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TERMINAL FORECAST REFERENCE NOTEBOOK, DETACHMENT 19, CAMP HUMPH--ETC(U)

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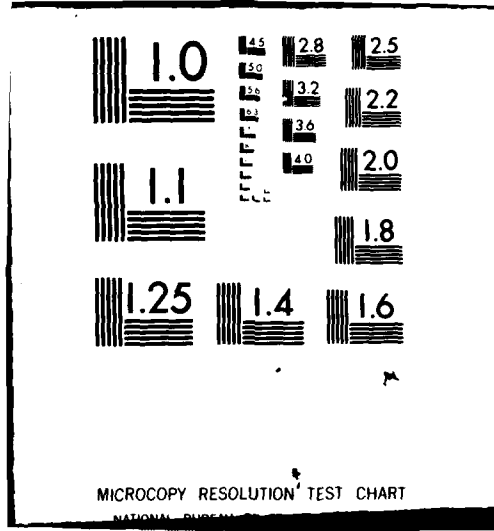
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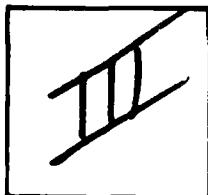
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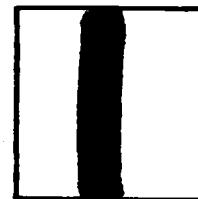
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TERMINAL FORECAST REFERENCE NOTEBOOK

DETACHMENT 19 30TH WEATHER SQ

Camp Humphreys AI, Korea

Preparation Date: 30 October 1980

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Wayne E. McCollom

WAYNE E. MCCOLLOM, Chief
Technical Information Section
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20. ABSTRACT (Continue on reverse side if necessary and identify by block number) This publication describes the impact of weather at Camp Humphreys AI, Korea in terms of mission support requirements. Also included are the weather forecasting guidelines, which cover, local topography, meteorological instrumentation, climatology, and predominant seasonal weather.		

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SECTION A

LOCATION, TOPOGRAPHY, AND LOCAL EFFECTS

1. Geographical Location and Topography of the Republic of Korea.¹ The Republic, about the size of Indiana, covers 37,700 square miles. The climate of Korea is largely influenced by the continent of Asia, the world's largest land mass, to the west and by the Pacific, the world's largest ocean to the east.

a. The peninsula is bounded to the east by the East Sea (also known as the Sea of Japan), to the south by the Korea Strait (also known as the Straits of Tsushima), and to the west by the Yellow Sea. There are numerous rivers and smaller streams throughout the country. The largest river, the Han, consists of two major branches. The Puk (north branch) Han originates in the mountainous Kangwon-do province in the northwestern portion of the Republic. The Puk Han flows southwestward to Seoul where it is joined by the Nam (south branch) Han river. The Nam Han originates in Chungchong-Pukto province in the central portion of the country. From Seoul, the Han flows west northwestward and empties into the Yellow Sea. The Imjin river, also in the northern portion of the Republic, originates in north Korea. It flows southwestward along the Demilitarized Zone (DMZ) and joins the Han river about 20 miles northwest of Seoul. The Nakdong river, which drains the relatively broad interior valley in the southern part of the Republic, originates from Lake Andon in the east-central province of Kyongsang-Pukto. From there, the Nakdong river flows southward and empties into the Korea Strait, just west of Pusan. Industry in Korea is still primarily agricultural with rice paddies throughout the nation, providing a large moisture source during the summer months.

b. The Republic of Korea extends from north Korea, roughly along the 38th parallel, to 34°N (excluding Cheju Island). The terrain of Korea is irregular and, in general, very rugged. The major terrain feature is a long mountain chain, the Taebaek mountains, which extend longitudinally along the entire length of the peninsula. This mountainous backbone lies closer to the east coast than the west, with peaks rising over 5000 feet in the central and southern parts. To the east, the mountains drop steeply to the coast. There is a more gradual decrease in elevation west of the range. Numerous rugged hills (peaks to 3000 feet) extend to the western coastline. The western and southeastern sectors of the nation consists of hills and plains which support most of the Republic's agricultural industry.

US Navy Tech Report 77-03, The Environment of South Korea and Adjacent Sea Areas, in the unit TFRF, is an excellent reference for this subject.

2. Geographical Location and Topography of Camp Humphreys.

This installation is in the extreme southern portion of Kyonggi-do province, in the northwestern part of the Republic. Desiderio Army Airfield, A-511, at 36°57'N, 127°02'E and 45 feet MSL, is near the western outskirts of the village of Anjang-ri, 34 nautical miles south of Seoul, and eight miles south of Osan AB. Camp Humphreys is located in a relatively lowland area on the west coast of the Republic. The terrain around Camp Humphreys is characterized by low hills and marshy flatlands. The area around Anjang-ri is exclusively agricultural, consisting of small farms and rice paddies. The rice paddies cover all of the lowland areas. There are numerous small hills to the east and southeast of the Camp, which are covered with small pine trees.

a. The Ansong River, which originates in the mountains 20 miles east of Camp Humphreys, flows eastward to a point three miles northwest of the airfield, then southward to a point two and one half miles southwest; and from there westward to the Yellow Sea, 20 miles to the west. The Chinwi Creek flows southward, from the Osan area to two and one half miles north-northeast of Camp Humphreys where it joins the Ansong River. There are numerous other small streams (wet season) in the area. National Highway 381 links the post with the town of Pyongtaek, four miles to the northwest. national Highway 1 (the MSR) runs south through Osan and Pyongtaek to Taejon.

b. There are no organized mountains near Camp Humphreys. The highest hill within five miles of the post is Simbong at 295 meters, and four point three miles to the southwest.

3. Location of Camp Humphreys' Meteorological Equipment and Representativeness of Surface Observations (see map #1):

a. The weather forecasting and observing sections are co-located in Building 822 (Base Operations), approximately one-fourth mile WSW of the control tower.

b. The instrument shelter and rain gauge are located on the lawn adjacent to the weather station.

c. The ceiling light (ML-121) is located on the 146th taxiway 1,000 feet NW of the weather station and approximately 4,000 feet WNW of the approach end of the primary runway (32).

d. The wind equipment (GMQ-11) is located 1,000 feet from the approach end of runway 32 and 500 feet to the left of the runway centerline.

e. Visual observations are taken from the observation platform, which is mounted on the roof of the weather station.

(1) Daytime observations are very representative with numerous visibility markers available; however, most cloud heights are estimated since the only means for measuring cloud heights during daylight hours are balloons.

(2) Nighttime observations present a problem due to the limited instrumentation, (fixed beam ceiling light and balloons with lighting units). Numerous visibility markers allow for representative visibilities in all quadrants, except for the northwest quadrant. Fog or low stratus which often forms over the river to the northwest is usually undetected until the airfield is nearly overcast.

