



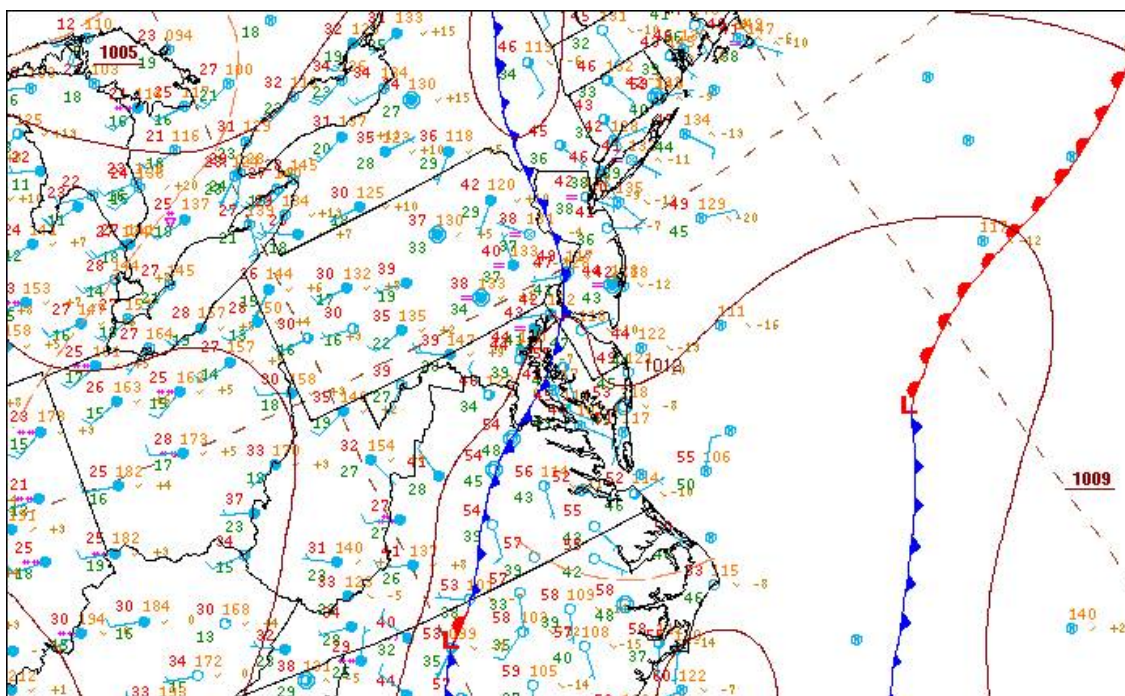
MEMORANDUM FOR RECORD

Dennis Diaz
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety - Eastern Region

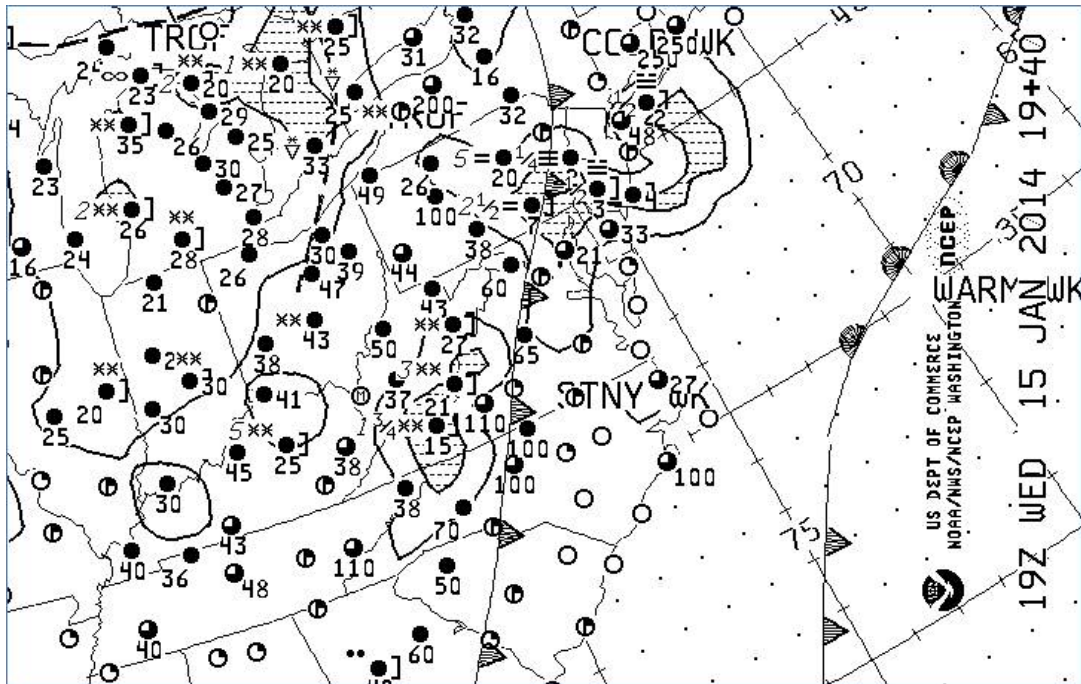
NTSB Case Number: ERA14FA093
Subject: Weather Data Summary

