

AIRCRAFT ACCIDENT PACKAGE
CKB-ATCT-0162
N135CD, SR20
September 5, 2017, 1548 UTC
Destroy: March 5, 2020 UTC



Federal Aviation Administration

Memorandum

Date: September 15, 2017

To: Aircraft Accident File CKB-ATCT-0162

From: Washington Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N135CD
Jacksonburg, WV, September 05, 2017

This transcription covers the Washington Air Route Traffic Control Center (ARTCC) LDN R position for the time period from September 05, 2017, 1409 UTC, to September 05, 2017, 1536 UTC.

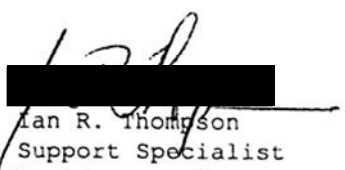
Agencies Making Transmissions

N135CD, SR20
Washington ARTCC Linden Sector

Abbreviations

N135CD
LDN

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N135CD.


Ian R. Thompson
Support Specialist
Washington Air Route Traffic Control Center

1409
(1410-1438)

1439
1439:34 N135CD washington center cirrus one three five charlie delta
level at six thousand

1439:39 LDN cirrus one three five charlie delta roger luray altimeter
two niner eight (unintelligible)

1439:43 N135CD two niner eight six five charlie delta

1440
(1441-1442)

1443
1443:17 LDN november one three five charlie delta climb and maintain

seven thousand for my minimum i f r altitudes

1443:23 N135CD climb to seven thousand five charlie delta
1444
(1445-1448)
1449
1449:03 N135CD washington center cirrus one three five charlie delta
request

1449:07 LDN cirrus five charlie delta go ahead

1449:09 N135CD on my weather radar in the plane it looks like i've got uh
all kinds of weather cells right in my path if i turn to
uh fleming mason uh does your you have weather at your
location

1449:25 LDN november five charlie delta you're cleared direct
destination

1449:30 N135CD can you give me any weather advisories

1449:32 LDN november five charlie delta the only weather i show is uh
some moderate to extreme precipitation beginning about uh
ten miles northeast of the elkins airport extending
northeast bound about thirty miles and then west of that
uh about eighty to a hundred miles near the henderson v o
r i show some another area of moderate to extreme
precipitation ten miles wide

1449:56 N135CD okay roger that five charlie delta
1450

1450:25 LDN and five charlie delta you wanna go direct to destination
or your wanna continue on your route over elkins

1450:30 N135CD we'll continue over elkins five charlie delta

1450:33 LDN five charlie delta roger
1451
(1452-1458)
1459
1459:15 LDN november one three five charlie delta i can give you

direct destination and that'll keep you south of the weather that's to your north now and it won't be a factor for about another hundred miles or so and then indianapolis center can probably help you out with any deviations or anything or charleston approach rather

1459:34 N135CD um according to weather on my radar i'm i'm okay to go to elkins then york i think i maybe able to skirt this staying on that path

1459:43 LDN november one three five charlie delta i'll just leave you there then

1459:47 N135CD roger that thank you

1500
(1501-1504)

1505 LDN attention all aircraft hazardous weather information
1505:20 LDN convective sigmet three zero eastern two niner eastern two
eight eastern valid until one six five five additional
information available hiwas or flight service frequencies

1505:46 LDN november five charlie delta contact clarksburg approach one
two one point one five

one two one point one five for five charlie delta

1505:54 N135CD
1506
(1507-1535)
1536

End of Transcript



Federal Aviation Administration

Memorandum

Date: October 10, 2017

To: Aircraft Accident File CKB-ATCT-0162

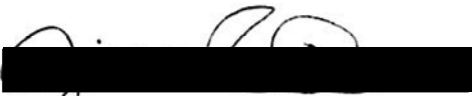
From: Clarksburg Airport Traffic Control Tower

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N135CD
Jacksonburg, WV, September 05, 2017

This transcription covers the Clarksburg Airport Traffic Control Tower (ATCT) AE AP position for the time period from September 05, 2017, 1436 UTC, to September 05, 2017, 1643 UTC.

Agencies Making Transmissions	Abbreviations
N135CD	N135CD
Approach East	AE
N469ES	N469ES
Indianapolis Center Parkersburg Sector	ZID
N8479S	N8479S
Data Tracon	RA
Cleveland Center Morgantown Sector	ZOB
N1 CC	N1CC

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N135CD.


