
ACARs TRAFFIC:

23MAY1911 000000 A80

QU ATLDDDL

.QXSXMXS 231911

A80

FI DL2001/AN N623DL

DT QXS IAD3 231911 M70A

- 3C03 2001/23 KBOS/KATL

/POS JOINN /OVR 1910/NXT /ETA

/ENS /ALT 340/FOB 0151/SAT 48

/WND 238032/MCH 78/TRB LT TURB /SKY CLEAR/ICE NONE

>

Assuming this is some sort of auto turbulence indicator? Didn't know we had these on the 757, but not sure what else this could be?

23MAY1920 000000 DFD

QU ATLDDDL

.QXSXMXS 231920

DFD

FI DL2001/AN N623DL

DT QXS CLT3 231920 D14A

- ***TUR**5800E ----191954M178M47334079918506000000--000000--P0976

P237P1000P165M1301P0176M1055P004///059236N36146W081185M004041621

3M004M007000M015P019 0100

>

23MAY1936 000000 A80

QU ATLDDDL

.QXSXMXS 231936

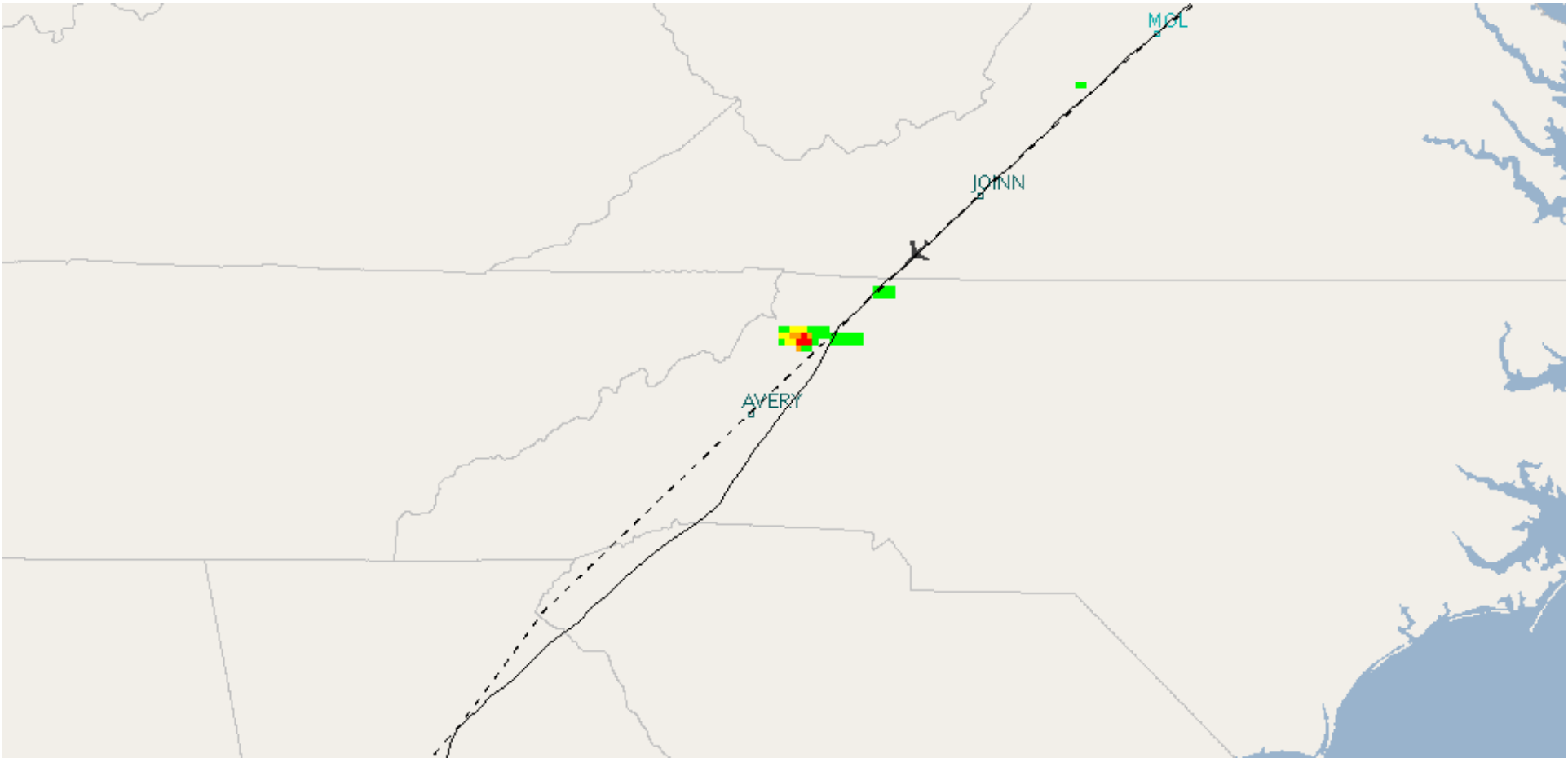
A80

FI DL2001/AN N623DL

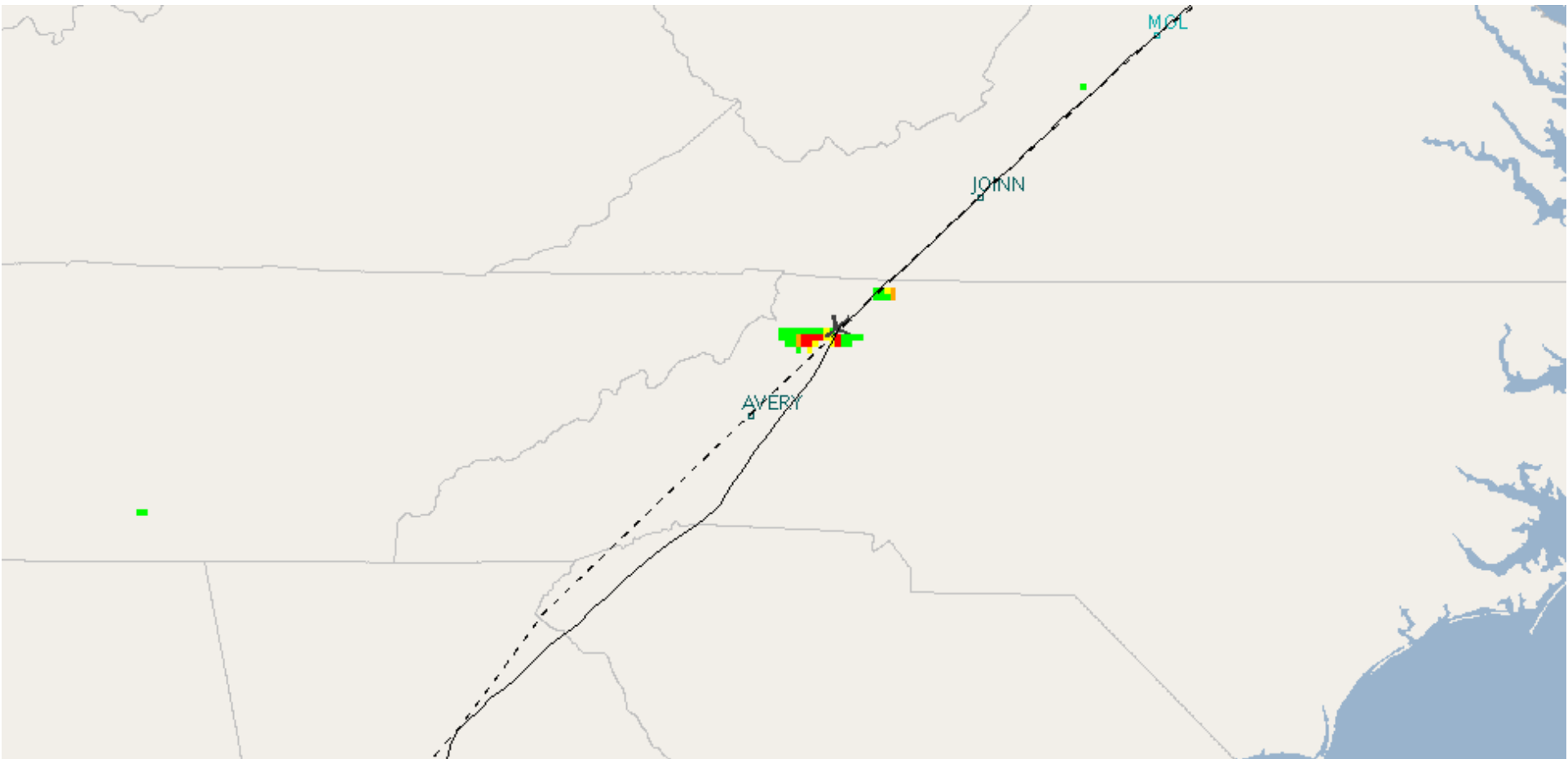
DT QXS ATL3 231936 M74A

- 3401/23 KBOS/KATL .N623DL

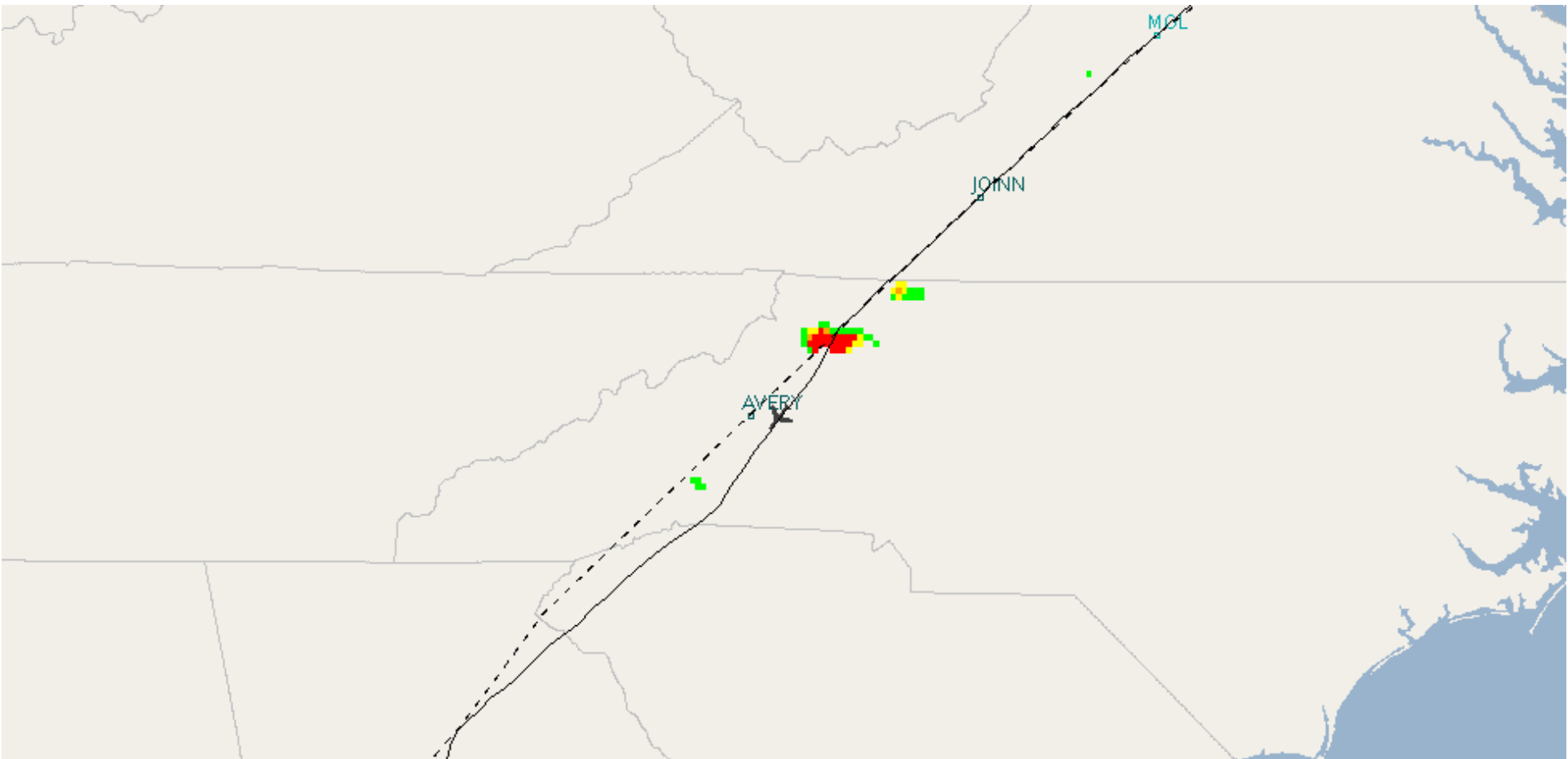
ELENA ZIMMERMAN 78 YEAR
S 24B. CAUGHT EDGE OF A
BUILDUP WHILE PASSING B
ETWEEN STORMS.



