

Report No. PM-45-U-NHT-86-07

PROJECT MEMORANDUM

**U.S. Department of Transportation
Research and Special Programs Administration
Transportation Systems Center
Kendall Square
Cambridge, MA 02142**

**DESCRIPTION AND COMPARATIVE EVALUATION OF A PROPOSED
DESIGN FOR THE LOW VISIBILITY APPROACH STUDY**

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October 1985

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Federal Aviation Administration
Office of Flight Operations
Flight Technical Programs Branch**

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1.0 INTRODUCTION

This memorandum was prepared in support of the low visibility simulation study being conducted by the FAA as a basis for establishing the lowest RVR (runway visual range) required for safe, fail passive auto landings in Category III weather. A design consisting of descriptions of the flight scenarios to be used in this study and the order and combination of conditions under which these scenarios would be presented to the pilots flying the simulated approaches was developed for use in initial simulation testing. While adequate for early testing, this ORIGINAL design would have some analytic limitations if used as a means of generating pilot performance data during the actual evaluation.

This report describes a new proposed study design and compares the original design and the proposed new design with respect to their abilities to differentiate the influence of visibility conditions on landing decisions and performance of air transport pilots in a 727 full mission simulator.

The new design uses only combinations of conditions, other than RVR, which were used in the original design. Every combination of conditions which is presented to a pilot at one RVR is also presented at other RVR's to ensure that the RVR's can be compared under identical conditions. It is essential that this be done if a valid determination of the effects of visibility conditions on pilot landing performance is to be made.

The total number of combinations of conditions without regard to RVR is exactly the same as in the original design. This number is 40 (9 normals +3 loc. mis. w. norm. +4 disconnect +4 anomalies) X 2 light levels). When these are combined with RVR's, the result is a total of 200 (5 x 40) test scenarios.

Each of the 200 scenarios is identical to one of the original scenarios except for, at most, a change in RVR.

Since the reason there are more total scenarios is to increase comparability of RVR's, that number should not be reduced. However the relative frequency of occurrence of some combinations can be increased if desired. Also the order of presentation can be changed.

I. COMPARISION OF STUDY DESIGNS

In order to illustrate some points about properties that are important to have in the design of this study a proposed design described in Part II of this memorandum will be compared with the original design.

The key comparisons (also called contrasts) in this study are those involving RVRs—either simple comparisons of RVRs or comparisions of RVRs in interactions with other variables. This study is not primarily intended to evaluate pilots or wind conditions or anomalies (which are auxiliary variables), but to determine the effect of these on the way safety depends on RVR. Fog type is somewhere between the auxiliary variables and RVR. For the purposes of this analysis, it wil be shown how these two designs differ in their ability to compare the safety of different RVRs under various conditions, i.e., to answer the question, "What is the lowest safe RVR under various conditions?".

First, the original design will be considered. In it, each pilot experiences—at each light level in each of two phases—the combination of shallow ground fog with tail winds on normal "autoland" at each of the 4 RVRs (5, 6, 7, and 8 hundred feet). Consequently, under these special conditions, the RVRs are comparable to a high degree. The critical comparisons are between adjacent RVRs. Since there are 20 pilots, each of the adjacent pairs, 5/6, 6/7, and 7/8, are comparable on 40 pairs of tests (at each light level). This is a high degree of comparibility for a given combination of conditions.

However, other combinations of conditions are not so favorable in terms of comparability. Table A shows the combinations that are run at each RVR. While homogeneous fog with right cross winds is almost as favorable, allowing comparisons of the adjacent pairs of RVRs 5/6 and 6/7, mature fog with left cross winds is not as comparable and it is the only other combination that allows comparisons. The other six combinations allow no comparison of RVRs at all.

The "disconnect" runs allow even fewer comparisons (Table B). Only two disconnect combinations allow comparisons of pairs of RVRs and each of them allows only one pair to be compared. (One of the pairs is not adjacent—a comparison of RVR6 with RVR10 is not nearly as useful as an adjacent comparison.)

The "anomaly" runs allow no comparisons of RVR since no anomaly is repeated at more than one RVR (Table C).

An alternative design that would permit maximum comparison of adjacent RVRs and which is subject to the following constraints will be described.

1. The combinations of conditions other than RVR that can be used are restricted to those which appeared in the original design.
2. Normal autolands must account for at least 50 percent of all runs and disconnects must account for at least 50 percent of the runs which are not normal autolands.
3. Complete replications must be run at each of the two light levels.

In addition, the following design guidelines were considered:

4. A mixed up, partially random order would be sought to reduce order effects.
5. Each pilot would be shown as large a variety of conditions as possible. The tendency for a pilot to learn combinations as they recurred was to be avoided.
6. A relatively balanced total mix of conditions was sought to increase the sensitivity of statistical testing.

