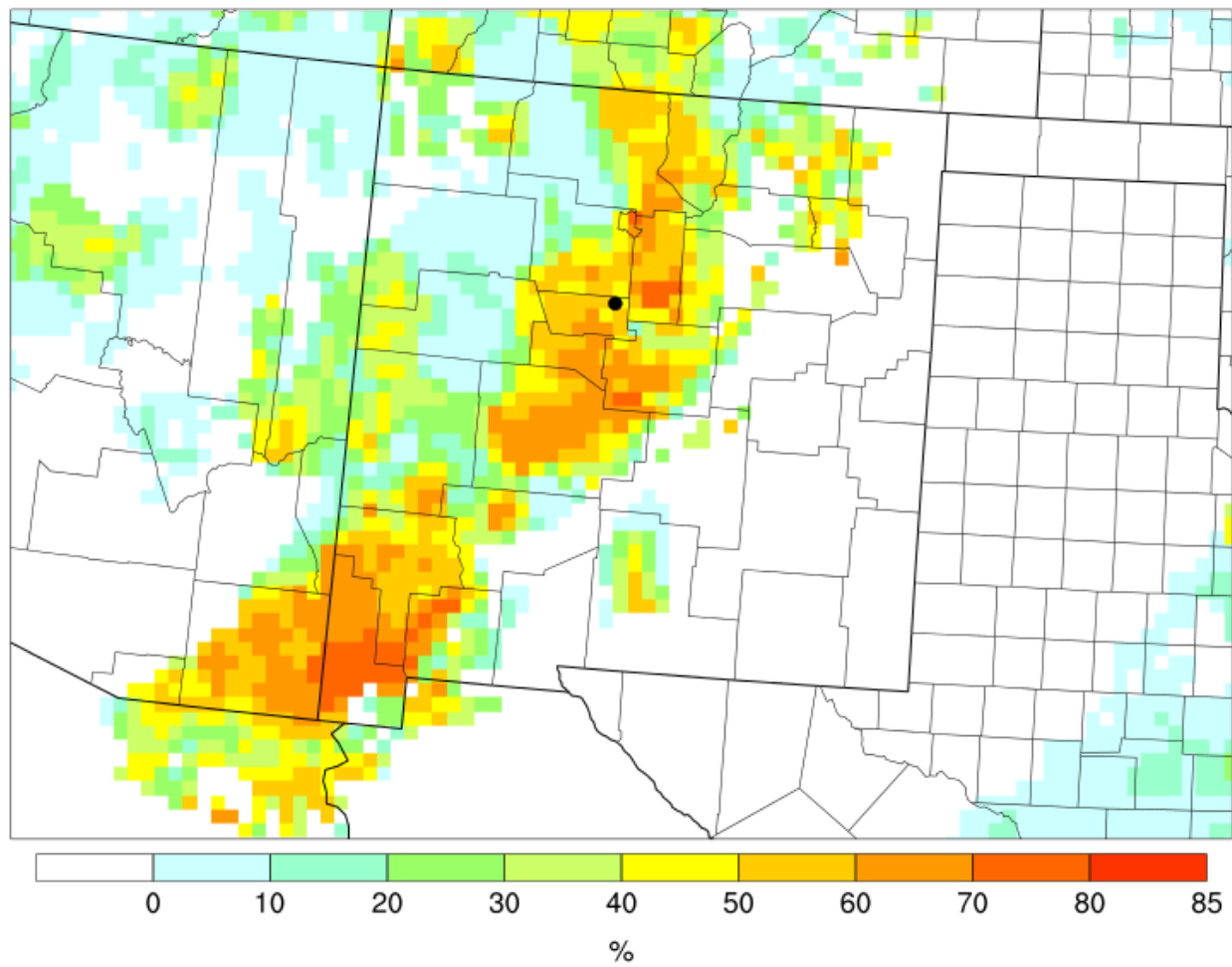
ICING SEVERITY at FL 140

11/16/2015 2008 UTC