Jill M. Rankin
Front Line Manager
Clarksburg ATCT

1436
(1437-1505)
1506

1506:18 N135CD clarksburg approach cirrus one three five charlie delta level at seven thousand

1506:22 AE cirrus one three five charlie delta clarksburg approach clarksburg altimeter two niner eight three

1506:27 N135CD zero eight three five charlie delta
1507
(1508-1513)
1514
1514:07 N135CD clarksburg approach uh cirrus one three five charlie delta
uh request uh look at uh altering course to parkersburg v
o r juliet papa uniform to avoid weather

1514:24 AE cirrus five charlie delta cleared present position direct
parkersburg v o r

1514:30 N135CD uh roger that five charlie delta

1514:35 AE cirrus five charlie delta cleared direct parkersburg v o r
then direct foxtrot golf xray

1514:44 N135CD parkersburg then foxtrot golf xray five charlie delta
1515

1515:36 AE cirrus five charlie delta would you like six thousand or
eight thousand for correct altitude for direction

1515:43 N135CD uh doesn't make a difference to me you got a
recommendation

1515:48 AE stand by

1515:59 AE cirrus five charlie delta if you copied that that aircraft
is also going to parkersburg he's about twenty miles
ahead of you at eight thousand
1516

1516:06 N135CD we'll try eight five charlie delta

1516:08 AE cirrus five charlie delta climb and maintain eight
thousand

1516:12 N135CD five charlie delta climb to eight thousand
1517
(1518-1528)
1529
1529:30 AE cirrus five charlie delta the aircraft that was ahead of
you also headed to the uh parkersburg v o r is deviating

right around an area of weather that he's depicting as uh
thunderstorms would you like a heading to the east of it
also

1529:42 N135CD yes uh looks like up toward v o r alpha india romeo

1529:57 AE cirrus five charlie delta i i can give you direct bellaire
but it looks like a three thirty heading would take you
to the east of it

1530

1530:05 N135CD roger that i'll take that five charlie delta

1530:07 AE cirrus five charlie delta roger fly heading three three
zero vectored to uh the east of some weather

1530:13 N135CD vectored to three three zero five charlie delta
1531
(1532-1540)
1541

1541:58 AE cirrus five charlie delta say flight conditions
1542

1542:03 N135CD uh we are level at eight thousand we are uh almost passed
the uh what i would consider thunderstorms another ten
miles or so should do it but we are in the clouds level
at five thou er level at eight thousand

1542:16 AE november five charlie delta roger expect destination in
about eight miles

1542:22 N135CD return uh expect left turn to uh juliett papa uniform in
about eight miles

1542:32 AE november five charlie delta are you still landing foxtrot
golf xray

1542:36 N135CD that's correct you want me to go ahead and turn to there
i'd rather go up to juliett papa uniform before i turn

1542:43 AE cirrus five charlie delta roger and about eight miles
expect direct to parkersburg and then destination

1542:49 N135CD roger that five charlie delta

1542:51 N135CD five charlie delta just started uh receiving moderate to heavy precip

1543:00 AE november five charlie delta roger if you need to get out of that uh turn to zero four zero should take you east of it

1543:07 N135CD negative we're okay five charlie delta

1543:09 AE roger

1543:27 AE briefing east west c i (unintelligible) twenty one eighteen visuals are actually kinda working uh as long as you get them low enough and close enough there are no special activities or restrictions uh morgantown is calling uh i can get that before i give it to you um lotsa weather this has been reported by multiple aircraft as thunderstorms five charlie delta you heard that pirep just was light and moderate chop and then started getting moderate to heavy precip just in that area and uh a couple miles he still wants direct to parkersburg then destination for some reason then five november is gone on center eight echo sierra descending to three thousand five hundred on a forty heading vectors for base i figured that would keep him out of the m v a if he needs to go to three seven niner sierra

1544

1544:23 AE (unintelligible) and that's it (unintelligible)

1545

1546

1546:37 N135CD cirrus uh one three five charlie delta we're clear of the precip now request a turn to juliett papa uniform

1546:46 AE cirrus five charlie delta cleared present position direct parkersburg v o r

1546:50 N135CD cleared to parkersburg v o r five charlie delta

1547

(1548-1549)