Another consideration was:

7. The extreme RVRs (1000 and 500) need not be as comparable to their adjacent RVRs as must the central pairs (600/700 and 700/800) be to each other.

To reiterate, the main requirement was:

- o Each condition is to be comparable to the maximum extent at all pairs of RVRs.

The resulting design, described in Part II of this memo, has the following properties.

1. Every set of wind and fog conditions under normal autoland which occurs in it is comparable at each pair of RVRs on at least some of the pilots, i.e., the RVRs are comparable on each set of normal autoland conditions which occurs—i.e., all sets of conditions in the original design.
2. Every set of disconnect conditions which occurs is comparable at each RVR.
3. All adjacent RVR pairs can be compared under all anomalies.

The following are estimates of the number of comparisons* possible for each pair of RVRs at each combination of conditions. (The numbers are for each light level; the total number is thus twice that shown.)

Normal autoland; For each set of wind and fog conditions:

RVR Pairs	5/6	6/7	7/8	8/10
Comparisons	3+	9-10	9-10	3+

Disconnects; For each set of wind and fog conditions used and for each set of wind and fog conditions with localizer misalignment which occurs:

RVR Pairs	5/6	6/7	7/8	8/10
Comparisons	4+	12-13	12-13	4+

Anomalies; For each set of condition combinations which occurs, i.e., anomaly, wind, fog, localizer misalignment if present, the following numbers of comparisons at each RVR pair are estimated:

RVR Pairs	5/6	6/7	7/8	8/10
Comparisons	4+	12-13	12-13	4+

*A comparison of two RVR's here refers to two tests on a pilot where he flies two approaches under identical conditions except at two different RVR's. A count of comparisons gives the total number of times this occurs throughout the experiment (at one light level). This is the critical number (the sample size) for determining whether the comparison can be made with sufficient statistical reliability.

The total number of comparisons needed to distinguish adjacent RVRs at the transition from safe to unsafe was estimated at about 27 in a previous memo* (although the number could be as low as 7 or as high as 112 depending on assumptions). This suggests that about 3 combinations of conditions must be combined to compare RVR6 with RVR7 or RVR7 with RVR8 (since these RVR Pairs have 9 to 13 comparisons under each combination). Up to 9 or more combinations of conditions must be combined to compare RVR5 with RVR6 or RVR8 with RVR10. Thus, RVRs may not be comparable on single anomalies. This is so at one light level, if the two light levels are combined, the number of comparisons doubles (as noted above).

There is no doubt that if enough combinations of conditions are combined, then each adjacent RVR comparison can be made. If we add up over all conditions, then the following numbers of comparisons are possible at each RVR for normal autolands, disconnects, and anomalies.

Normal autoland:

RVR Pairs	5/6	6/7	7/8	8/10
Comparison	38	114	114	38

Disconnects and Anomalies:

RVR Pairs	5/6	6/7	7/8	8/10
Comparisons	17	51	51	17

These are for each light level—double these numbers for number of comparisons over both light levels.

If we add up over all conditions, we get the following number of possible comparisons (at each light level):

RVR Pairs	5/6	6/7	7/8	8/10
Comparisons	72	216	216	72

*The key assumption was that the proportion of go arounds changed from .2 to .5 as we changed the RVR from one level to the next lower level. This must be true at the critical level only. If the change is more dramatic (a smaller sample sizes is needed e.g. a transition of .15 to .6 requires a sample size of only 12).

TABLE A
WIND, FOG, RVR COMBINATIONS WITH NORMAL AUTOLAND
(ORIGINAL DESIGN)

Fog	Wind	5	6	7	8	10
H	R	X	X	X		X
H	L	X				
H	H			X		
H	T				X	
M	R					
M	L		X	X	X	
M	H		X			
M	T	X				
S	R					
S	L					
S	H					
S	T	X	X	X	X	

TABLE B
WIND, FOG, RVR COMBINATIONS WITH DISCONNECT
(ORIGINAL DESIGN)

Fog	Wind	5	6	7	8	10
H	R		X			X
H	L					
H	H					
H	T					
M	R					
M	L			X	X	
M	H					
M	T					
S	R					
S	L					
S	H					
S	T	X				

TABLE C
WIND, FROG, RVR COMBINATIONS
WITH ANOMALIES
(ORIGINAL DESIGN)

Fog	Wind	5	6	7	8	10
H	R		OS			
H	L					
H	H					
H	T				NF	
M	R					
M	L			R	OV	
M	H					
M	T					
S	R					
S	L					
S	H					
S	T					

NF = no flare

OS = oscillating flare

OV = over flare

R = roll

II. DESCRIPTION OF PROPOSED STUDY DESIGN

Consider 34 pilots each doing 51 runs. This gives a total experiment of 1,734 runs, very close to the 1,760 runs in the original design. Half of the pilots get all their runs at the lower light level and the other half at the higher light level. The design will therefore be specified for 17 pilots. The second 17 will each fly 51 approaches according to the same schedule as one of the first 17 but with the higher level of ambient light rather than the lower level.