DL2001 1920z

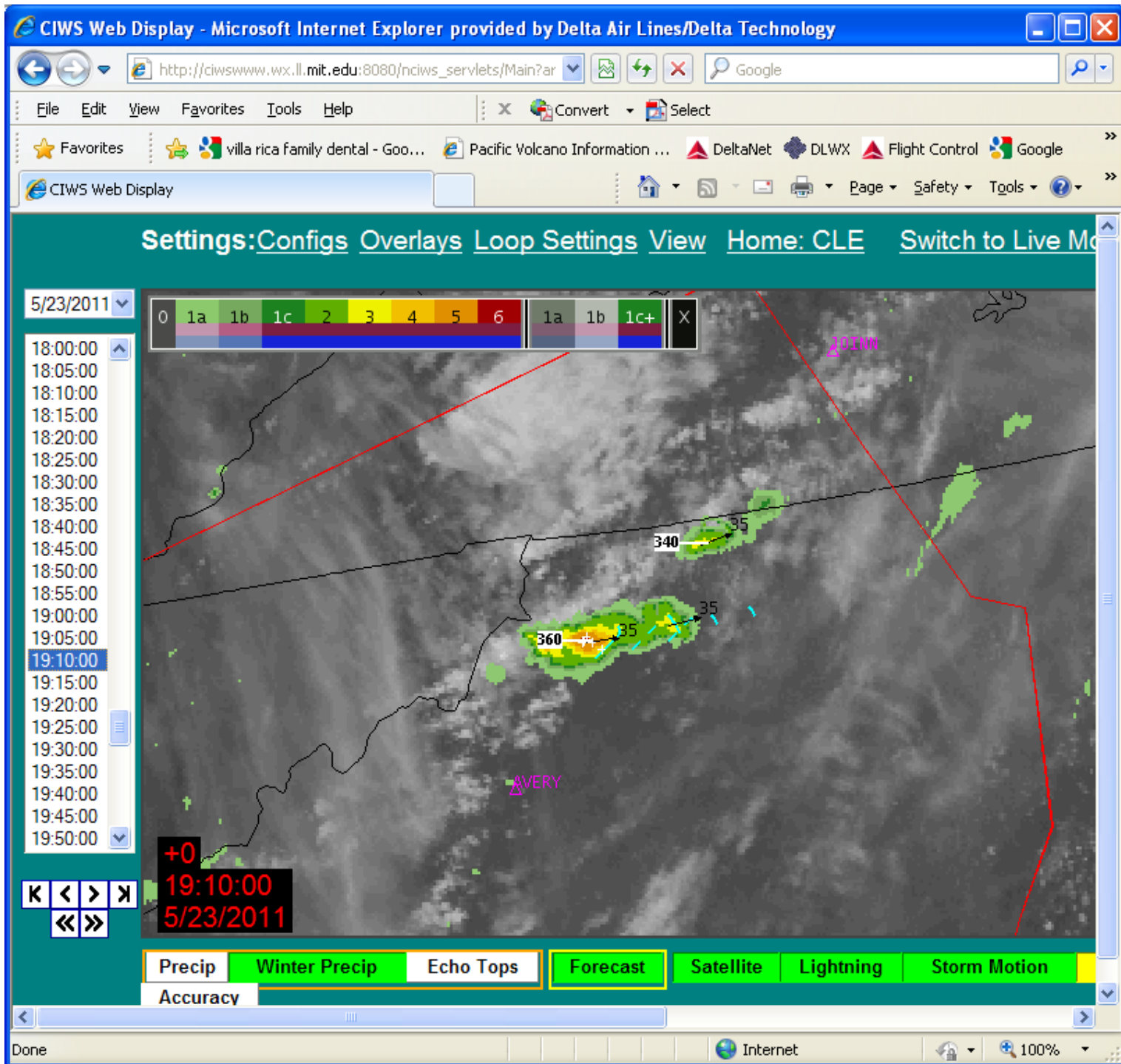


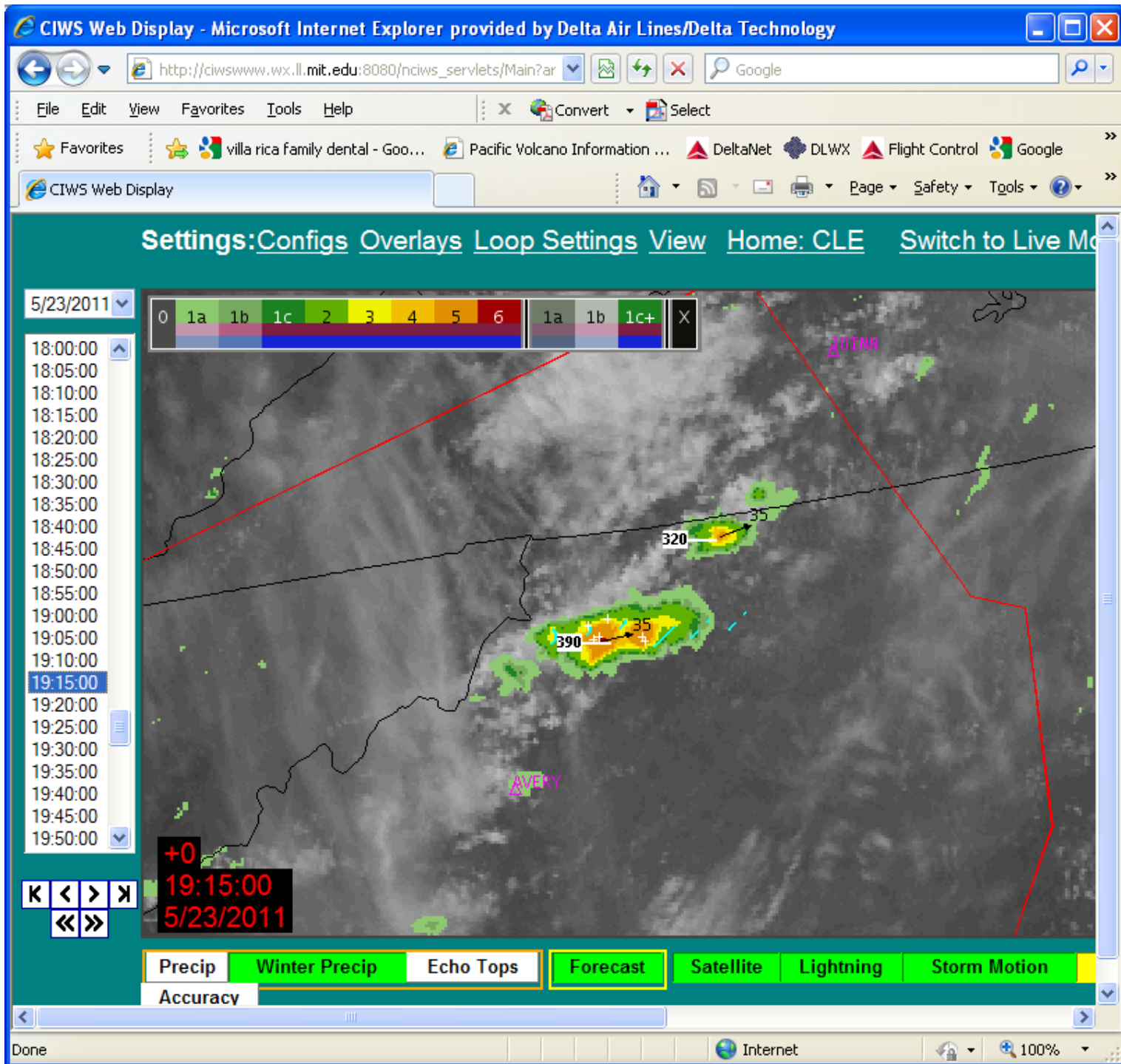
DL2001 1925z

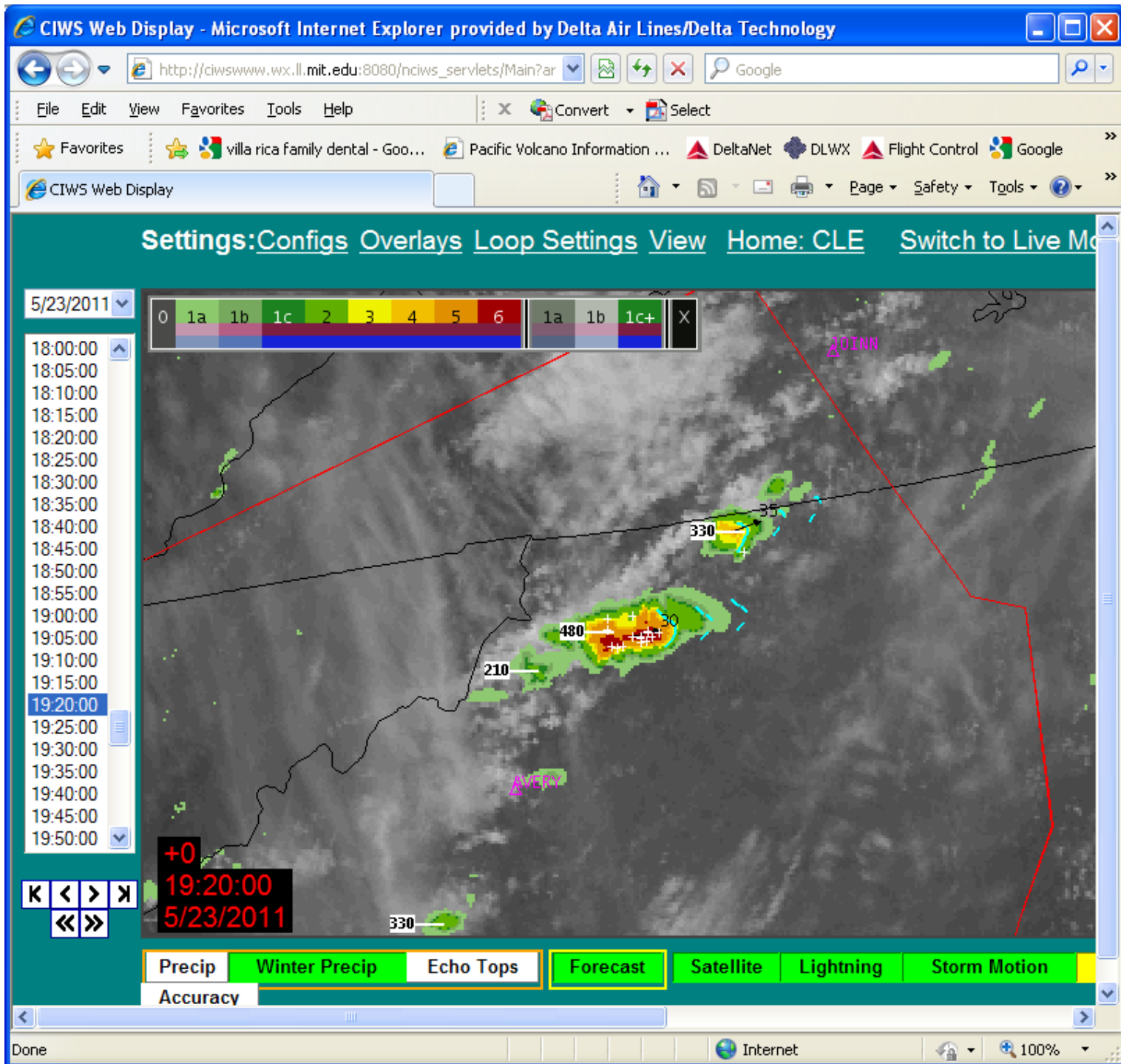