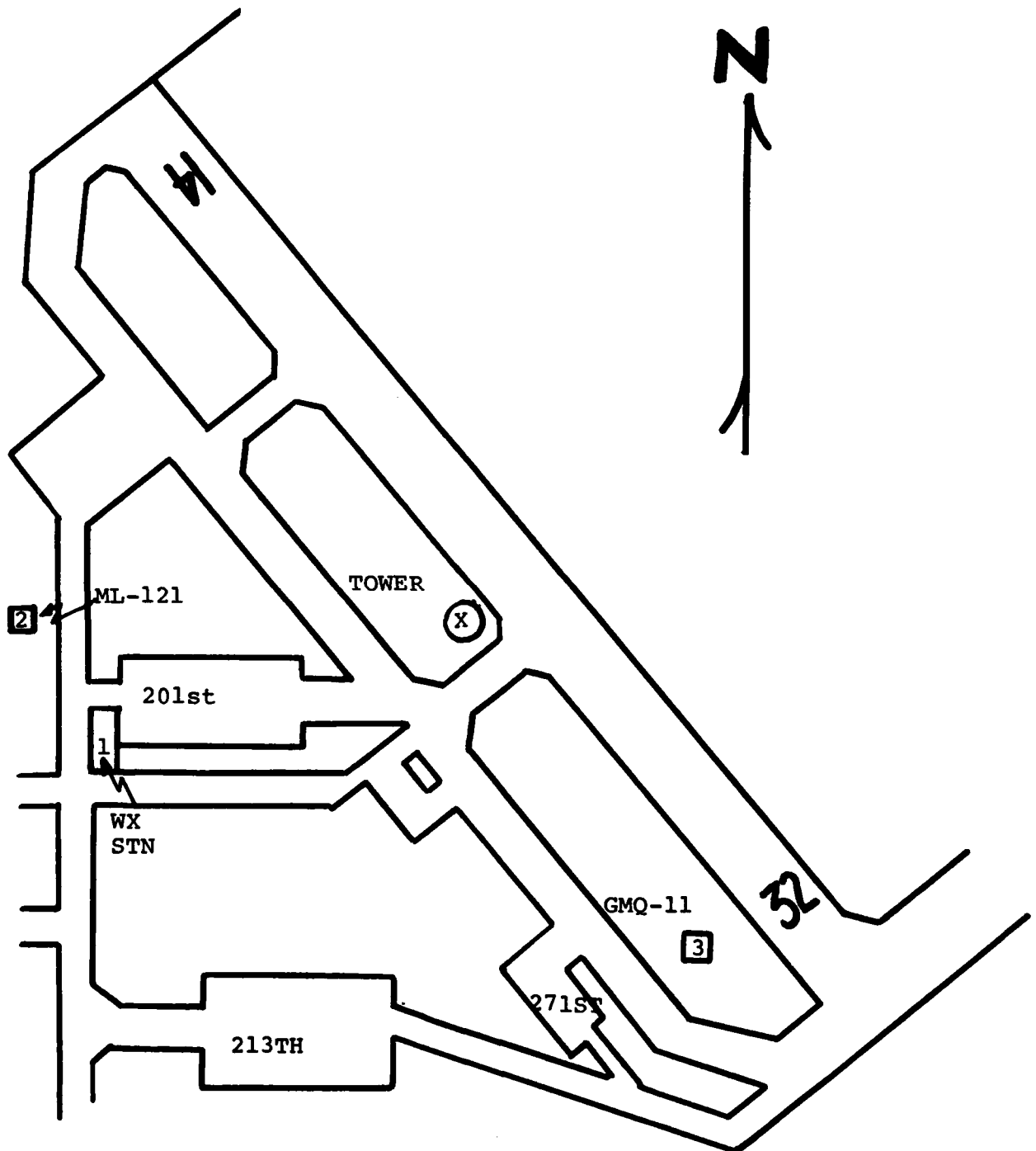
4. Geographical Location, topography, and Local Effects of Desiderio Army Airfield. A-511, Desiderio Army Airfield, Camp Humphreys, Pyongtaek, Korea is located on the west coast of the Republic of Korea, approximately eight nautical miles south of Osan AB and 75 miles north, northeast of Kunsan AB. The field elevation is 45 feet MSL. The coordinates are 36°57'N, 127°02'E. The surrounding countryside is generally flat terrain with numerous rice paddies. The Ansong River flows from the northeast around the northern end of the airfield into the Yellow Sea, which is about twenty miles to the west of the airfield. To the east, the flat terrain gradually gives way to rolling hills then rapidly into a high mountain ridge which extends the length of the Republic from the north to the south.

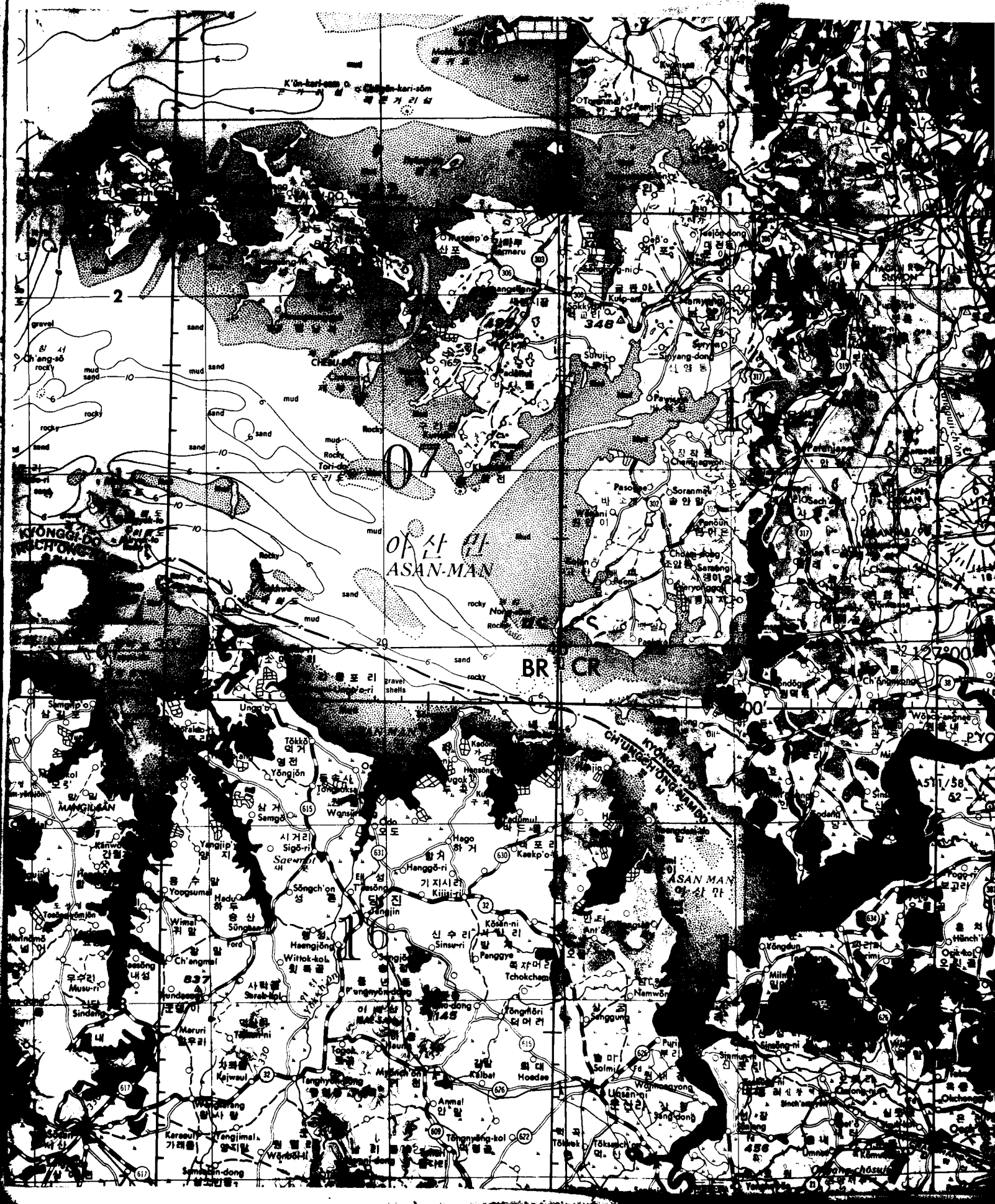
a. The one and only active runway is 32/14 and is approximately 6,000 feet in length. The weather station is located one-fourth mile to the southwest of the center of the runway. The observing site is a platform on the roof of the operations building. The observing and forecasting sections are co-located in the operations building.