1550

1550:08 AE and cirrus niner echo er correction uh cirrus five charlie

delta clarksburg approach

1550:17	AE	cirrus five charlie delta clarksburg approach
1550:23	AE	cirrus five charlie delta clarksburg approach
1550:30	N135CD	cirrus five charlie delta clarksburg approach how do you read
1550:45	AE	citation niner echo sierra do me a favor uh before i put you to morgantown can you try to reach cirrus five charlie delta
1550:52	N469ES	affirmative sir cirrus five charlie delta do you copy echo sierra
1550:59	N469ES	cirrus five charlie delta how do you read four six nine echo sierra
1551		
1551:07	AE	cirrus five charlie delta clarksburg approach uh radar contact lost at one five five zero zulu if you hear clarksburg approach change to my frequency one one niner point four two nineteen forty two
1551:48	AE	cirrus five charlie delta clarksburg approach
1552		
1552:23	AE	parkersburg clarksburg twenty four line question
1552:39	ZID	who are you calling
1552:40	AE	parkersburg
1552:41	ZID	what do you need
1552:42	AE	i am uh trying to reach a cirrus five charlie delta about thirty miles east of the parkersburg v o r do you happen to see a a guy at eight thousand westbound

1552:52 ZID i see i see uh eight three seven five november eight thousand

1552:55 AE eight three what's his what's the call sign we have i'm i uh i'm trying to reach a one three five charlie delta he was supposed to go uh direct parkersburg v o r

1553

1553:09 ZID okay

1553:10 AE thirty miles east of the v o r

1553:11 ZID november one three five charlie delta i will try for him in the blind

1553:13 AE okay thank you

1553:14 ZID thanks

1553:15 AE k w

1553:17 AE cirrus one tree five charlie delta clarksburg approach on guard if you hear clarksburg approach change to my frequency one one niner point four two nineteen forty two cirrus one three five charlie delta clarksburg approach contact me on one one niner point four two nineteen forty two

1554

1554:26 AE parkersburg clarksburg twenty four line question

1554:30 ZID parkersburg

1554:31 AE are you getting a uh primary about uh seven miles east of bends

1554:37 ZID no

1554:38 AE no

1554:39 ZID no

1554:40 AE no contact

1554:40 ZID i tried i tried for five charlie up in the blind and got nothing

1554:56 AE cirrus five charlie delta clarksburg approach
1555
1556

1556:30 AE skylane eight four seven niner sierra clarksburg approach
thank you can you try to see if you can reach a cirrus
one three five charlie delta five charlie delta

1556:41 N8479S cirrus five charlie delta this is eight four seven nine
sierra do you read

1556:54 AE and skylane four er seven nine sierra would you mind uh
monitor er going to one two one point one two one point
five twenty one five to see if you're getting an e l t
1557

1557:07 N8479S stand by

1557:08 AE thank you

1557:14 N8479S and clarksburg no e l t on one twenty one five

1557:18 AE cirrus five charlie delta thank you and uh can you try uh
five charlie delta one more time on one one niner point
four two nineteen forty two could you go to change to my
frequency one one niner point four two

1557:35 N8479S roger will do

1557:36 AE if you if i if you can't hear me on nineteen forty two
come back twenty one fifteen

1557:38 N8479S okay that's for seven nine sierra

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1557:41 AE affirmative

1557:42 N8479S unintelligable

1557:48 N8479S cirrus five charlie delta eight four seven niner sierra do
you read

1557:58 N8479S and clarksburg this is seven nine sierra did you read
1558

1558:01 AE skylane uh seven niner sierra i i hear you loud and clear
thank you

1558:04 N8479S roger

1558:05 N8479S and there's no contact with the cirrus

1558:15 AE skylane uh seven niner sierra clarksburg approach thank
you for your help you can uh contact cleveland center on
one two six point niner five thank you for your help
1559

1559:27 AE alright briefing for data tracon status board is up to
date equipment is working properly except as noted it is
uh marginal running instrument approaches to one eight
and uh two one here at clarksburg no special activities
or restrictions flows posted strips are posted we are
looking for a uh cirrus one tree five charlie delta going
direct parkersburg from this area he cleared the weather
i gave him direct radar contact lost at one five five
zero zulu we have notified uh cle uh center he's supposed
to be blocking and uh there's nothing pending for r a at
this time
1600