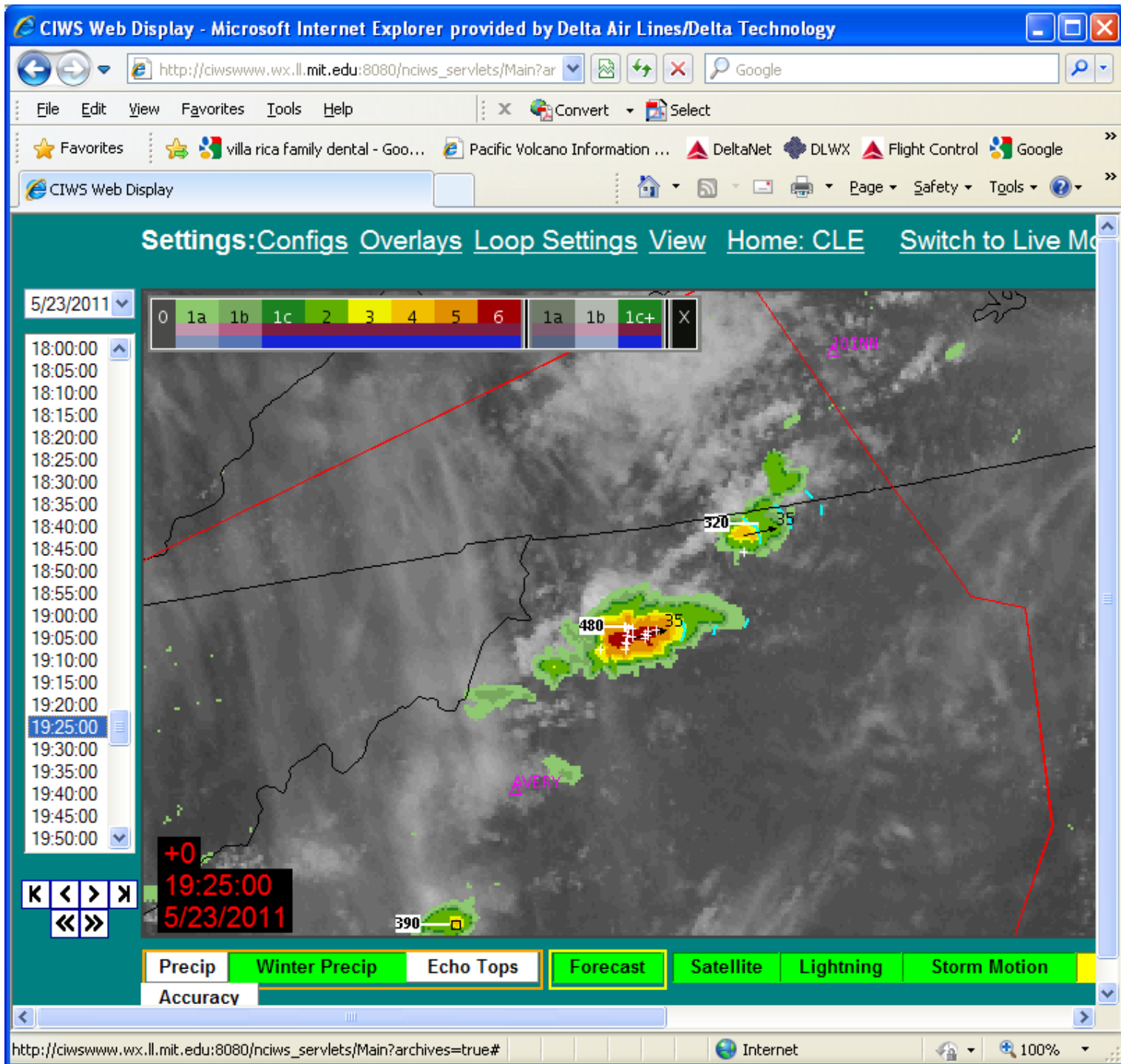
CIWS

CIWS data shows how the thunderstorm grew. AT 1910z, the tops were shown to FL360 and the cell was moving ENE 35kt. By 1915z, tops were shown to FL390. By 1920z, near the time of the encounter, tops were shown to FL480. The + signs on the imagery are lightning strikes.