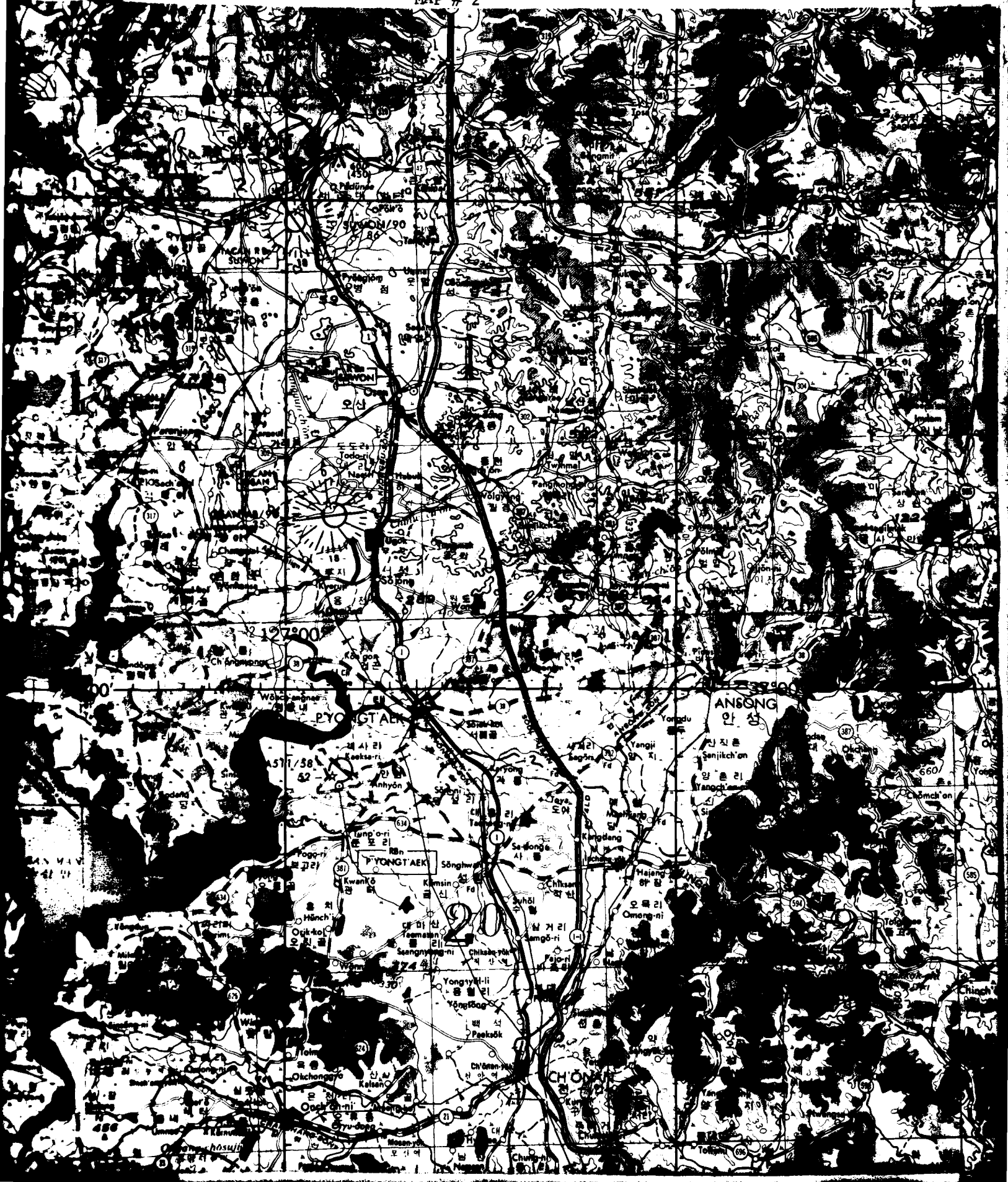
b. The prevailing wind direction is from the SW-NW during the months of November - July and NE-E August - October. Except for a few low hills, A-511 is generally unprotected from the westerly flow over the Yellow Sea. Because of the airfield's open exposure to the west and the prevailing westerly winds, early morning fog and low stratus occur quite frequently during the early fall and late spring months.

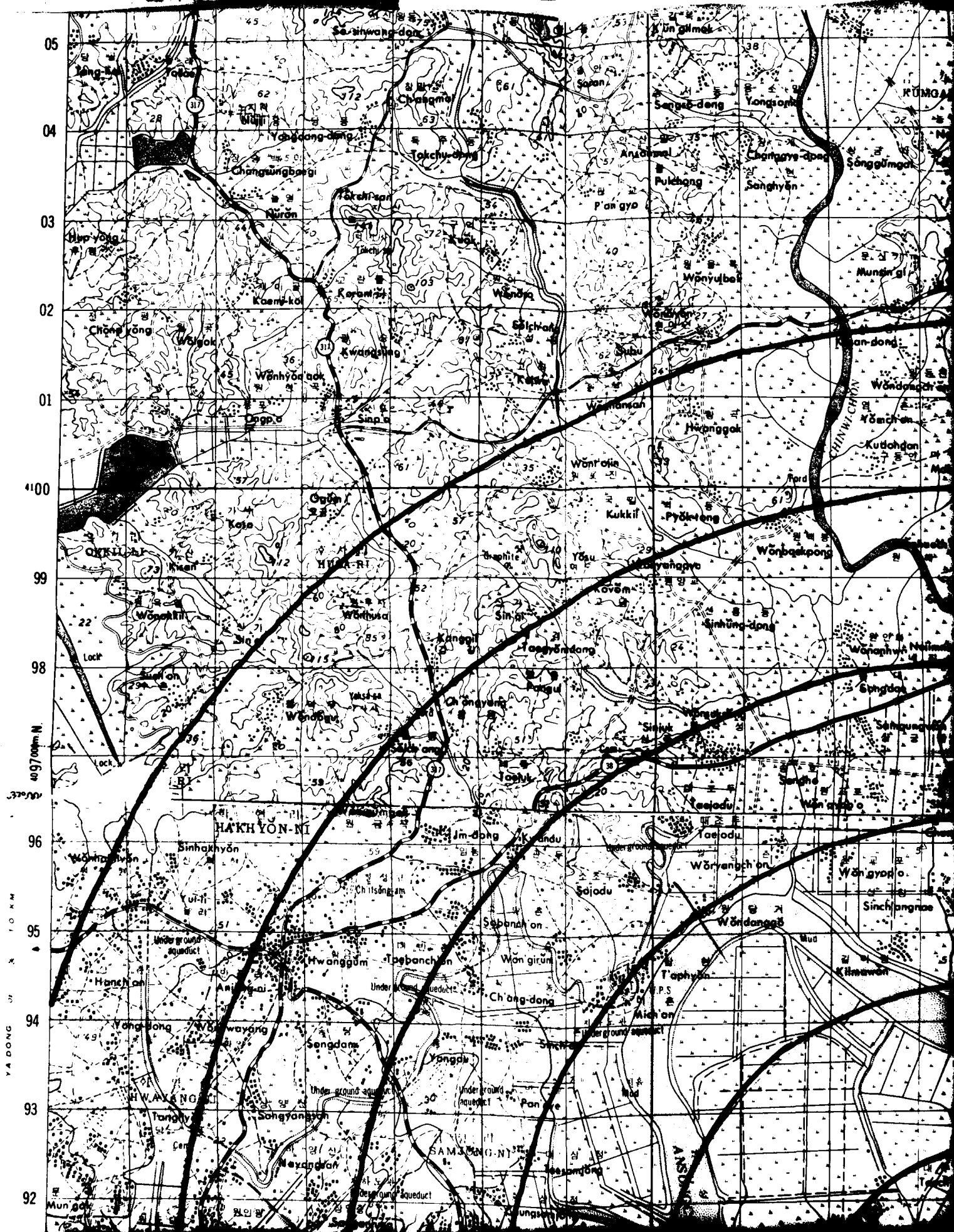
MAP-1

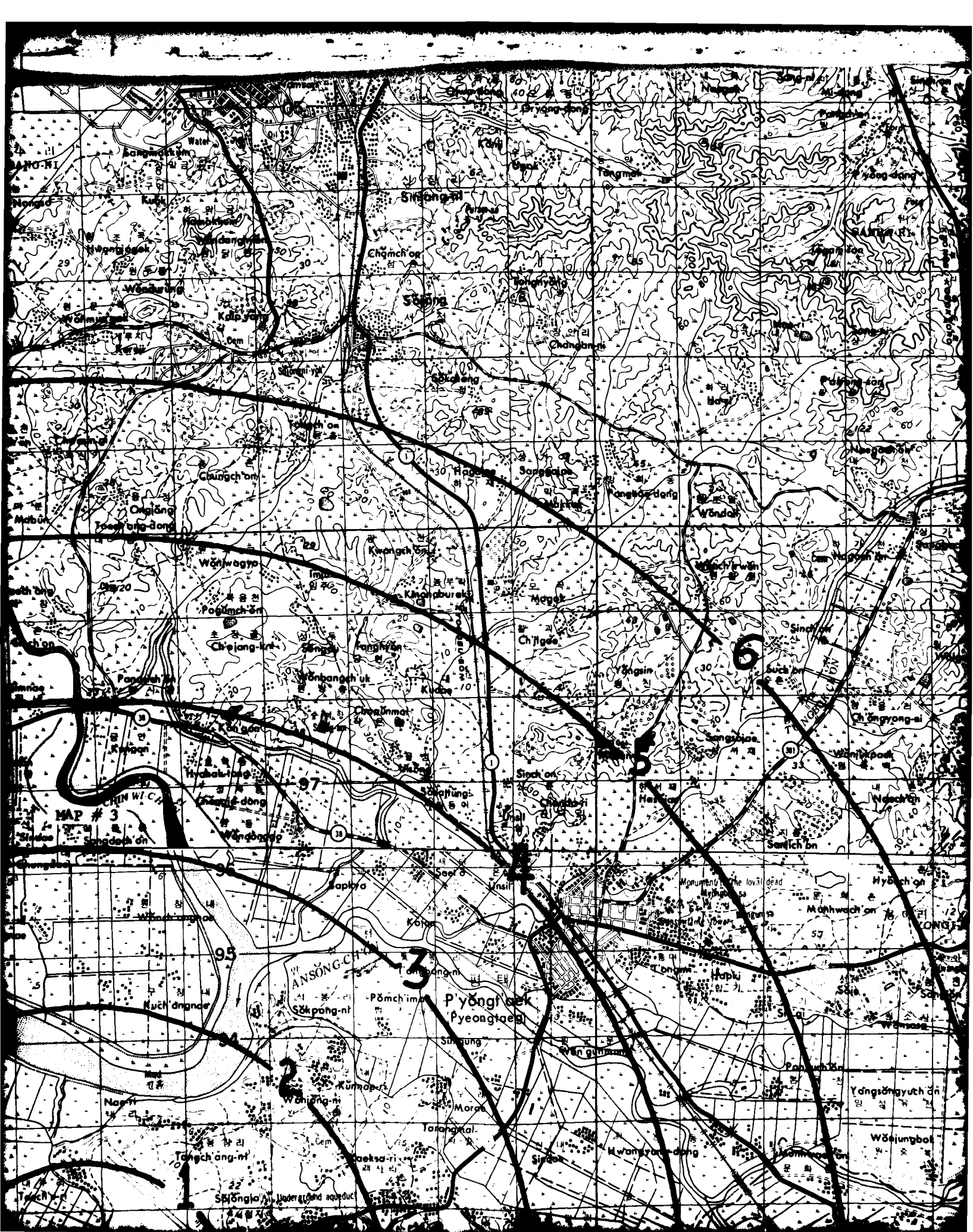
DESIDERIO ARMY AIRFIELD (A-511/RKSG)