Weather conditions on January 15, 2014 over Pennsylvania/New Jersey

1. **Synoptic conditions** – the regional section of the NWS Surface Analysis Chart for 1600 EST (2100Z) on January 15, 2014 is included below. The chart depicted a cold front extending from eastern New York and Pennsylvania, and into western New Jersey, Maryland, and southward into Virginia. The accident site was located in the immediate vicinity of the cold front. Numerous station models depicted light winds, overcast clouds, with visibility restricted in fog, temperatures in the 40's degrees Fahrenheit (F), with temperature-dew point spreads of 4° F or less. The general route of flight from Indiana to New Jersey was characterized by overcast clouds with scattered snow showers.



The NWS Weather Depiction Chart for 1400 EST (1900Z) showed a large area of MVFR conditions over Illinois, Indiana, into Ohio and then into Pennsylvania, New Jersey, Maryland, and Virginia, with IFR conditions over eastern Pennsylvania and western New Jersey in the vicinity of the accident site due to fog. Summary MVFR to VFR conditions reported along the general route of flight with IFR conditions in the vicinity of the accident site and destination airport.



The National radar mosaic for 1615 EST depicted a small band of very light intensity echoes along the Appalachian mountains in the vicinity of the accident site associated with stratiform clouds and potential drizzle, and an area of light reflectivity's further west stretching from New York southwestward into West Virginia.



2. **Observations** in the immediate vicinity of the accident site, winds reported in true degrees north, and the magnetic variation over the area was 12° W:

- **Lehigh Valley International Airport (KABE), Allentown, PA**, was located approximately 15 miles west of the accident site at an elevation of 394 feet. The airport had an Automated Surface Observation System (ASOS) and reported the following conditions surrounding the period:

LIFR METAR KABE 151251Z 06003KT M1/4SM FZFG VV002 M02/M03 A2995=
LIFR METAR KABE 151351Z 06005KT 1/4SM FZFG VV002 M01/M02 A2996=
LIFR METAR KABE 151451Z 36003KT 1/4SM FZFG VV002 M01/M01 A2998=
LIFR SPECI KABE 151538Z 09004KT 1/2SM FG VV002 01/00 A2998 RMK AO2=
LIFR SPECI KABE 151546Z 09003KT 1/4SM FG VV002 01/00 A2998 RMK AO2=
LIFR METAR KABE 151551Z 00000KT 1/4SM FG VV002 01/01 A2998=
LIFR METAR KABE 151651Z AUTO 34003KT 1/4SM FG VV002 02/01 A2995=
LIFR METAR KABE 151751Z 35003KT 1/4SM FG VV002 02/02 A2992=
LIFR METAR KABE 151851Z 08003KT 1/4SM FG OVC002 03/02 A2990=
LIFR METAR KABE 151951Z 35004KT 1/4SM FG VV002 03/03 A2990=
LIFR METAR KABE 152051Z 32004KT 1/4SM FG VV003 03/03 A2991=

Accident 2115Z

LIFR METAR KABE 152151Z 31004KT 1/4SM BR SCT003 OVC012 03/02 A2991=
IFR SPECI KABE 152224Z 30005KT 2SM BR BKN016 02/01 A2991 RMK AO2 SFC VIS 3=
IFR SPECI KABE 152240Z 28003KT 2SM BR FEW018 BKN060 02/02 A2991 RMK AO2 SFC VIS 3=