1600:04 RA d b

1600:05 AE k w
1601
1602

1602:13 AE morgantown clarksburg sixty one

1602:18 ZOB go ahead

1602:19 AE have you had any reports of any e l t's in uh east of the parkersburg v o r

1602:24 ZOB east of parkersburg no i do not but i can check um

1602:27 AE okay about thirty five miles east of parkersburg

1602:31 ZOB thirty five east of parkersburg at eight thousand that would be like right just north of clarksburg then right

1602:35 AE yeah it's uh it's uh let's see get an ack from the clarksburg v o r it would be about uh a three twenty radial and twenty five we had an aircraft go down

1602:46 ZOB yeah that's what you asked me about eight thousand i never saw anything out there so i don't know uh when you were calling me before i had that other guy at eight and i thought you were talking about him

1602:53 AE okay

1602:54 ZOB um but no i didn't see anybody else out there at eight so

1602:56 AE okay that that v f r that you send back to me that skylane

1602:59 ZOB he tried uh he couldn't get ahold of
1603

1603:01 AE he tried he couldn't get any and he tried uh he also tried uh guard frequency and didn't get anything

1603:05 ZOB okay

1603:06 AE but if you get if you hear an if you hear an e l t let us know

1603:08 ZOB what's his full call sign anyway one three five charlie delta

1603:11 AE one three five charlie delta on a code of three six zero six

1603:15 ZOB i'm sorry what is it

1603:16 AE um one three five charlie delta on a code of three six zero six

1603:20 ZOB okay well i'll try to see if he happens to be here if not i'll try to get you an e l t

1603:24 AE okay thank you sir k w
1604
(1605-1610)
1611
1611:01 ZOB hey clarksburg sixty one

1611:03 AE clarksburg

1611:04 ZOB we did try to get an e l t in that area with one aircraft we got another one coming up we'll check again

1611:08 AE okay

1611:09 ZOB um but other than that uh when did you guys lose radar on him just north of clarksburg

1611:13 AE i called radar contact lost at the uh radial the three two zero radial

1611:18 ZOB okay and uh

1611:19 AE three two zero radial at one five five zero zulu and we we just looked on falcon and it showed that he got a pretty good updraft with possibly went up to thirteen thousand feet

1611:30 ZOB okay uh what was the mileage off clarksburg i saw i heard

the radial

1611:33 AE twenty two miles

1611:34 ZOB twenty two miles that puts him just south of burgs right

1611:36 AE yeah affirmative yeah

1611:37 ZOB yeah i never saw anything like i said i thought you guys were talking about the other guy at eight and that's why i looked i didn't see nothing out there when you guys called

1611:43 AE okay thank you sir

1611:44 ZOB okay we'll keep checking well i guess our watch is gonna call your guys and we'll try to see what we can do

1611:48 AE yeah i think someone was just talking about the alnot so

1611:50 ZOB okay okay

1611:51 AE okay k w

1611:53 AE king air one charlie charlie clarksburg

1611:56 N1CC one charlie charlie

1611:57 AE yeah one charlie charlie i'm trying to reach an aircraft uh about three three miles northwest of your present position can you try to uh monitor guard on one two one point five see if you hear an e l t

1612

1612:12 N1CC okay

1612:30 N1CC and not picking up anything at this time for charlie charlie

CKB-ATCT-0162
N135CD

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1612:33 AE king air one charlie charlie thank you
1613
(1614-1642)
1643

End of Transcript



Federal Aviation Administration

Memorandum

Date: October 17, 2017

To: Aircraft Accident File CKB-ATCT-0162

From: Clarksburg Airport Traffic Control Tower

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N135CD
Jacksonburg, WV, September 05, 2017

This transcription covers the Clarksburg Airport Traffic Control Tower (ATCT) RA DI position for the time period from September 05, 2017, 1522 UTC, to September 05, 2017, 1642 UTC.

Agencies Making Transmissions

Abbreviations

Clarksburg Data Tracon

RA

Cleveland Center Morgantown Sector

ZOB

Indianapolis Center Parkersburg Sector

ZID

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N135CD.