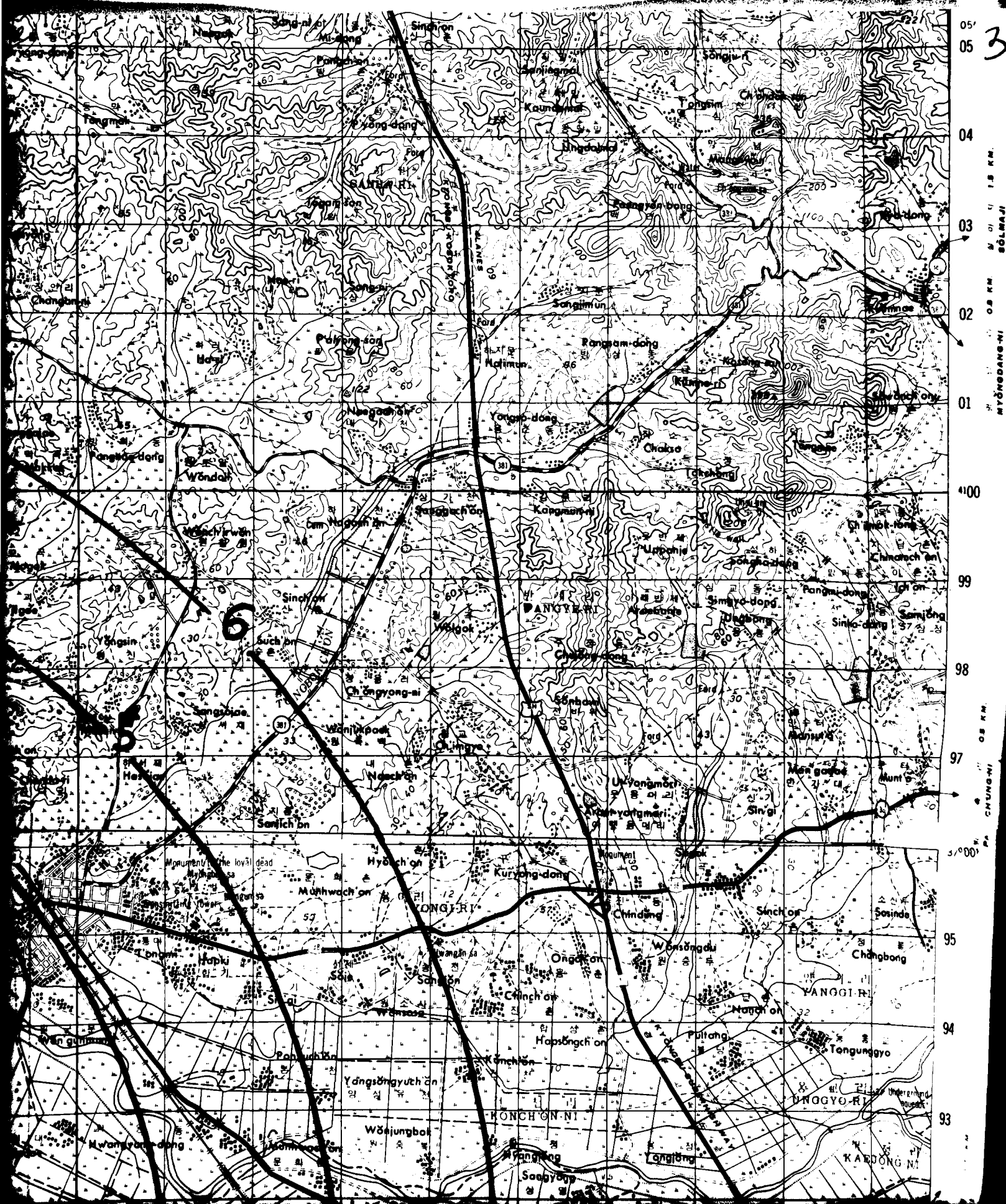


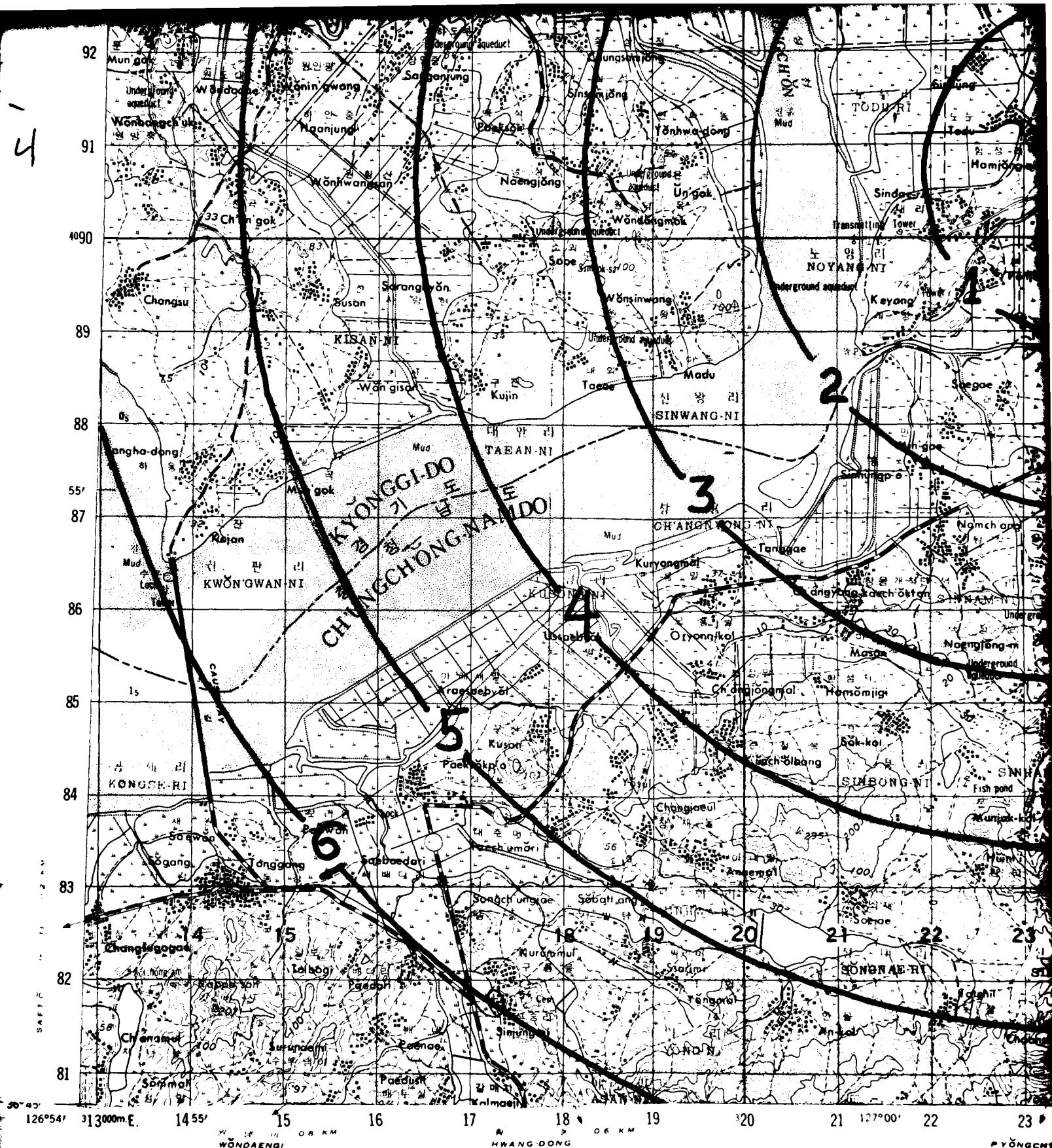












고속도로

4차선고속도로

2차선고속도로

도로

여러한 기후에서라도 통행가능

포장면 표면 4.8미터(16피트) 또는 그이상의 폭

포장면 표면 4.8미터(16피트) 또는 그이상의 폭

포장면 표면 2.4-4.8미터(8-16피트)의 폭

포장면 표면 2.4-4.8미터(8-16피트)의 폭

습거나 건조한 기후에만 통행가능

포장면 표면 4.8미터(16피트) 이상폭 폭

LEGEND

SUPERHIGHWAY

4 Lanes super highway

2 Lanes super highway

ROADS

All weather