Notes: LIFR is defined as a ceiling of less than 500 feet agl and/or visibility less than 1 statute mile

IFR is defined as a ceiling less than 1,000 feet agl and/or visibility less than 3 miles

MVFR or marginal VFR is defined as a ceiling from 1,000 to 3,000 feet agl and/or visibility 3 to 5 miles inclusive

VFR is defined as no ceiling or a ceiling greater than 3,000 feet agl and visibility greater than 5 miles

Allentown was the closest TAF location to the destination airport, located 20 miles west. The NWS regional forecast office in Philadelphia/Mount Holly, NJ issued the following TAFs for the airport surrounding the period:

TAF AMD KABE 151428Z 1514/1612 00000KT 1/4SM FZFG VV002
FM151500 00000KT 1/4SM FG VV002
TEMPO 1515/1518 1SM BR BKN007
FM151800 23006KT P6SM BKN035
FM160000 31004KT P6SM OVC070=

TAF AMD KABE 151633Z 1517/1612 00000KT 1/4SM FG VV002
TEMPO 1517/1520 1SM BR OVC002
FM152000 23006KT P6SM BKN035
FM160000 31004KT P6SM OVC070=

TAF KABE 151755Z 1518/1618 VRB02KT 1/4SM FG VV002
TEMPO 1520/1522 2SM BR OVC002
FM152200 27004KT P6SM OVC035
FM160900 31009KT P6SM SCT020 OVC035
FM161500 30005KT P6SM BKN150=

TAF AMD KABE 151858Z 1519/1618 VRB02KT 1/4SM FG OVC002
TEMPO 1519/1522 2SM BR

FM152200 27004KT P6SM OVC035
FM160900 31009KT P6SM SCT020 OVC035
FM161500 30005KT P6SM BKN150=

TAF AMD KABE 151902Z 1519/1618 VRB02KT 1/2SM FG OVC002

TEMPO 1519/1522 2SM BR

FM152200 27004KT P6SM OVC035
FM160900 31009KT P6SM SCT020 OVC035
FM161500 30005KT P6SM BKN150=

TAF AMD KABE 151956Z 1520/1618 34003KT 1/4SM FG VV002

TEMPO 1520/1522 1SM BR OVC002

FM152200 27004KT P6SM OVC035
FM160900 31009KT P6SM SCT020 OVC035
FM161500 30005KT P6SM BKN150=

- **Quakertown Airport (KUKT), Quakertown, PA**, was located approximately 15 miles southwest of the accident site at an elevation of 525 feet. The airport had an AWOS and reported every 20 minutes the following conditions:

LIFR METAR KUKT 151715Z AUTO 00000KT M1/4SM OVC001 03/03 A2993 RMK AO1=
LIFR METAR KUKT 151735Z AUTO 00000KT 1/2SM OVC001 04/04 A2992 RMK AO1=
LIFR METAR KUKT 151755Z AUTO 00000KT 1 1/4SM OVC001 04/04 A2991 RMK AO1=
LIFR METAR KUKT 151815Z AUTO 00000KT 1 1/4SM OVC001 04/04 A2991 RMK AO1=
LIFR METAR KUKT 151835Z AUTO 00000KT 1SM OVC001 04/04 A2991 RMK AO1=
LIFR METAR KUKT 151855Z AUTO 00000KT 3/4SM OVC001 04/04 A2991 RMK AO1=
LIFR METAR KUKT 151915Z AUTO 26003KT 1/2SM OVC001 04/04 A2990 RMK AO1=
LIFR METAR KUKT 151935Z AUTO 00000KT 1/4SM OVC001 04/04 A2990 RMK AO1=
LIFR METAR KUKT 151955Z AUTO 00000KT 1/4SM OVC001 04/04 A2990 RMK AO1=
LIFR METAR KUKT 152015Z AUTO 11003KT 1/4SM OVC001 04/04 A2990 RMK AO1=
LIFR METAR KUKT 152035Z AUTO 00000KT 1/2SM OVC001 04/04 A2990 RMK AO1=
LIFR METAR KUKT 152055Z AUTO 00000KT 3/4SM OVC001 04/04 A2990 RMK AO1=
Accident 2115Z
LIFR METAR KUKT 152115Z AUTO 00000KT 3/4SM OVC001 04/04 A2990 RMK AO1=
LIFR METAR KUKT 152135Z AUTO 27004KT 1/2SM OVC001 04/04 A2990 RMK AO1=
IFR METAR KUKT 152155Z AUTO 27003KT 2 1/2SM SCT001 OVC008 04/04 A2990 RMK AO1=
MVFR METAR KUKT 152215Z AUTO 29003KT 3SM FEW008 OVC015 04/04 A2990 RMK AO1=

No TAFs issued for the station.