J. M. Rankin
Front Line Manager
Clarksburg ATCT

1522

(1523-1551)

1552

1552:05 RA morgantown clark question

1552:08 ZOB morgantown

1552:09 RA about twenty twenty twenty five northwest of clarksburg just passed that area of weather do you see uh aircraft at eight thousand it's a cirrus on his way to the parkersburg v o r

Page 2 of 5

1552:22 ZOB okay uh it's that three seven five november the guy you
just gave me i mean i where am i looking here

1552:28 RA just north of that area of precip about

1552:30 ZOB yeah i got him yeah i'm talking to him why

1552:32 RA you're talking to the cirrus five charlie delta

1552:36 ZOB oh no i don't know anything about him i'm looking north of
parker you told me to look north of parkersburg i have
one guy at eight thousand so where else am i looking here

1552:42 RA north of clarksburg twenty miles northwest of clarksburg

1552:46 ZOB no

1552:46 RA he's on his way to parkersburg

1552:47 ZOB no no i haven't

1552:48 RA you don't see anything there at eight

1552:49 ZOB nope

1552:50 RA roger thanks

1552:51 ZOB (unintelligible)
1553

1553:01 RA cirrus one three five charlie delta on guard cirrus one
three five charlie delta on guard clarksburg approach

1554

1555

1555:40 RA morgantown clark sixty one

1555:42 ZOB morgantown

1555:44 RA can you try that v f r guy are you still talking to him at
ten five

1555:47 ZOB i am

1555:48 RA can you try to see if he can reach cirrus one three five
charlie delta

1555:53 ZOB one three five charlie delta

1555:55 RA and he should be on one two one point one five our
frequency

1556:00 ZOB one two one point one five okay so you want me to go put
him back on your frequency to see if you can pick him up

1556:08 RA uh yes please or you could transfer him to us and we could
do it

1556:11 ZOB okay i'll do that

1556:12 RA thanks a r

1557
1558
1558:08 RA park clark twenty four

1558:13 ZID parkersburg

1558:14 RA we had a cirrus go missing about twenty miles west
northwest of clarksburg um he was on his way to the
parkersburg v o r do you see anybody out there at eight
thousand if not can you block eight thousand and below in
that area for now

1558:30 ZID uh i do not see anybody but i'll block eight thousand and
below and if just between clarksburg and parkersburg

1558:38 RA he was about thee uh get a radial here he's at about the

clarksburg three zero one at twenty miles and just when
he got north of the weather we gave him direct to
parkersburg

1558:49 ZID okay do you remember what code he was on

1558:52 RA the one three five charlie delta and he was on a three six
zero six code

1559:00 ZID you said what's the code again i was writing down the call
sign

1559:03 RA three six zero six

1559:06 ZID okay thanks we'll keep an eye out for him

1559:08 RA thanks

1559:09 ZID (unintelligible)
1600

1600:59 RA clarksburg

1601:00 ZID parkersburg am i blocking eight thousand (unintelligible)

1601:04 RA uh for right now eight and below we're not sure what uh
altitude he's at

1601:09 ZID okay thank you

1601:10 RA d b
1602
(1603-1609)
1610

1610:07 RA clarksburg approach

1610:09 ZOB (unintelligible)

1610:17 RA i'm sorry can't really hear you too well

1610:19 ZOB (unintelligible)

1610:24 RA okay

1610:25 ZOB (unintelligible)

1610:30 RA um right now we uh stand by one second (unintelligible)

1610:48 RA you there

1610:49 RA yeah we're gonna go ahead and need to issue an alnot for
uh that cirrus

1610:55 ZOB (unintelligible)
1611

1611:02 RA is there any way you can call me on other number i can't i
can't really hear you (unintelligible)

1611:13 ZOB (unintelligible)

1611:16 RA three zero four eight four two four four six five

1611:20 ZOB (unintelligible)

1611:22 RA thank you
1612
(1613-1641)
1642

End of Transcript



ZDC CWSU WEATHER BRIEFING SHEET



VALID: 05/11Z - 05/19Z ISSUED: 11Z - 9/5/17

FORECASTER: SEAN

DURING NON-CWSU OPS HRS, CONTACT THE STERLING NWS OFFICE FOR UPDATES: 703-996-2202

WEATHER SYNOPSIS: SCT SHRA & WDLY SCT TSRA DVLP AHEAD OF AN APPROACHING COLD FRONT AND MOV INTO NW ZDC THRU THE PD.