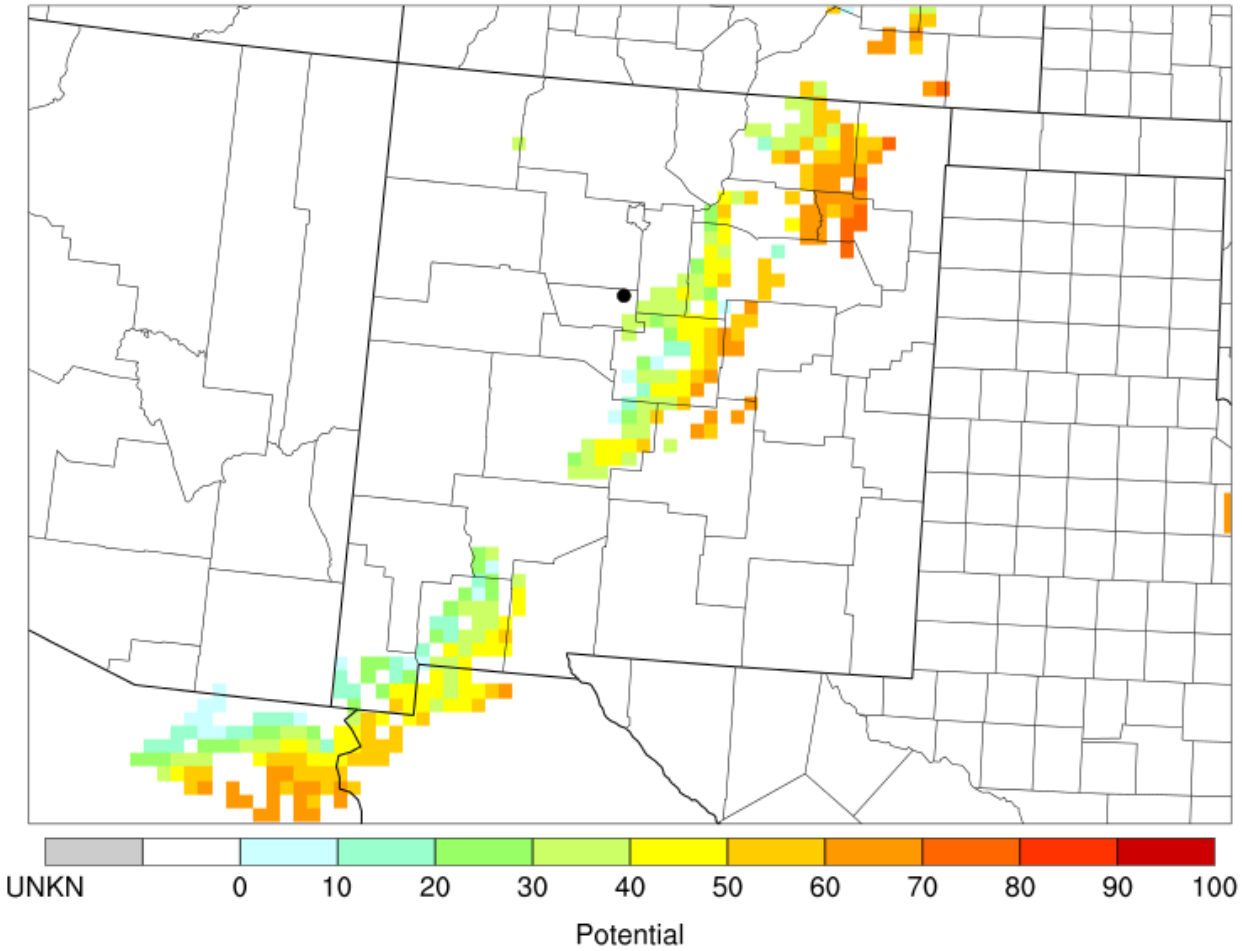
ICING PROBABILITY at FL 140

11/16/2015 2008 UTC



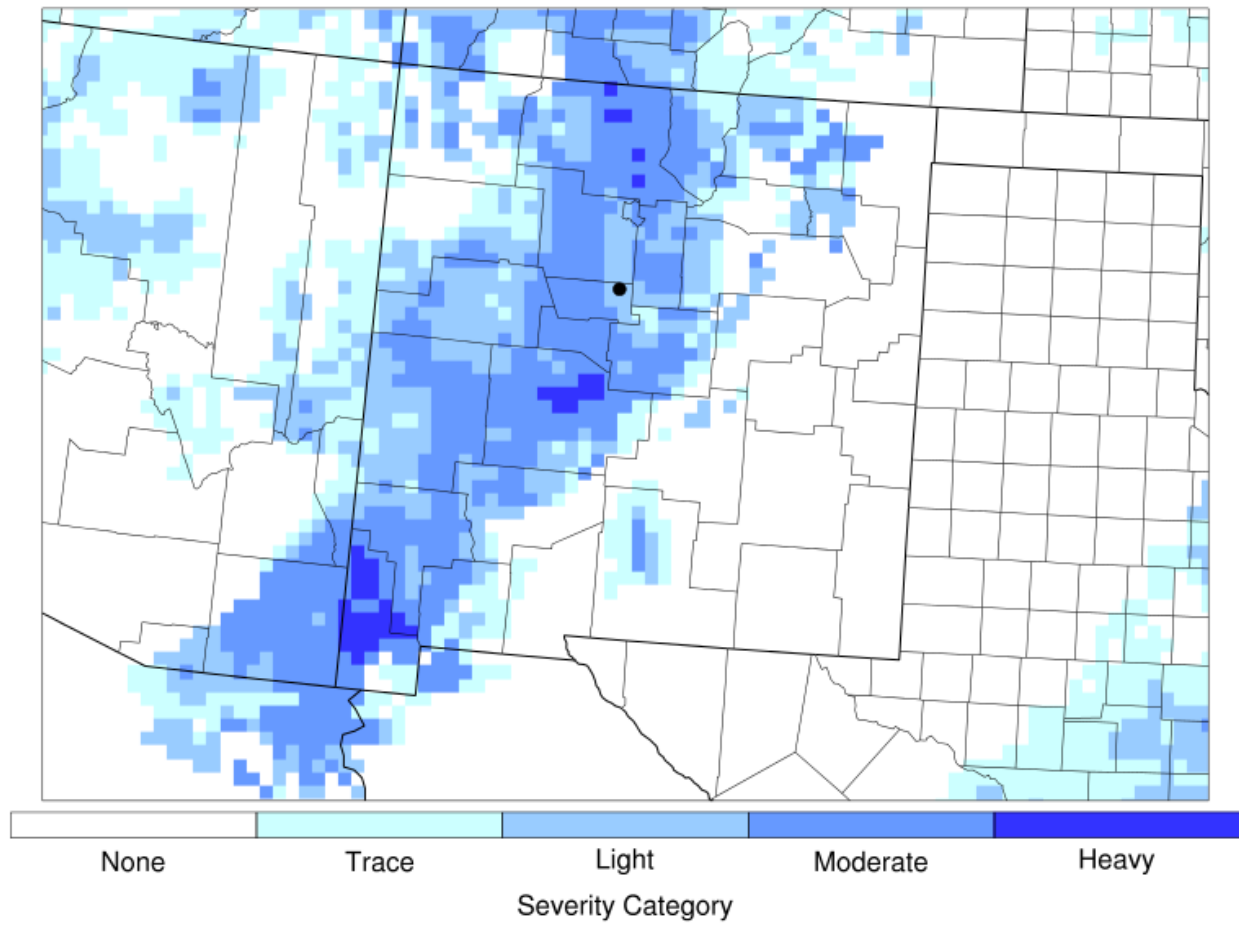