2-hr PIREPS – nothing more than light to moderate reported

3 DL979 FL340 1857Z 37.02N/80.32W

DL979/OV JOINN/FL340/TM 1857/TP A319/TA -46.0/WV 219025/TB MOD CHOP/CP KEWR-KATL

Rcvd: 5/23/2011 18:57Z

3 A320 FL350 1958Z 36.8N/80.54W

ROA UA /OV PSK150020/TM 1958/FL350/TP A320/TB LGT-MOD CHOP

Rcvd: 5/23/2011 20:08Z

3 E190 FL370 1959Z 36.05N/79.98W

GSO UA /OV GSO/TM 1959/FL370/TP E190/TB LGT-MOD CHOP

Rcvd: 5/23/2011 20:08Z

2 DL2001 FL340 1910Z 37.02N/80.32W

DL2001/OV JOINN/FL340/TM 1910/TP B752/TA -48.0/WV 238032/TB LT TURB /CP KBOS-KATL

Rcvd: 5/23/2011 19:11Z

2 DL1801 FL358 1805Z 37.02N/80.32W

DL1801/OV JOINN/FL358/TM 1805/TP B752/TA -52.0/WV 173018/TB LT TURB /CP KBOS-KATL

Rcvd: 5/23/2011 18:06Z

2 DL241 FL260 1849Z 37.02N/80.32W

DL241/OV LAST POS RPT/FL260/TM 1849/TP A333/CP LIRF-KATL/RM HAD CD 2 FOR LAST 30 MIN FROM 400 DOWN TO 300
SMOOTHER BELOW THAT

Rcvd: 5/23/2011 18:50Z

2 DL241 FL260 1848Z 37.02N/80.32W

DL241/OV JOINN/FL260/TM 1848/TP A333/TA -27.0/WV 256037/TB LT TURB /CP LIRF-KATL

Rcvd: 5/23/2011 18:49Z

2 DL177 FL300 1928Z 37.02N/80.32W

DL177/OV JOINN/FL300/TM 1928/TP B767/TA -37.0/WV 246045/TB LT TURB /CP EIDW-KATL

Rcvd: 5/23/2011 19:30Z

2 DL75 FL360 1830Z 37.02N/80.32W

DL75/OV JOINN/FL360/TM 1830/TP B767/TA -52.0/WV 190023/TB LT TURB /CP LIMC-KATL

Rcvd: 5/23/2011 18:31Z

1 DL2124 UNKN 1837Z 37.32N/79.97W

DL2124/OV ACARS STN/FLUNKN/TM 1837/TP B737/CP KBWI-KATL/RM COMING UP TO BWI AT330 F/A HAD TO STAY SEATED
UNTIL 20MIN OUT. LT TURB IS WHAT RPT ON FREQ ABOVE 300 BEST RIDE AT 280 SMOOTH HERE