hard surface, 4.8m (16feet) or more wide

loose surface, 4.8m (16feet) or more wide

hard surface, 2.4 to 4.8m (8 to 16 feet) wide

loose surface, 2.4 to 4.8m (8 to 16 feet)

Fair or dry weather, loose surface, over 4.8m (16 feet) wide

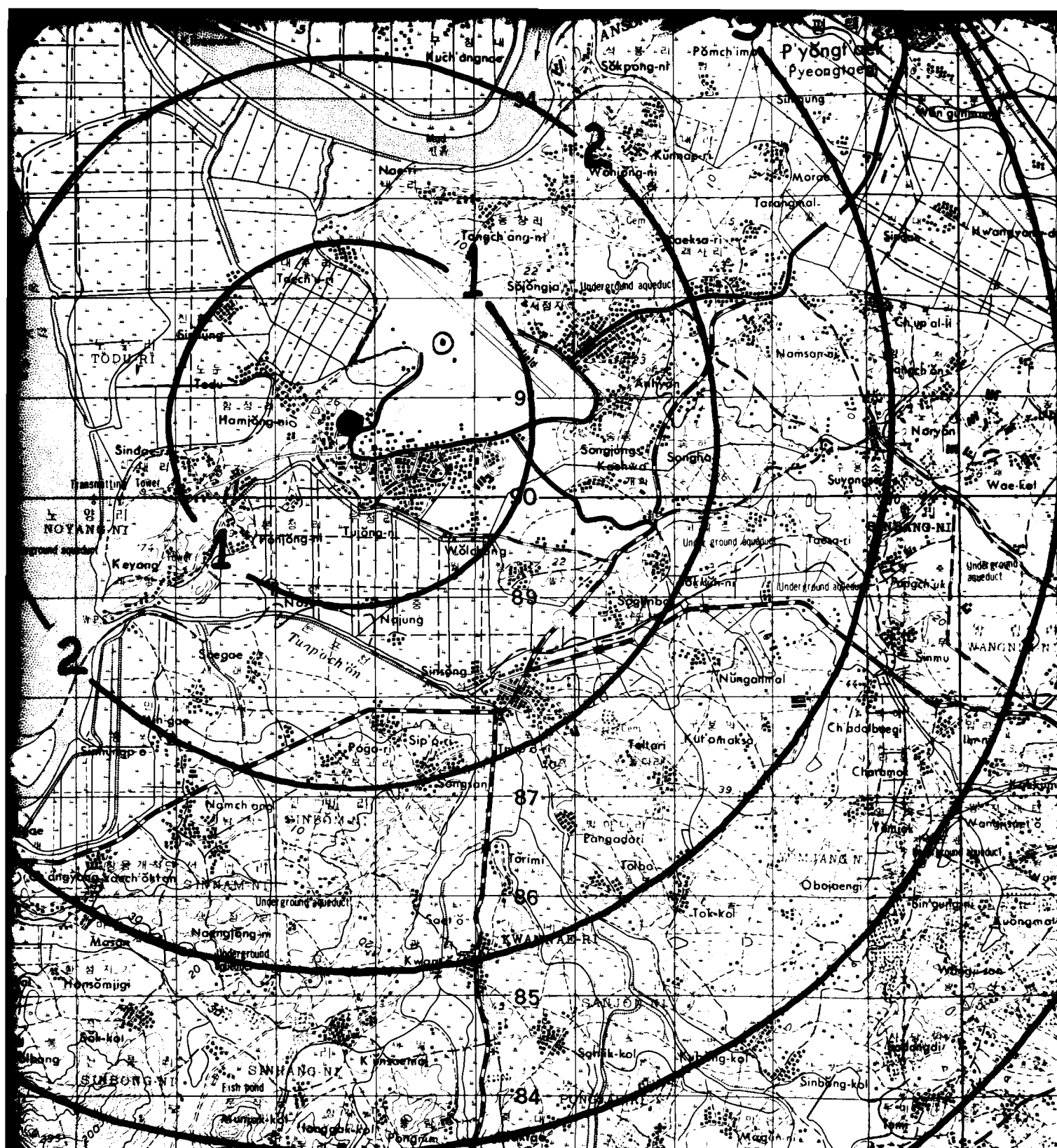
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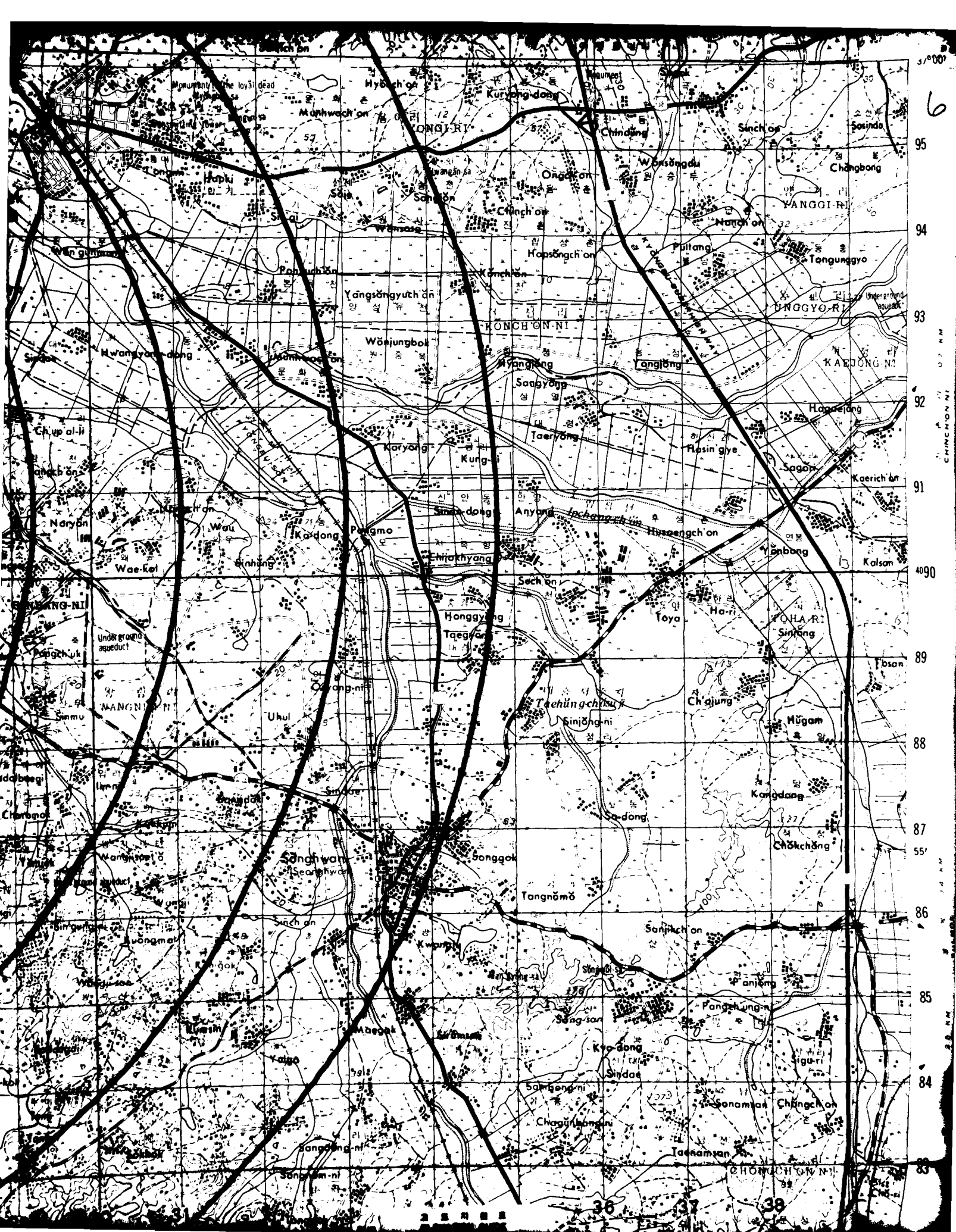
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Scale