- **Doylestown Airport (KDYL), Doylestown, PA**, was located approximately 15 miles south at an elevation of 394 feet. The airport was the closest station to the destination airport, but does not issue a TAF. The airport had an ASOS reporting the following conditions:

LIFR SPECI KDYL 151710Z AUTO 16004KT 4SM BR OVC002 04/04 A2993 RMK AO2 T00440044=
LIFR SPECI KDYL 151741Z AUTO 16004KT 8SM OVC003 06/06 A2991 RMK AO2 CIG 002V007 T00560056=
IFR METAR KDYL 151754Z AUTO 17007KT 9SM BKN006 OVC012 06/06 A2990 RMK AO2 CIG 004V009 SLP132
I6001 T00560056 10056
21017 58024=
MVFR SPECI KDYL 151813Z AUTO VRB04KT 10SM FEW007 BKN027 OVC032 06/06 A2990 RMK AO2 T00610061=
MVFR METAR KDYL 151854Z AUTO 16003KT 10SM BKN016 OVC030 07/06 A2989 RMK AO2 SLP126 T00720061=

MVFR SPECI KDYL 151934Z AUTO 28003KT 10SM BKN013 OVC020 07/07 A2988 RMK AO2 T00720067=
 MVFR METAR KDYL 151954Z AUTO 32005KT 10SM OVC011 07/07 A2988 RMK AO2 SLP124 T00720067=
 MVFR SPECI KDYL 152037Z AUTO 25003KT 10SM FEW007 BKN030 OVC050 07/06 A2989 RMK AO2 T00670056=
 VFR METAR KDYL 152054Z AUTO 28003KT 10SM FEW007 SCT032 BKN055 06/06 A2988 RMK AO2 SLP125
 T00610056 55007=
 Accident 2115Z
 IFR METAR KDYL 152154Z AUTO 34003KT 9SM BKN009 BKN032 OVC060 06/06 A2989 RMK AO2 SLP127
 T00560056=
 LIFR SPECI KDYL 152238Z AUTO 36004KT 7SM OVC003 04/04 A2989 RMK AO2 T00440044=
 LIFR METAR KDYL 152254Z AUTO 00000KT 4SM BR OVC003 04/04 A2990 RMK AO2 SLP132 T00440044=

- **Trenton Mercer International Airport (KTTN), Trenton, New Jersey**, was located approximately 24 miles southeast of the accident site and 20 miles south of the planned destination airport. The airport had an ASOS and listed an elevation of 213 feet.