ZDC ENROUTE WX HAZARDS BY AREA (PIREPS REQUESTED IF AREA HAS A "X")
[X = HAZARD IS OCCURRING OR FORECAST TO OCCUR FOR THAT AREA IN NEXT 8 HOURS]

HAZARD	AREAS (click to view map)						SUMMARY OF HAZARD
	1	2	3	4	5	6	
ICING					X	X	AREAS OF LGT-OCNL MOD ICE 140-FL270 AREAS 5 & 6.
TURBULENCE	X	X		X	X	X	AREAS OF MOD TURB FL250-400 AND BLW 100 N & W ZDC.
COMPRESSION/ LLWS							
CIG BLW 050/ VIS BLW 3SM					X	X	MVFR CIG AREAS NW ZDC; PATCHY MVFR IN EARLY AM FOG ELSEWHERE.
TSRA	X	X	X		X	X	ISOLD-WDLY SCT EMBD TSRA AREAS 5 & 6 THIS MORNING; SCT TSRA AREAS 1, 5, 6 AND ISOLD TSRA AREAS 2 & 3 (NC) BY EARLY THIS AFTN. TOPS FL350-450+. MOV E-NE 25-40KT.

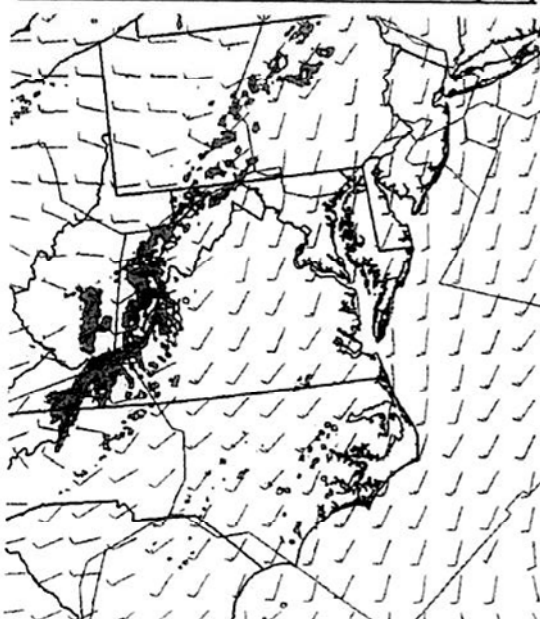
TERMINAL WX HAZARDS/IMPACTS - FOR THE LATEST TAFS, PLEASE VISIT:

<https://www.aviationweather.gov/taf>

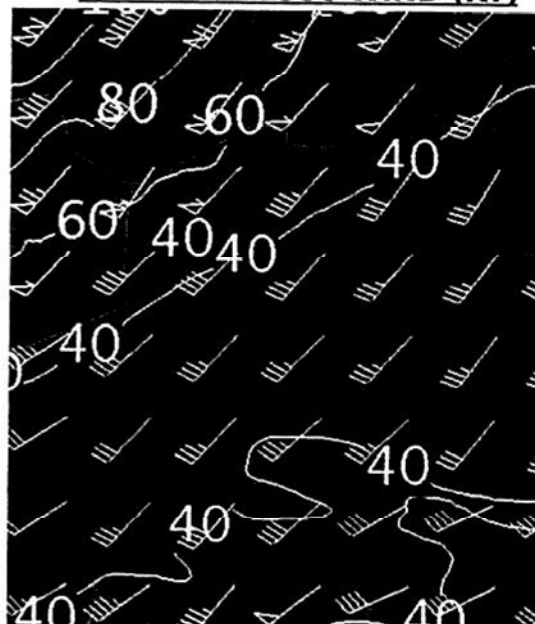
[X = HAZARD/IMPACT IS FORECAST AT ONE OF MORE TERMINAL(S) IN NEXT 8 HRS]

TERMINALS	SFC WIND/WX HAZARDS			
	SFC WIND	TS	MVFR-LIFR	LLWS/COMPRSN
IAD/DCA/BWI	S-SW 5-18KT			
RIC/ORF/PHF	S-SW 8-18KT			
ROA/CHO/LYH	S-SW 5-17KT			
RDU/CLT/GSO	S-SW 5-18KT	FEW PSBL AFT 17Z		
EWR/JFK/LGA	S-SW 9KT; S-SW 13-22KT AFT 15Z			
PHL	S-SW 7-20 KT			
BOS	S-SW 12KT; SW 15-29KT AFT 15Z			LLWS
ATL	W 3-10 KT			