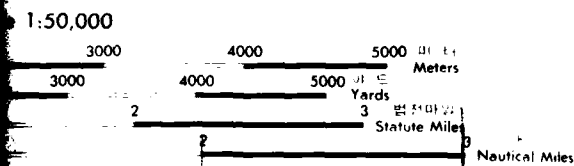
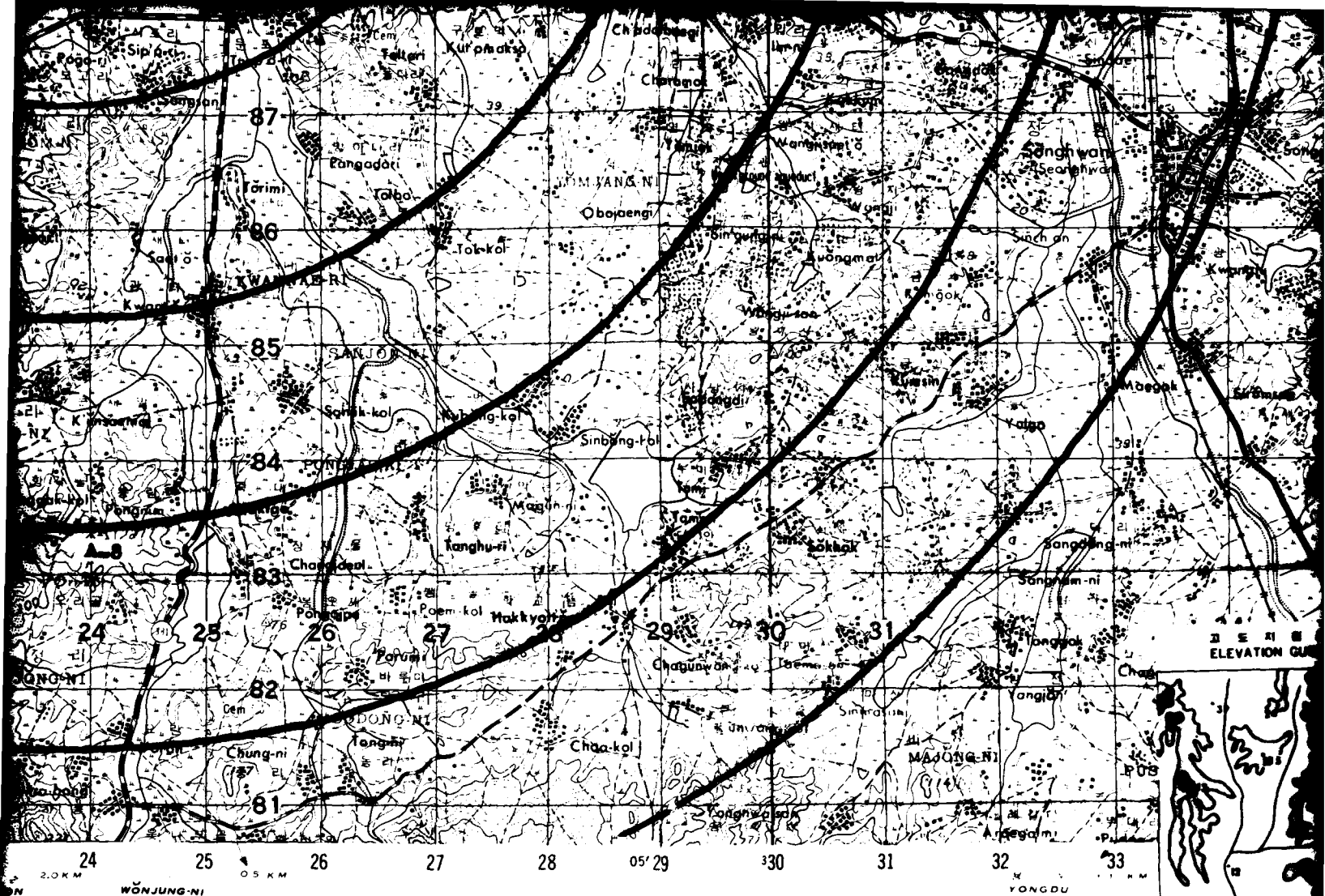
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제작 기관





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한지성찰 1976년
필단 "마케터"식 투영
해면 평균수위
"도"를 기준함
"벡셀" 지구 52구역의 1,000 미터 안국필단 "마케터" 좌표
대한민국 육군측지부대 서기 1977년 3월

REPUBLIC OF KOREA ARMY MAP SERVICE
INTERVAL—20 METERS WITH 10 METER SUPPLEMENTS
DATE—FIELD CHECKED 1976
PROJECTION—TRANSVERSE MERCATOR
TUM—MEAN SEA LEVEL
DATUM—TOKYO DATUM
1,000 METER UTM, ZONE 52 BESSEL SPHEROID
REPUBLIC OF KOREA ARMY MAP SERVICE 3/77

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SUBTRACT G-M ANGLE

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MAGNETIC NORTH

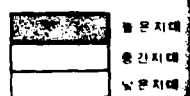
MAP-3

도면각
1° 10' (21 MILS)
도면의 중앙에서
GRID CONVERGENCE
1° 10' (21 MILS)
FOR CENTER OF SHEET