LIFR METAR KTTN 151153Z 18003KT 1/4SM FG VV001 00/00 A2995 RMK AO2 SLP138 60001 70023 T00000000
 10039 20000 50004=
 LIFR METAR KTTN 151253Z 21004KT M1/4SM FG VV001 01/01 A2998 RMK AO2 SLP146 T00060006=
 LIFR METAR KTTN 151353Z VRB04KT M1/4SM FG VV001 02/02 A2999 RMK AO2 SLP152 T00220017=
 LIFR SPECI KTTN 151451Z VRB04KT 1 1/4SM BR OVC001 03/03 A2999 RMK AO2=
 LIFR METAR KTTN 151453Z 15004KT 1 1/4SM BR OVC001 03/03 A2999 RMK AO2 SLP152 T00330028 51005=
 LIFR SPECI KTTN 151511Z 12004KT 2SM BR OVC001 03/03 A2999 RMK AO2=
 LIFR SPECI KTTN 151528Z VRB05KT 3SM BR BKN003 OVC034 04/04 A2999 RMK AO2=
 MVFR SPECI KTTN 151542Z 17004KT 5SM BR SCT003 OVC034 04/04 A2999 RMK AO2=
 MVFR METAR KTTN 151553Z 17003KT 4SM BR FEW005 OVC034 04/03 A2998 RMK AO2 SLP147 T00440033=
 VFR METAR KTTN 151653Z 22004KT 8SM FEW007 OVC036 07/05 A2995 RMK AO2 SLP138 T00720050=
 VFR METAR KTTN 151753Z 16008KT 10SM FEW038 10/06 A2991 RMK AO2 SLP123 T01000061 10100 20000
 58028=
 VFR METAR KTTN 151853Z 16010KT 10SM SCT028 BKN037 11/05 A2989 RMK AO2 SLP116 T01060050=
 MVFR SPECI KTTN 151906Z 19010KT 10SM BKN026 OVC035 10/05 A2989 RMK AO2=
 VFR SPECI KTTN 151925Z 18007KT 10SM SCT026 BKN033 10/04 A2988 RMK AO2=
 MVFR SPECI KTTN 151932Z 17006KT 10SM BKN028 BKN035 10/05 A2988 RMK AO2=
 VFR SPECI KTTN 151950Z 18009KT 10SM SCT028 OVC037 10/04 A2989 RMK AO2=
 VFR METAR KTTN 151953Z 17009KT 10SM SCT028 OVC039 10/05 A2989 RMK AO2 SLP115 T01000050=
 VFR METAR KTTN 152053Z 18006KT 10SM FEW030 BKN047 OVC060 10/04 A2988 RMK AO2 SLP114 T01000044
 56002=
 Accident 2115Z
 VFR METAR KTTN 152153Z 19004KT 10SM SCT023 BKN031 OVC045 09/05 A2988 RMK AO2 SLP115
 T00890050=
 MVFR SPECI KTTN 152203Z 19004KT 10SM SCT023 BKN029 OVC060 09/04 A2988 RMK AO2=
 VFR SPECI KTTN 152211Z 00000KT 10SM FEW023 SCT033 BKN060 09/04 A2988 RMK AO2=
 MVFR SPECI KTTN 152227Z 33005KT 10SM BKN028 BKN033 BKN060 08/05 A2988 RMK AO2=
 VFR METAR KTTN 152253Z 33007KT 9SM SCT028 07/05 A2989 RMK AO2 SLP117 T00720050=

The following TAFs were issued surrounding the period:

TAF KTTN 151130Z 1512/1612 16004KT 1/4SM FG VV001
 TEMPO 1513/1514 1SM BR BKN002
 FM151400 18004KT 1SM BR BKN004
 FM151600 23003KT 4SM HZ BKN020
 FM151800 24005KT P6SM BKN020
FM152100 29004KT P6SM BKN030

FM160000 35004KT P6SM BKN060=

KTTN 151456Z 1515/1612 16004KT 1/4SM FG VV001

TEMPO 1515/1517 1SM BR BKN005

FM151700 23004KT 6SM HZ BKN035

FM160000 35004KT P6SM BKN060=

TAF AMD KTTN 151622Z 1516/1612 16004KT 6SM BR BKN035

TEMPO 1516/1517 4SM BR

FM151700 23004KT P6SM BKN050

FM160000 35004KT P6SM BKN060=

TAF KTTN 151755Z 1518/1618 23004KT P6SM BKN035

FM160000 35004KT P6SM BKN030

FM160600 36004KT P6SM BKN025

TEMPO 1606/1610 3SM BR

FM161300 32006KT P6SM OVC050=

TAF AMD KTTN 151926Z 1519/1618 19010KT P6SM BKN025 OVC040

TEMPO 1519/1521 SCT025 BKN035

FM160000 35004KT P6SM BKN030

FM160600 36004KT P6SM BKN025

TEMPO 1606/1610 3SM BR

FM161300 32006KT P6SM OVC050=

- The accident airplane departed from **DeKalb County Airport (KGWB), Auburn, Indiana** after making a refueling stop at 1230 EST (1730Z). The following conditions were reported surrounding the period:

IFR METAR KGWB 151555Z AUTO 25010G14KT 2 1/2SM -SN OVC014 M04/M07 A3001 RMK AO2=

MVFR METAR KGWB 151615Z AUTO 26011G15KT 4SM -SN OVC016 M04/M08 A3002 RMK AO2=

MVFR METAR KGWB 151635Z AUTO 26010G16KT 5SM -SN OVC016 M04/M08 A3002 RMK AO2=

Arrived ~1645Z

MVFR METAR KGWB 151655Z AUTO 25007G14KT 7SM OVC018 M05/M08 A3001 RMK AO2=

MVFR METAR KGWB 151715Z AUTO 25008KT 10SM -SN BKN018 OVC055 M04/M08 A3001 RMK AO2=

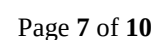
Departed ~1730Z

MVFR METAR KGWB 151735Z AUTO 24008KT 10SM SCT018 BKN030 OVC055 M04/M08 A3000 RMK AO2=

MVFR METAR KGWB 151755Z AUTO 26008KT 10SM SCT018 OVC030 M03/M08 A3000 RMK AO2=

No TAFs are issued for the station.

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4. **Pilot Reports (UA)** – the following PIREPs were recorded over New Jersey and Pennsylvania surrounding the period:

AGC UA /OV HLG078043 /TM 1705 /FL390 /TP C525 /TA M46 /WV 21899KT/TB OCNL LGT CHOP /RM ISA 11=
MIV UA /OV MIV /TM 1933 /FLUNKN /TP C182 /SK OVC013 /RM SKC TO THE WEST=
AOO UA /OV THS360015/TM 2045/FL080/TP SF34/TA M15/IC LIGHT RIME ICE=
ACY UA /OV ACY /TM 2153 /FL003 /TP BE9L /RM FAP SAW RWY 1/2 MILE 300FT RY13=

5. **Area Forecast (FA)** – the enroute forecast issued at 1345 EST as amended by the AIRMET Sierra was as follows:

FAUS41 KKCI 151845 2014015 1850
FA1W
-BOSC FA 151845
SYNOPSIS AND VFR CLDS/WX
SYNOPSIS VALID UNTIL 161300
CLDS/WX VALID UNTIL 160700...OTLK VALID 160700-161300
ME NH VT MA RI CT NY LO NJ PA OH LE WV MD DC DE VA AND CSTL WTRS
.
SEE AIRMET SIERRA FOR IFR CONDS AND MTN OBSCN.
TS IMPLY SEV OR GTR TURB SEV ICE LLWS AND IFR CONDS.
NON MSL HGTS DENOTED BY AGL OR CIG.
.
SYNOPSIS...LOW PRES SWRN QUE. WRMFNT E TO EXTRM NRN ME. CDFNT S
FM NERN NY-DC-WK LOW WRN VA/NC BDR...CONTG S TO TLH. ANOTHER LOW
IN THE ATLC E OF NC. HIGH PRES ATLC S OF NOVA SCOTIA. BY
13Z...CANADIAN LOW MOVS NEWD TO WRN NEWFOUNDLAND WITH CDFNT S WRN
EDGE OF NOVA SCOTIA-50E ACK-LOW 130E ILM. HIGH PRES IN THE WRN
GULFMEX WITH RDG NE THRU SWRN PA. STG LOW MOVG TO WRN LS.
.
NY LO
NERN NY...OVC030 TOP 150. OCNL VIS 3-5SM -RASN BR. BECMG 0002 BKN035. OTLK...MVFR CIG.
CSTL PLAINS...SCT010. OCNL VIS 3-5SM BR. 00Z BKN040. OTLK...VFR.
RMNDR SERN NY...BKN080 TOP 100. 02Z SCT080 BKN100 TOP 150. OTLK...VFR.
CNTRL NY/ERN LO...
NRN 1/2...OVC030 TOP 150. ISOL -SHSN. 22Z BKN040. BECMG 0204 OVC030 VIS 3SM -SHSN. OTLK...MVFR CIG SHSN.
SRN 1/2...OVC030 TOP 150. ISOL -SHRASN. 00Z BKN040. OTLK...VFR.
WRN NY/WRN LO...BKN035 TOP 110. OTLK...MVFR CIG.
.
PA NJ
NJ/SERN PA...BKN050 TOP 070. TIL 21Z OCNL VIS 3-5SM BR. 22Z BKN060. OTLK...VFR.
NERN PA...BKN080 TOP 130. TIL 21Z OCNL BKN040 VIS 5SM BR. ISOL -SHRA. 00Z BKN070. OTLK...VFR.
RMNDR PA...BKN060 TOP 140. TIL 22Z OCNL BKN040. OTLK...VFR.
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6. **In-Flight Weather Advisories** – The NWS had the following AIRMETs issued at 1436 EST and current for the region surrounding the period:

WAUS41 KKCI 151936 AAA 2014015 1940
WA1S
-BOSS WA 151936 AMD
AIRMET SIERRA UPDT 4 FOR IFR AND MTN OBSCN VALID UNTIL 152100
.
AIRMET IFR...NY LO PA
FROM 60W YSC TO 50W ALB TO 40E SLT TO 50E BUF TO YOW TO 60W YSC
CIG BLW 010/VIS BLW 3SM PCPN/BR. CONDS ENDG 18-21Z.
.
AIRMET IFR...CT NY NJ PA WV MD DC DE VA AND CSTL WTRS...UPDT

FROM 20SE BDL TO 50S HTO TO 40SSW SBY TO 20SW CSN TO 40E PSB TO 20SE BDL
CIG BLW 010/VIS BLW 3SM BR/FG. CONDS ENDG BY 21Z.

...NEW AIRMET...

.
AIRMET IFR...ME NH VT MA RI CT NY NJ PA WV MD DC DE VA AND CSTL WTRS...UPDT
FROM 50S YSC TO 40NNE ACK TO 30E SIE TO 30ENE ECG TO 30NE GSO TO 40SSE JST TO 40E SLT TO 50S YSC
CANCEL AIRMET. CONDS HV ENDED.

.
AIRMET IFR...PA OH WV MD VA...UPDT
FROM 40E AIR TO 50S JST TO 40S PSK TO HMV TO HNN TO 40E AIR
CIG BLW 010/VIS BLW 3SM PCPN/BR. CONDS CONTG BYD 21Z ENDG 21-00Z.

.
AIRMET MTN OBSCN...VT NY PA WV
FROM MSS TO PLB TO 40SW MPV TO ALB TO HAR TO AIR TO JHW TO SYR TO MSS
MTNS OBSC BY CLDS/PCPN/BR. CONDS CONTG BYD 21Z THRU 03Z.

.
AIRMET MTN OBSCN...PA WV MD VA
FROM HAR TO 40SSE PSK TO HMV TO HNN TO AIR TO HAR
MTNS OBSC BY CLDS/PCPN/BR. CONDS CONTG BYD 21Z THRU 03Z.

.
OTLK VALID 2100-0300Z...MTN OBSCN ME NH VT MA NY PA
BOUNDED BY 70NW PQI-MLT-CON-20S ALB-30ESE HNK-HAR-JHW-20NW SYR-MSS-YSC-70NW PQI
MTNS OBSC BY CLDS/PCPN/BR. CONDS CONTG THRU 03Z.

....
WAUS41 KPCI 151658 AAA 2014015 1659
WA1Z
-BOSZ WA 151658 AMD
AIRMET ZULU UPDT 3 FOR ICE AND FRZLVL VALID UNTIL 152100

.
AIRMET ICE...NY LO PA OH LE WV MD VA...UPDT
FROM 40N PLB TO 40S PLB TO 20S ETX TO 30ENE LYH TO 60S EKN TO 30E PSB TO 70SSW SYR TO 30E AIR TO CVG TO
FWA
TO 30ESE ECK TO 20W YOW TO 40N PLB
MOD ICE BLW 150. CONDS CONTG BYD 21Z ENDG 00-03Z.

.
OTLK VALID 2100-0300Z
AREA 1...ICE ME NH MA RI NY NJ MD DE CSTL WTRS
BOUNDED BY 140SSE BGR-200SE ACK-180SE SIE-110S HTO-70SSW
ACK-20SSE ACK-70ENE ACK-140SSE BGR
MOD ICE BTN 090 AND FL220. CONDS DVLPG 21-00Z. CONDS CONTG THRU 03Z.

.
AREA 2...ICE NH VT NY LO NJ PA LE WV MD VA
BOUNDED BY YOW-20ESE YSC-20S ETX-30ENE LYH-60S EKN-40E PSB-20ENE
SYR-30S YYZ-20NNE YYZ-YOW
MOD ICE BTN 020 AND 150. CONDS ENDG 00-03Z.