SLD POTENTIAL at FL 140

11/16/2015 2008 UTC



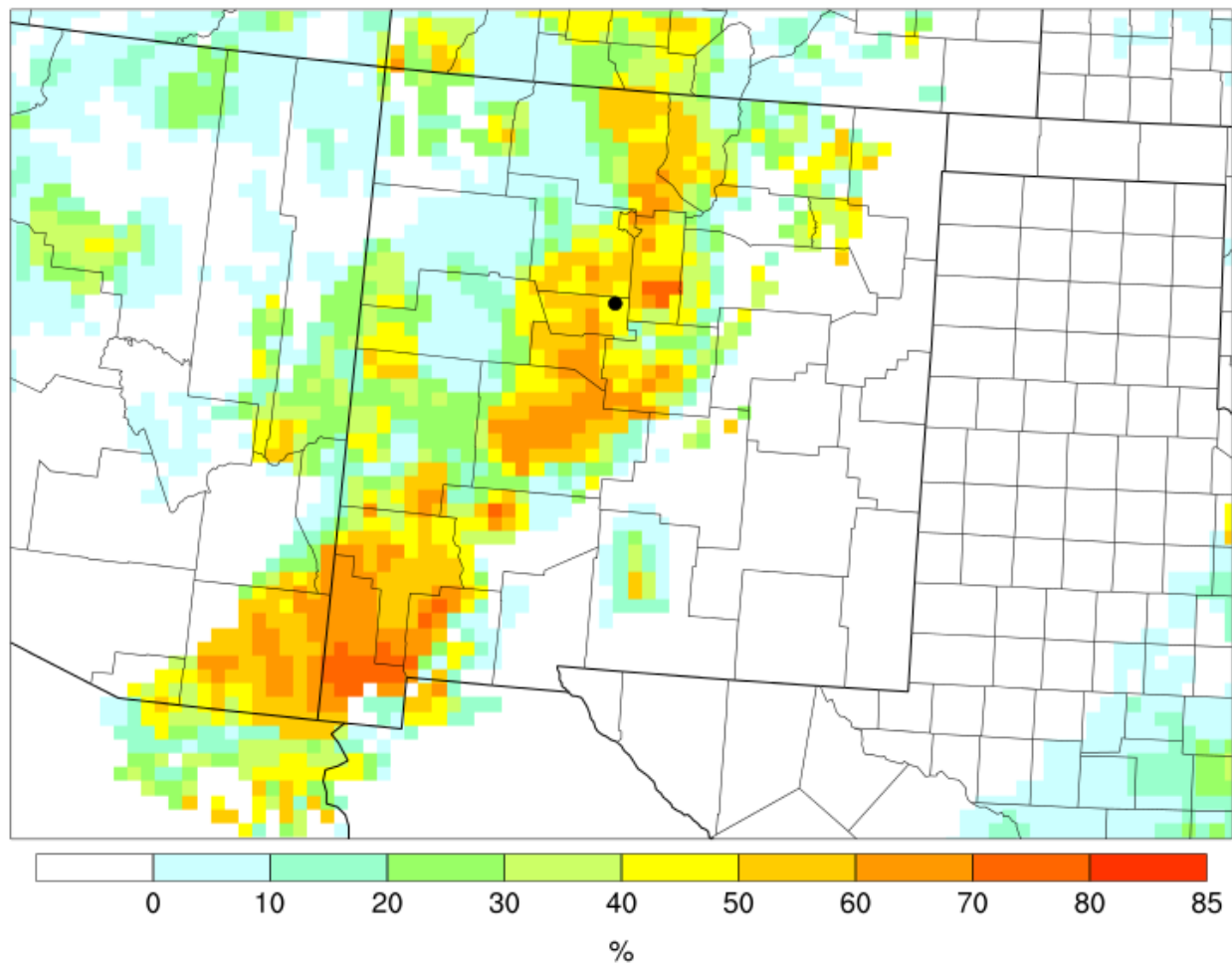