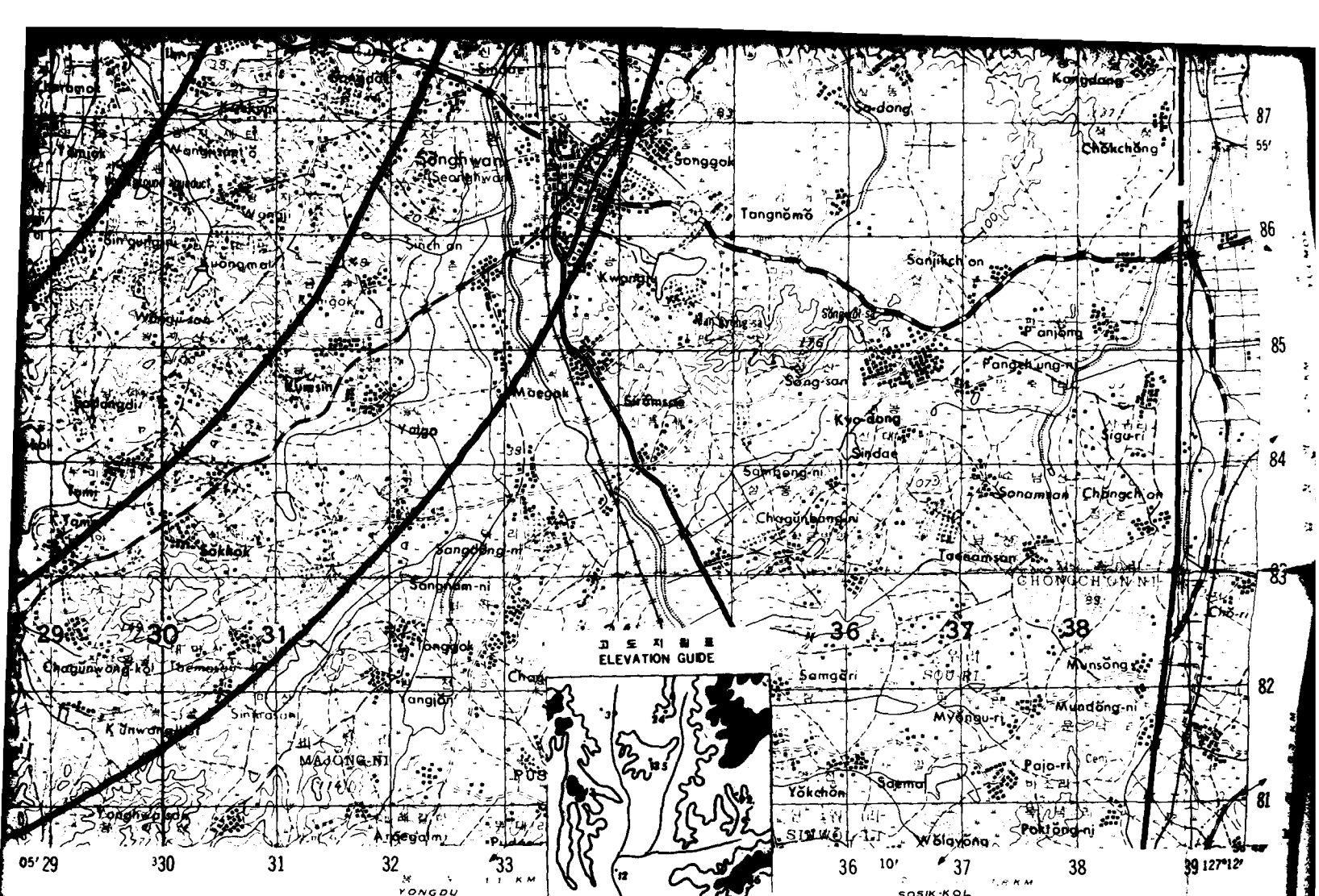
어 해 GLOSSARY

암	temple	-am
봉	mountain	-bong
천	river	-ch'on
저수지	reservoir	-ch'osuji
도	primary administrative	
division	division	-do
동	settlement	-dong
군	secondary administrative	
division	division	-gun
재	mountain pass	-jae
고개	mountain pass	-kogae
골	settlement	-gol
군	secondary administrative	
division	division	-kun
리	settlement	-li
면	tertiary administrative	
division	division	-myon
묘소	cemetery	-myoso
남도	primary administrative	
division	division	-namdo
리	settlement	-ni
복식	textile	-pangjik
북도	primary administrative	
division	division	-pukto
리	settlement	-ri
사	temple	-sa
산	mountain	-san
시	city, secondary administrative	
division	division	-si
선	railroad	-son
성	castle	-song
동	settlement	-tong
읍	tertiary administrative	
division	division	-up
역	railroad station	-yok

굴목	chy
비행장	airfield
송신탑	transmitting tower
방어장	fish pond
운동장	play ground
정수장	filtration bed
지하도랑	underground aqueduct



진흙 mud
송신탑 monument
방어장 tower

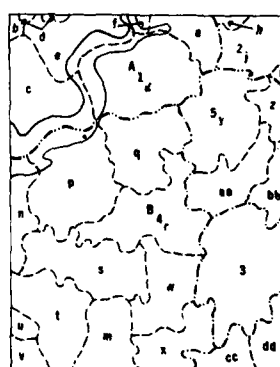


어 해 GLOSSARY

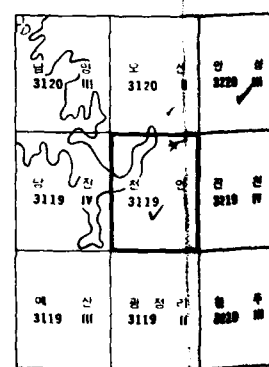
암	temple	—am
봉	mountain	—bong
천	river	—ch'ŏn
저수지	reservoir	—chŏsujŏ
도	primary administrative	
	division	—do
동	settlement	—dong
군	secondary administrative	
	division	—gun
재	mountain pass	—jae
개	mountain pass	—kŏgae
골	settlement	—kol
군	secondary administrative	
	division	—kun
면	settlement	—mi
	tertiary administrative	
	division	—myŏn
묘소	cemetery	—myoso
남도	primary administrative	
	division	—namdo
리	settlement	—ni
방직	textile	—pangjik
북도	primary administrative	
	division	—pukto
리	settlement	—ri
사	temple	—sa
산	mountain	—san
시	city, secondary administrative	
	division	—si
선	railroad	—sŏn
성	castle	—sŏng
동	settlement	—tong
	tertiary administrative	
	division	—t'up
역	railroad station	—yŏk

굴뚝 _____ chimney
 비행장 _____ airfield
 송신탑 _____ transmitting tower
 양어장 _____ fish pond
 운동장 _____ play ground
 정수장 _____ filtration bed
 지하도관 _____ underground aqueduct

진흙 _____ mud
충혼탑 _____ monument to the royal dead
탑 _____ tower

경 계 포
BOUNDARIES

인 근 도 열 표
ADJOINING SHEETS



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Gun Run of Si _____

Myon or Up

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a.P'yōngt'aek-ŏ,

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북면 d.Ch'ŏngdung-m

성 명 e.Osǎng-myǎn

1. Kōdōng-myōn
2. P'aeung-gang-m

2. Anŏng-gun

北	江	h. Wǒngong-mýn
南	江	i. Kōngōt-mýn

王	王	J. Kungso-myŏn
王	王	K. Miyang-myŏn

제 5 조 B.Ch'ungch'ŏng-do

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SECTION B

WEATHER IMPACT ON SUPPORTED UNITS

WEATHER IMPACT ON SUPPORTED UNITS

UNITS SUPPORTED:

- a. USAG-CH (Host).
- b. 802 Eng Bn.
- c. 194 Maint Bn.
- d. 30 Ord Co.
- e. 60 Trans Co.
- f. 82 Sig Det.
- g. 257 Sig Co.
- h. 501 Sig Co.
- i. 520 Maint Co.

1. Mission: Military construction and support for all assigned and tenant organizations.

2. Weather Elements Critical to Mission Accomplishment:

- a. Tornado/Funnel Cloud (any).
- b. Surface Winds Greater than 49kts.
- c. Precip Accumulation of 2 inches or Greater in 12 Hours (Rain/Snow).
- d. Freezing Precipitation.
- e. Wind Chill of Less than -20°F.

Unit Supported: 19th Aviation Battalion

- a. 201 Avn Co.
- b. 213 Avn Co.
- c. 271 Avn Co.

1. Systems/Aircraft Assigned:

- a. UH-1 Helicopter. (201 Avn Co).
- b. CH-47 Helicopter. (213 Avn Co/271 Avn Co).

2. Mission:

a. Personnel, weapons and equipment supply/resupply in support of USA and ROKA throughout the Republic of Korea.

b. Emergency Parts Replacement.

c. Airlift Support for 2 Infantry Division in Support of Classified Missions.

3. Weather Elements Critical to Operations:

a. UH-1 (201 Avn Co):

(1) Crosswind Limitations: None (NOTE: Cannot start or shutdown engines with gust spread of 15kts or greater, or average wind speed greater than 30kts. Maximum winds for hover: 35kts).

(2) Icing Limitations: Moderate Icing (NOTE: Continuous flight in light icing conditions is not recommended).

(3) Turbulence Limitations: Severe Turbulence (observed or forecast).

b. CH-47 (213 Avn Co/271 Avn Co):

(1) Crosswind Limitations: None (NOTE: Cannot start or shutdown engines with observed surface winds greater than 30kts from any direction).

(2) Icing Limitations: Not recommended for flight into observed light icing areas.

(3) Turbulence Limitations: Cannot fly through areas of forecast or observed severe turbulence.

4. Performance, Capabilities and Limitations:

a. Performance:

(1) UH-1

(a) Normal Cruise: 90kts.

(b) Endurance: 2+20 hrs.

(c) Capacity: Nine passengers (with crew of three).

(2) CH-47

(a) Normal Cruise: 120kt - 150kts.

(b) Endurance: 2+45 hrs.

(c) Capacity: Cargo - 15,000 pounds. Passengers - 33.

b. Critical Take-Off Elements:

(1) UH-1

(a) High Density Altitude (Summer).

(b) Low Ceiling/Visibility (VFR FLIGHTS ONLY).

(2) CH-47

(a) High Density Altitude (Summer).

(b) Low Ceiling/Visibility (VFR FLIGHTS ONLY).

c. Landing/Take-Off Minimums:

(1) UH-1

(a) Normal VFR: Day 700/1, Night 1,000/1.

(b) Special VFR: 500/1 (day/night).

(2) CH-47

(a) Normal VFR: Day 500/1, Night 1,000/3.