18Z FCST RADAR/SFC WIND (KT)



18Z FCST FL350 WIND (KT)





ZDC CWSU WEATHER BRIEFING SHEET



VALID: 05/19Z - 06/04Z ISSUED: 19Z - 9/5/17

FORECASTER: MICHAEL

DURING NON-CWSU OPS HRS, CONTACT THE STERLING NWS OFFICE FOR UPDATES: 703-996-2202

WEATHER SYNOPSIS: COLD FRONT WITH ASSOCIATED BKN LINE OF TS MOVING NE ACROSS MTNS. LINE OF STORMS FORECAST TO BECOME MORE SCT AS IT MOVES INTO THE J75 CORRIDOR LATER THIS EVENING. POTENTIAL IMPACTS TO DC METROS AFT 21Z. ANOTHER AREA OF SCT TS IN NC FORECAST THRU 00Z.

ZDC ENROUTE WX HAZARDS BY AREA (PIREPS REQUESTED IF AREA HAS A "X")

[X = HAZARD IS OCCURRING OR FORECAST TO OCCUR FOR THAT AREA IN NEXT 8 HOURS]

HAZARD	AREAS (click to view map)						SUMMARY OF HAZARD
	1	2	3	4	5	6	
ICING					X	X	AREAS OF LGT-OCNL MOD ICE 140-FL270 MTNS
TURBULENCE							NO SIG OUTSIDE THE VICINITY OF SHRA/TSRA
COMPRESSION/ LLWS							
CIG BLW 050/ VIS BLW 3SM							MVFR/IFR IN SHRA/TSRA
TSRA	X	X	X	X	X	X	BKN LINE OF TS MOVING NE ACROSS MTNS...WILL BECOME MORE SCT AS IT MOVES INTO J74 CORRIDOR. POTENTIAL IMPACT TO DC METROS AFT 21Z. E NC SCT TS THRU 00Z. TOPS FL400 AND MOV NE 25 KT.

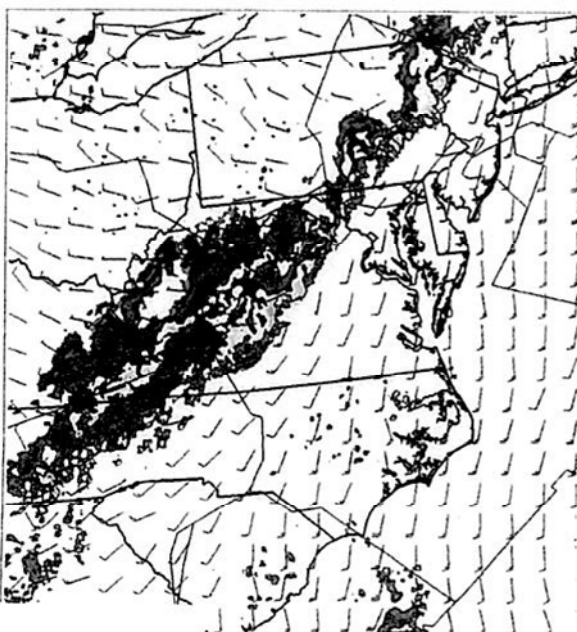
TERMINAL WX HAZARDS/IMPACTS - FOR THE LATEST TAFS, PLEASE VISIT:

<https://www.aviationweather.gov/taf>

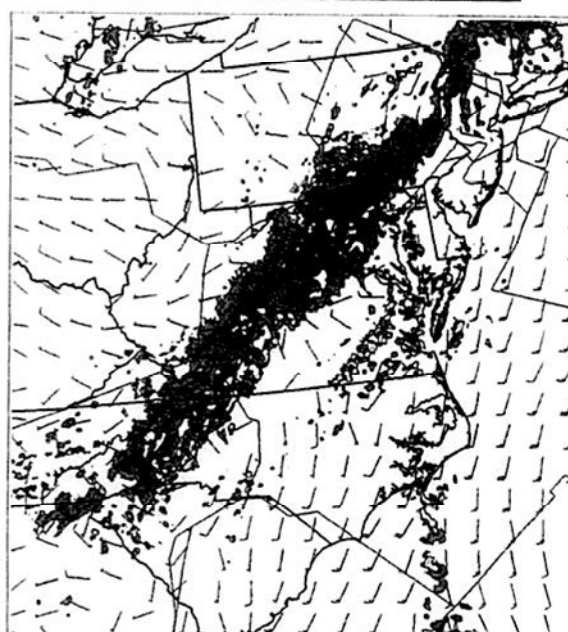
[X = HAZARD/IMPACT IS FORECAST AT ONE OF MORE TERMINAL(S) IN NEXT 8 HRS]