ICING SEVERITY at FL 145

11/16/2015 2008 UTC



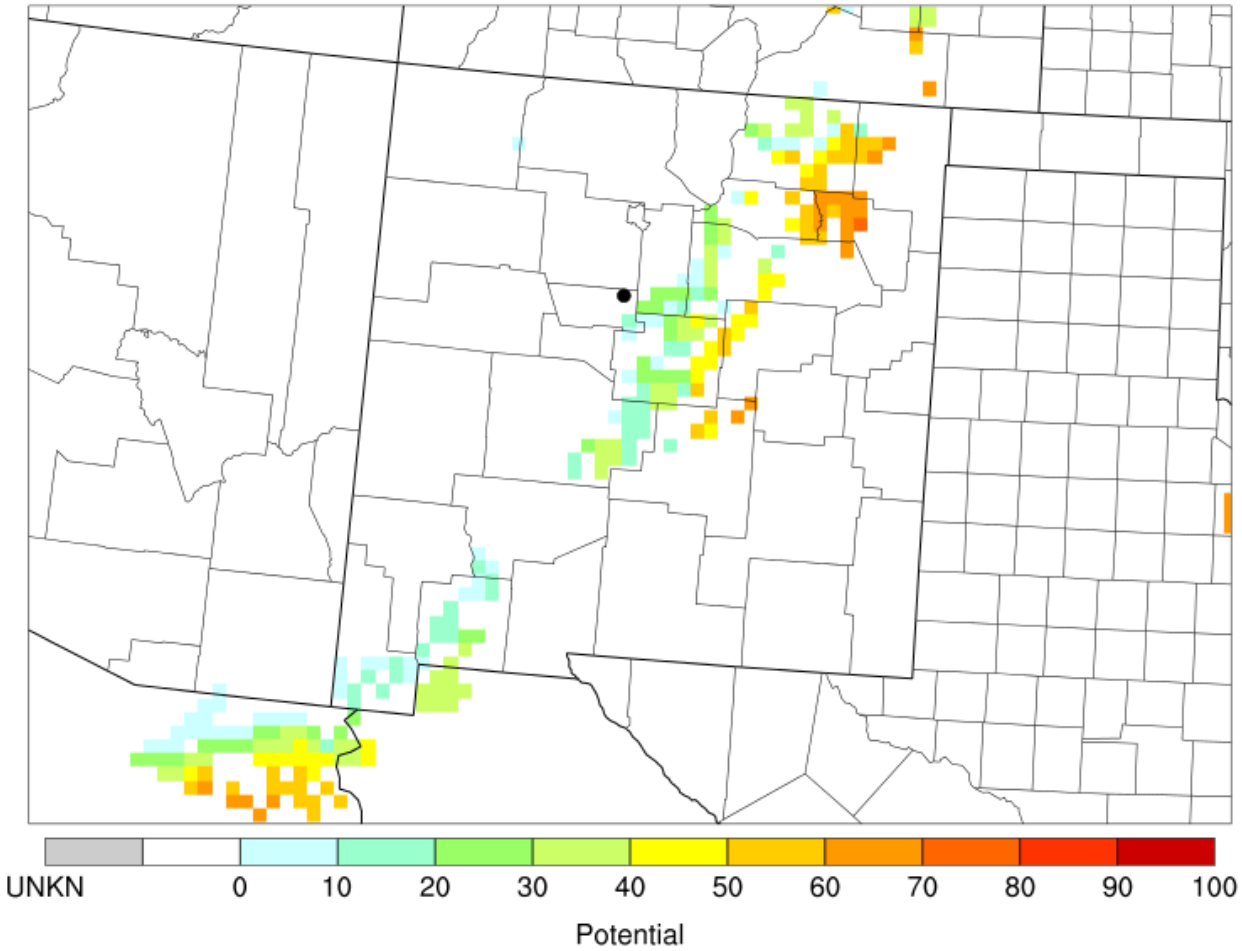
ICING PROBABILITY at FL 145