(b) Special VFR: 500/½ (When authorized by the commander).

Unit Supported: 146th Aviation Battalion.

1. Systems/Aircraft Assigned:

a. RV-1D Fixed Wing.

b. RU-21D Fixed Wing.

c. UH-1 Helicopter.

2. Mission: Classified intelligence gathering flights. Supply/resupply to forward area sites.

3. Weather Elements Critical to Operations:

a. RV-1D:

(1) Take-Off Wind Limitations:

- (a) Maximum Crosswind 18kts.
- (b) Maximum Prevailing Winds 60kts.
- (c) Maximum Gust Spread 20kts.

(2) Flight Level Wind Limitations: Greater than 80kts from any direction.

(3) Icing Limitations: Continuous icing of moderate or greater accumulation.

(4) Turbulence Limitations: Moderate or greater, particularly Clear Air Turbulence (CAT).

(5) Thunderstorm Limitations: Greater than 5% MIC.

b. RU-21D:

(1) Take-Off Wind Limitations: Same as RV-1D.

(2) Flight Level Wind Limitations: Greater than 80kts observed or forecast between 150° and 210° or greater than 140kts from any direction.

(3) Icing, Turbulence and Thunderstorm Limitations: Same as RV-1D.

c. UH-1: Same as 201 Avn Co, 19 Avn Co.

4. Terminal Forecast:

a. Recovery forecast for either destination or alternate approaching or going below minimums.

b. If any of the above elements are forecast prior to mission departure, the mission will be delayed or cancelled.

c. If any of the above elements occur or are forecast to occur while the mission is in progress, the mission will be aborted.

d. Accurate forecasts are absolutely essential to the 146th due to the sensitive nature and timing requirements of the mission, and the airframe used.

5. Performance Capabilities and Limitations:

a. Performance:

(1) RV-1D:

- (a) Normal Cruise: 185kts.
- (b) Endurance: Classified.
- (c) Normal Cruise Altitude: Classified.

(2) RU-21D:

- (a) Normal Cruise: 190kts.
- (b) Endurance: 4+30 hours.
- (c) Normal Cruise Altitude: 2,000 - 10,000 feet.

(3) UH-1: Same as 201 Avn Co, 19 Avn Bn.

b. Critical Take-Off Elements:

(1) RV-1D:

- (a) Crosswinds (greater than 18kts).
- (b) Low ceiling/visibility.
- (c) Freezing precipitation.
- (d) Snow/ice on runway.

(2) RU-21D: Same as RV-1D.

(3) UH-1: Same as 201 Avn Co, 19 Avn Bn.

c. Landing/Take-Off Minimums:

(1) RV-1D:

(a) Take-Off:

- 1. 1/2 mi visibility (regardless of ceiling) with GCA operational.
- 2. 600/1 (No GCA).

(b) Landing:

1. ½mi visibility with GCA operational.
2. 1mi visibility with TACAN only.

(2) RU-21D: Same as RV-1D.

(3) UH-1: Same as 201 Avn Co, 19 Avn Bn.

Unit Supported: 45th Transportation Company (Aviation).

1. Systems/Aircraft Assigned:

- a. OH-58.
- b. UH-1.

2. Aircraft Maintained:

- a. All aircraft assigned to A-511.
- b. C-12 (Fixed Wing).
- c. U-21 (Fixed Wing).
- d. OV-1 (Fixed Wing).
- e. AH-1 (Helicopter).

3. Mission: Perform all maintenance for US Army aviation in the Republic of Korea and flight-test all US Army aircraft.

4. Weather Elements Critical to Operations:

- a. OH-58 (Helicopter):

(1) Crosswind Limitations: None (NOTE: Cannot start or shutdown engine with gust spread of 15kts or greater. Maximum winds for hover: 45kts).

(2) Icing: Must avoid all icing conditions.

(3) Turbulence: Operates in up to moderate turbulence.

b. C-12 (Fixed Wing):

- (1) Crosswind Limitations: 25kts or greater.
- (2) Maximum Prevailing Wind: 60kts.
- (3) Icing: Up to moderate.
- (4) Turbulence: Up to moderate.

c. AH-1 (Helicopter):

- (1) Crosswind Limitations: Same as UH-1.
- (2) Icing: Must avoid all icing conditions.
- (3) Turbulence: Up to moderate.

d. OV-1: Same as RV-1D.

e. U-21: Same as RU-21D.

f. For all other assigned aircraft see pages B-2 through B-7.

5. Performance, Capabilities and Limitations:

a. Performance:

(1) OH-58:

- (a) Normal Cruise: 90kts.
- (b) Endurance: 3 hours.
- (c) Normal Cruise Altitude: 200 to 3,000 feet.
- (d) Capacity: two passengers (with crew of two).

(2) C-12:

- (a) Normal cruise: 245 - 250kts.
- (b) Endurance: 5 hours.
- (c) Normal Cruise Altitude: 2,000 - 10,000 feet.

(NOTE: C-12 has airborne weather avoidance radar).

(d) Capacity: 6 passengers with crew of 3 (VIP configuration), 10 passengers with crew of 3 (troop configuration).

(3) AH-1:

(a) Normal Cruise: 130kts.

(b) Endurance: 2 hours.

(c) Normal Cruise Altitude: 200 - 3,000 feet.

(4) OV-1: Same as RV-1D.

(5) U-21: Same as RU-21D.

(6) For all other assigned aircraft, see pages B-2 through B-7.

b. Critical Take-Off Elements:

(1) OH-58: Same as UH-1.

(2) C-12: Same as RU-21D.

(3) AH-1: Same as UH-1.

(4) For all other assigned aircraft, see pages B-2 through B-7.

c. Landing/Take-Off Minimums: All test flights require VFR conditions:

(1) OH-58: Same as UH-1.

(2) C-12: Same as RU-21D.

(3) AH-1: Same as UH-1.

(4) For all other assigned aircraft, see pages B-2 through B-7.

SECTION C

SYNOPTIC CLIMATOLOGY

(None on File)

SECTION D

RULES-OF-THUMB (ROTs)

(None on File)

SECTION E

FORECAST STUDIES

(None on File)

SECTION F

CLIMATOLOGICAL DATA

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SECTION G

SYNOPTIC CASE STUDIES

(None on File)

SECTION H

TERMINAL FORECAST WORK/PREPARATION SHEET

| Det 19, 30 WS | | TERMINAL FORECAST WORKSHEET | | PYONGTAEK | | | | |
|---|---|----------------------------------|---|--------------|---|---|----|----|
| 1. FORECASTER | | 2. MONTH | | 3. DATE/TIME | | | | |
| 4. ANALYSIS | | | | | | | | |
| A. 500MB: PVA /NVA /NEUTRAL | | F. MOISTURE FOR FOG/STRATUS | | | | | | |
| B. 850MB: LIFTING /SUBSIDENCE | | G. MOISTURE AT 850MB 700MB 500MB | | | | | | |
| C. 850-500MB SHOWALTER INDEX | | H. SURFACE WIND DIRECTION | | | | | | |
| D. WW/MWA NUMBER /CRITERIA | | | | | | | | |
| E. LOCAL WW/MWA NUMBER /CRITERIA | | | | | | | | |
| 5. SYNOPTIC SITUATION | | | | | | | | |
| (CURRENT OBSERVATION:) | | | | | | | | |
| 6. TERMINAL FORECAST | | | | | | | | |
| RKSG | | QNH | | INS | | | | |
| | | QNH | | INS | | | | |
| | | QNH | | INS | | | | |
| | | QNH | | INS | | | | |
| | | QNH | | INS | | | | |
| AMD/COR/RTD (REASON:) | | | | | | | | |
| FTAS75 RJTZ | | AMD/COR/RTD | | | | | | |
| RKSG AMD/COR/RTD | | QNH | | INS | | | | |
| | | QNH | | INS | | | | |
| | | QNH | | INS | | | | |
| | | QNH | | INS | | | | |
| | | QNH | | INS | | | | |
| AMD/COR/RTD (NOTE: The time on the last line is not used with RTD.) | | | | | | | | |
| 7. VERIFICATION | | | | | | | | |
| HOUR | 1 | 2 | 3 | 4 | 5 | 6 | 12 | 24 |
| TIME | | | | | | | | |
| CIG P/O | | | | | | | | |
| VIS P/C | | | | | | | | |
| CC | | | | | | | | |
| PRECIP | | | | | | | | |
| INTER | | | | | | | | |
| 8. REMARKS | | | | | | | | |

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