TERMINALS	SFC WIND/WX HAZARDS			
	SFC WIND	TS	MVFR- LIFR	LLWS/ COMPRSN
IAD/DCA/BWI	S-SW 6-12 KT...W 5-10 AFT 23Z	VCTS AFT 21Z		
RIC/ORF/PHF	S-SW 10G20 KT...S-SW 5-10 KT AFT 01Z			
ROA/CHO/LYH	S-SW 6-12 KT...SW 5 KT AFT 00Z	VCTS AFT 20Z		
RDU/CLT/GSO	SW 8G16 KT...SW 5-10 KT AFT 00Z	VCTS AFT 21Z		
EWR/JFK/LGA	S 10G18 KT...S-SW 6-12 KT AFT 23Z			
PHL	S-SW 6-12 KT...SW 5 KT AFT 01Z	VCTS AFT 23Z		
BOS	S-SW 15G25 KT...S-SW 5-10 KT AFT 02Z		MVFR AFT 02Z	LLWS AFT 02Z
ATL	W-SW 4-8 KT	VCTS AFT 21Z		

21Z FCST RADAR/SFC WIND (KT)



00Z FCST FL350 WIND (KT)



CKB-ATCT-0162
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ADDS AIRMET/SIGMET Data

INFO

[SIGMET Home](#)[Plot](#)[Data](#)[Intl](#)Type: [All](#) Location: [NE - Boston](#)**Type: AIRMET Hazard: ICE**

WAUS41 KPCI 050845

BOSZ WA 050845

AIRMET ZULU UPDT 1 FOR ICE AND FRZLVL VALID UNTIL 051500

AIRMET NO SGFNT ICE EXP OUTSIDE OF CNVTV ACT.

FRZLVL...RANGING FROM 090-160 ACRS AREA

120 ALG 30N CVG-50SSW JHW-40W PQI-50NE PQI

Type: AIRMET Hazard: TURB

WAUS41 KPCI 050845

BOST WA 050845

AIRMET TANGO UPDT 1 FOR TURB AND LLWS VALID UNTIL 051500

AIRMET NO SGFNT TURB EXP OUTSIDE OF CNVTV ACT.

Type: AIRMET Hazard: IFR

WAUS41 KPCI 050845

BOSS WA 050845

AIRMET SIERRA UPDT 1 FOR IFR AND MTN OBSCN VALID UNTIL 051500

AIRMET IFR...NY LO PA OH LE WV

FROM 50ENE MSS TO 40WSW MPV TO 50ESE SYR TO 30E SLT TO JST TO

20SE AIR TO HNN TO CVG TO 50SW ROD TO 30ENE CLE TO 50ENE MSS

CIG BLW 010/VIS BLW 3SM BR. CONDS CONTG BYD 15Z ENDG 15-18Z.

Type: AIRMET Hazard: IFR

WAUS41 KPCI 050845

BOSS WA 050845

AIRMET SIERRA UPDT 1 FOR IFR AND MTN OBSCN VALID UNTIL 051500

AIRMET IFR...OH LE

FROM 30SE ECK TO 30ENE CLE TO 50SW ROD TO FWA TO 30SE ECK

CIG BLW 010/VIS BLW 3SM BR. CONDS ENDG 12-15Z.

Type: AIRMET Hazard: MTN OBSCN

WAUS41 KPCI 050845

BOSS WA 050845

AIRMET SIERRA UPDT 1 FOR IFR AND MTN OBSCN VALID UNTIL 051500

AIRMET MTN OBSCN...ME NH VT MA NY PA WV MD VA

FROM 50N PQI TO MLT TO 20NNW CON TO 20NE HAR TO 30S PSK TO HNV

TO HNN TO 20NNE AIR TO JHW TO MSS TO YSC TO 70NW PQI TO 50N PQI

MTNS OBSC BY CLDS/PCPN. CONDS CONTG BYD 15Z THRU 21Z.

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