11/16/2015 2008 UTC



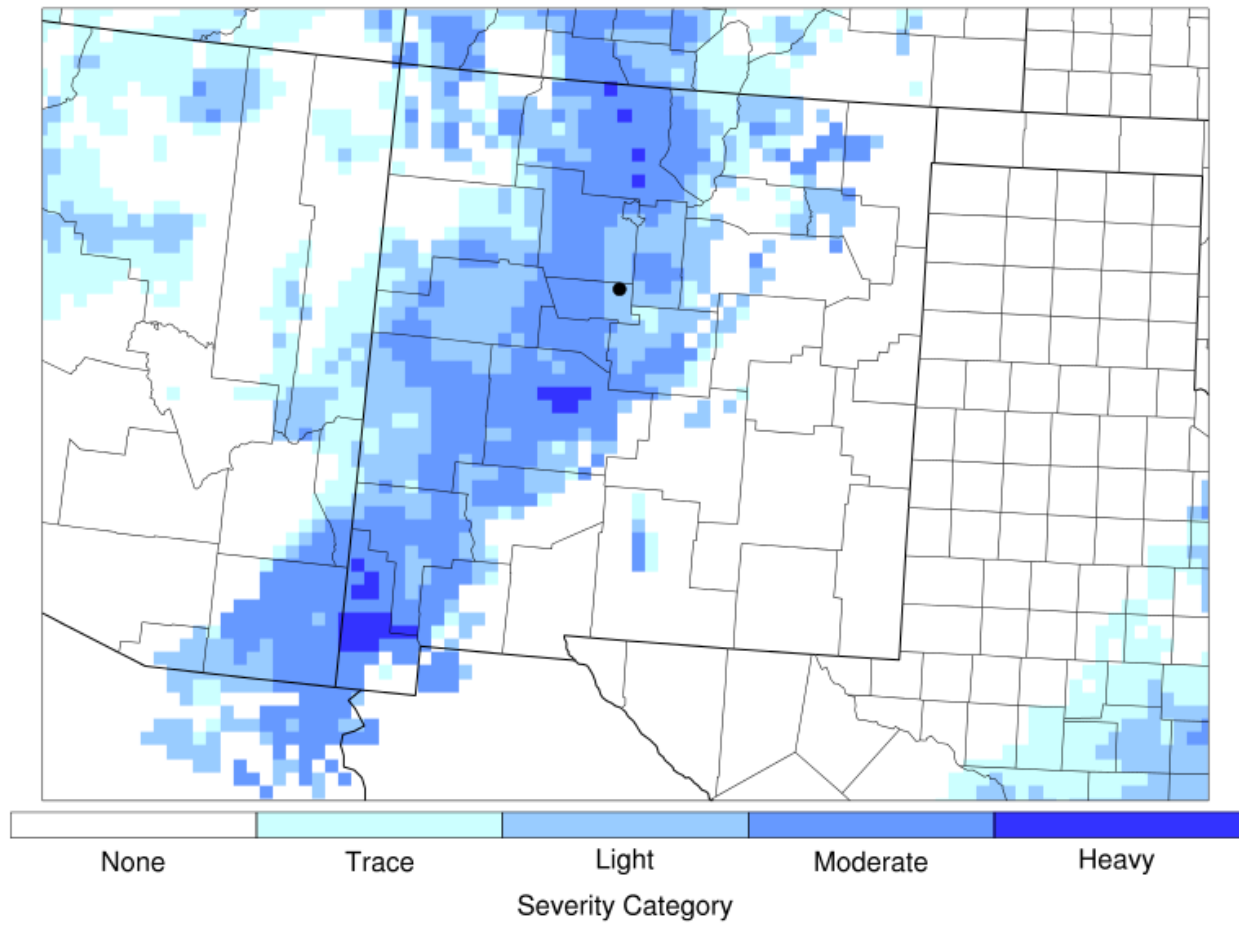
SLD POTENTIAL at FL 145