Rcvd: 5/23/2011 18:38Z

1 DL2174 FL340 1817Z 37.02N/80.32W

DL2174/OV JOINN/FL340/TM 1817/TP B752/TA -47.0/WV 217026/TB LT CHOP /CP KPHL-KATL

Rcvd: 5/23/2011 18:22Z

1 DL1236 FL300 1930Z 37.02N/80.32W

DL1236/OV JOINN/FL300/TM 1930/TP MD88/TA -35.0/WV 245054/TB LT CHOP /CP KRIC-KATL

Rcvd: 5/23/2011 19:31Z

1 DL1029 FL280 1901Z 37.02N/80.32W

DL1029/OV JOINN/FL280/TM 1901/TP MD88/TA -32.0/WV 251056/TB LT CHOP /CP KBDL-KATL

Rcvd: 5/23/2011 19:01Z

1 DL824 FL360 1855Z 37.02N/80.32W

DL824/OV JOINN/FL360/TM 1855/TP A319/TA -52.0/WV 165024/TB LT CHOP /CP KALB-KATL

Rcvd: 5/23/2011 18:52Z

1 DL781 FL260 1836Z 37.02N/80.32W

DL781/OV JOINN/FL260/TM 1836/TP B752/TA -28.0/WV 257040/TB LT CHOP /CP KLGA-KATL

Rcvd: 5/23/2011 18:37Z

1 DL413 FL310 1933Z 37.02N/80.32W

DL413/OV JOINN/FL310/TM 1933/TP B752/TA -39.0/WV 233043/TB LT CHOP /CP KLGA-KATL

Rcvd: 5/23/2011 19:29Z

1 DL117 FL360 1836Z 37.02N/80.32W

DL117/OV JOINN/FL360/TM 1836/TP B767/TA -53.0/WV 196025/TB LT CHOP /CP EDDS-KATL

Rcvd: 5/23/2011 18:38Z

1 DL47 FL340 1905Z 37.02N/80.32W

DL47/OV JOINN/FL340/TM 1905/TP B767/TA -47.0/WV 234036/TB LT CHOP /CP UUEE-KATL

Rcvd: 5/23/2011 19:08Z

1 DL1256 FL350 1825Z 36.37N/78.71W

DL1256/OV FOZZY/FL350/TM 1825/TP A319/TA -50.0/WV 081011/TB LT CHOP /CP KMSY-KLGA

Rcvd: 5/23/2011 18:27Z

1 DL802 FL350 1941Z 36.37N/78.71W

DL802/OV FOZZY/FL350/TM 1941/TP B752/TA -50.0/WV 081009/TB LT CHOP /CP KATL-KLGA

Rcvd: 5/23/2011 19:42Z

1 DL1424 FL330 1842Z 36.05N/79.98W

DL1424/OV GSO/FL330/TM 1842/TP MD88/TA -43.0/WV 057003/TB LT CHOP /CP KATL-KBWI

Rcvd: 5/23/2011 18:43Z

http://wxp.nwa.com/tms/

File Edit View Favorites Tools Help

Convert Select

Favorites villa rica family dental - Goo... Pacific Volcano Information ... DeltaNet DLWX Flight Control Google Metro IS SP Metro Portal Metro SP Metro Staging New TMS OCC

IRIS - Animated Map and Flig... TMS/Southeast US Delta Meteorology

Page Safety Tools

Update Data
Last update: 19:16:15Z
Update

Stephanie Klippel - Saved Settings
Select: None
Actions: Add Change Delete

Actions
Sort: Turbc - High to Low
Click: 2 - Table (20pix)
Auto Update: Off

Projection
Region: North America
Proj: Southeast US
Zoom: 100%
Map Color: Dark Gray
Tracks: None

Pireps
Altitude: FL150 to FL450
Turbc: 0 to Ukn
Time Period: 5/23/2011 19Z
minus 2 hours
Filters: ☐ NW/DL ☐ Large A/C
☐ Small A/C ☒ Show All

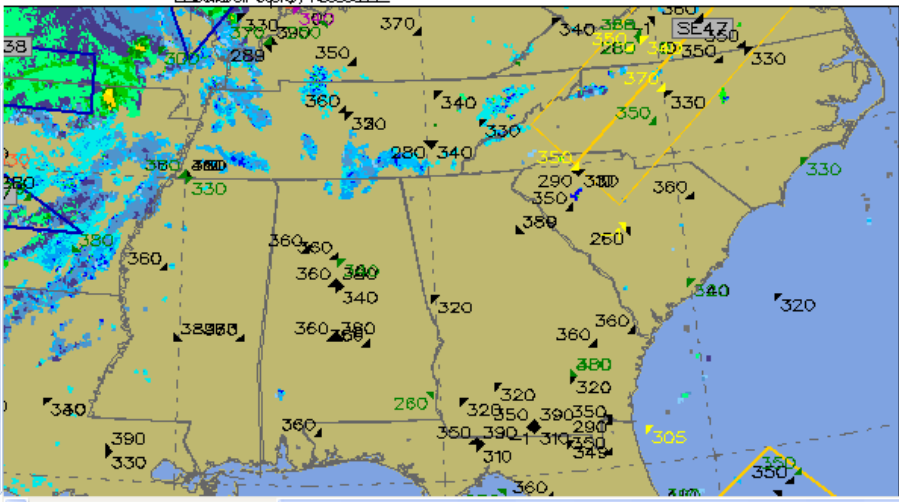
Overlays
RAOBs: None
Aircraft Winds: None

Layers On/Off
☒ Basemap ☐ Satellite ☒ BRef ☒ ETop
Model: 1 2 3
☒ PIREPs ☒ RAOBs ☒ Winds ☒ TPs ☒ Tracks
Overlays: ☒ Map ☒ Lat/Lon

Pirep Table Controls
Mode: ☒ Show All ☐ Show New
Since: None Set to Latest
Now minus 30min 1hr 2hrs
Show: Region Map Flight...
Unkn(18) Clear
SIGMETs New PIREP
Last: Click @ 584,375 R=20

Buttons: L=Locate P=Print E=Edit F=Flight
None Found

Animation
Enable Animation
Frame 0 of 0



Done

Local intranet 100%

TP's

No TP for thunderstorms. There was a TP for a trough line:

TP SE47 231828Z

1.VA NC SC

2.* ADVISORY *

VOR:SPA OTT

HAZ:TURBC-TROF LINE

SOURCE:PIREPS

LINE:35N082W 39N076W

WIDTH:120NM

TIME:POSN AT 23/1825Z

ALTS:FL330-390 LGT/MOD

MVG FROM:27005

INFO:SPORADIC RPTS

ALONG FEATURE..MOSTLY

SC/NC AND FAR SO

VA.

3.VALID 231828/240000Z

4.CANCEL SE45