.
FRZLVL...RANGING FROM SFC-105 ACRS AREA
MULT FRZLVL 050-090 BOUNDED BY 40SE HUL-110SE BGR-140ESE SIE-
60SE SBY-50SSW SBY-30WNW SIE-20N CON-20W BGR-40SE HUL
SFC ALG 20S HNN-SLT-20NW SYR-40SSW MSS-50ESE PQI
040 ALG 20NNE GSO-20NNE CYN-50SSW CON-40SE BGR-60SW YSJ
080 ALG 100E ORF-140ESE SIE-140SSE BGR-160ENE ACK

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Updated immediately prior to the accident:

WAUS41 KPCI 152045 2014015 2044
WA1Z
-BOSZ WA 152045
AIRMET ZULU UPDT 4 FOR ICE AND FRZLVL VALID UNTIL 160300

..
AIRMET ICE...VT NY LO NJ PA OH LE WV MD DC VA
FROM 20NNE YSC TO 20N SAX TO 20SSE DCA TO 40NNE RDU TO 40SSW PSK

TO 20SW EKN TO 20N SLT TO 30W ERI TO 50E ECK TO YOW TO 20NNE YSC
MOD ICE BLW 120. CONDS CONTG BYD 03Z THRU 09Z.

.
OTLK VALID 0300-0900Z...ICE ME NH VT MA CT NY LO NJ PA LE WV MD DC DE VA
BOUNDED BY 70NW PQI-40NNE PQI-40ESE MPV-30W CON-40WSW CYN-20WNW
ECG-40SSE PSK-30N SLT-YYZ-YOW-YSC-70NW PQI
MOD ICE BLW 120. CONDS CONTG THRU 09Z.

.
FRZLVL...RANGING FROM SFC-100 ACRS AREA
MULT FRZLVL 020-040 BOUNDED BY 70NW PQI-50NE PQI-30ESE BGR-
40ENE ACK-30ESE PVD-30ESE PLB-60SE YQB-70NW PQI
SFC ALG 40S PSK-40WNW ETX-40WNW MLT-20SSE PQI-50ESE PQI
040 ALG 60SSW RIC-30SSW CYN-20SSE BDL-60WSW YSJ
080 ALG 100E ORF-100SSE HTO-70ESE ACK-140ENE ACK

....

WAUS41 KKCI 152045 2014015 2035
WA1S
-BOSS WA 152045
AIRMET SIERRA UPDT 5 FOR IFR AND MTN OBSCN VALID UNTIL 160300

.
AIRMET IFR...WV VA
FROM EKN TO 30NNW LYH TO 40S PSK TO HNV TO 40S HNN TO EKN
CIG BLW 010/VIS BLW 3SM PCPN/BR. CONDS ENDG 21-00Z.

.
**AIRMET IFR...NH VT MA RI CT NY NJ PA MD DC DE VA AND CSTL WTRS
FROM 50S YSC TO 20NNW CON TO 40SSE PVD TO 30SSW SIE TO 30WNW RIC
TO 30E PSB TO 30N SAX TO 20S MSS TO 50S YSC
CIG BLW 010/VIS BLW 3SM PCPN/BR. CONDS CONTG BYD 03Z THRU 09Z.**

.
AIRMET MTN OBSCN...WV MD VA
FROM 50ESE AIR TO 30WSW CSN TO 40SSE PSK TO HNV TO 30S HNN TO 50ESE AIR
MTNS OBSC BY CLDS/PCPN/BR. CONDS CONTG BYD 03Z THRU 09Z.

.
AIRMET MTN OBSCN...NH VT MA NY PA
FROM YSC TO CON TO 30SSW HNK TO 30NW ETX TO JHW TO SYR TO MSS TO YSC
MTNS OBSC BY CLDS/PCPN/BR. CONDS CONTG BYD 03Z THRU 09Z.

.
OTLK VALID 0300-0900Z...MTN OBSCN ME NH VT MA NY PA
BOUNDED BY 70NW PQI-MLT-CON-HNK-40WNW ETX-JHW-20N SYR-MSS-YSC-70NW PQI
MTNS OBSC BY CLDS/PCPN/BR. CONDS CONTG THRU 09Z.

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