11/16/2015 2008 UTC



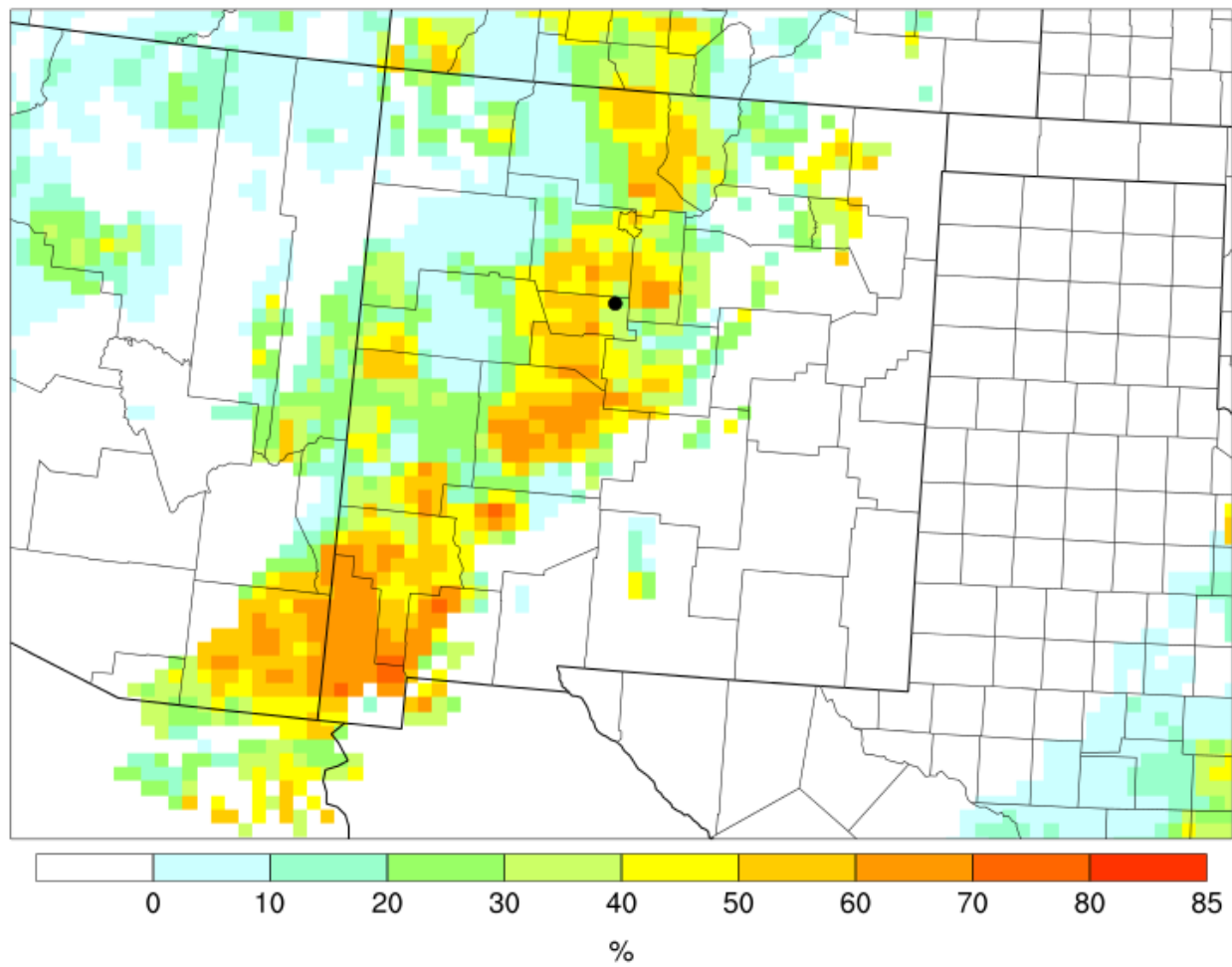
ICING SEVERITY at FL 150

11/16/2015 2008 UTC



ICING PROBABILITY at FL 150

11/16/2015 2008 UTC



SLD POTENTIAL at FL 150

11/16/2015 2008 UTC