The following will describe a method of assigning 51 runs to each pilot. The runs will be in three categories:

1. 27 runs will be normal autolands
2. 12 runs will be with a disconnect
3. 12 runs will be with each one of the four anomalies

A few of each type will be associated with localizer misalignment. First the runs with normal autoland will be determined. Out of the 12 combinations of 3 fog types with 4 wind conditions, a total of 9 combinations were used with normal autoland in the original design. These are the wind-fog combinations used in this design.

Three of these wind-fog conditions were sometimes associated with localizer misalignment so we have 12 combinations of conditions to associate with each RVR. The 12 combinations are listed in Table 1. After each combination is a number from 1 to 4. It represents an RVR pattern which is given in Table 2. Each pilot is assigned scenarios from Table 1. Pilot 1 gets 9 combinations starting from the first. These are each associated with 3 RVRs according to the RVR pattern next to the combinations. Thus, each pilot gets 27 scenarios assigned with normal autoland. Pilot 2 gets 9 combinations (which become 27 when associated with 3 RVRs each) starting with combination #2, Pilot 3 starts with combination #3 and so on (Pilot 13 starts with combination #1 again as there are only 12 possible combinations). After an RVR pattern is used with a combination, it is changed so that eventually each combination is used (approximately equally often) with each of the RVR patterns.

After the 27 combinations have been determined for a pilot and numbered from 1 to 27 the order is determined by a permutation from Table 3 (a different permutation is used for each pilot).

Next the disconnect runs are determined. Table 4 lists the 4 combinations of wind, fog, and localizer misalignment which appeared in the original study design. Each pilot gets each of these combinations at each of the 3 RVRs—a total of 12 disconnect runs. The 3 RVRs which go with each combination are determined by the RVR pattern number in Table 4 which as before refers to Table 2. As in the case of the normal autoland runs, each time a combination is used, its RVR pattern number is changed insuring that each RVR pattern is used approximately with equal frequency with each combination (of wind, fog, localizer misalignment).

Once 12 disconnect runs have been determined for a pilot, their relative order is determined by a permutation obtained from Table 5.

Anomalies are determined exactly as disconnects except the combinations of conditions are determined by Table 6 where, of course, each combination includes a specification of anomaly. The RVRs are assigned the same way. The 12 anomaly scenarios are then permuted according to Table 5. In Table 5, a different permutation is assigned for use with anomalies than was used for disconnects.

Now for a given pilot, 27 normal autoland runs, 12 disconnect runs, and 12 anomaly runs have been determined together with their relative order within class. All that is left is to determine for each of the 51 runs is whether it is a normal (N), disconnect (D), or anomaly (A). Two random sequences are first generated. One consists of 20 N's (i.e., normals) which are mixed up with 5 D's. The other consists of 7 N's, 6 D's, and 12 A's, also mixed together randomly. The construction of these sequences is explained in Tables 7 and 8. Now depending on whether the pilot is 1 to 8 or 9 to 17, the first or the second sequence is divided into two parts (the first 12 letters and the last 13) and these parts are placed before and after the other sequence. Now there is a sequence of 27 N's, 11 D's, and 12 A's. One more D is required and it is inserted in position 13, moving all subsequent letters into the next (later position). The required sequence of 27 N's, 12 D's, and 12 A's is now constructed. The actual normal autoland scenarios are now

substituted for the N's (keeping the previously determined order for the normal scenarios). Similarly, the disconnect scenarios replace the D's and the anomalies replace the A's. This completes the description of the determination of the schedule for each pilot.

Note that the procedure just described ensures that the order in which normals, disconnects and anomalies are presented is based on the ABBA design. If a sequence of 12 or 13 runs consisting about half of anomalies and the rest normals and disconnects is called A, while a sequence of 12 or 13 runs consisting mostly of normals with some disconnects is called B then about half the pilots are presented with ABBA while the others are presented with BAAB. This feature is to allow possible sequence effects, such as increased familiarity with the scenarios, to be estimated and eliminated as far as possible.

The actual schedules for all 34 pilots as generated by a computer program and written to these specification is given in Appendix A.

TABLE 1
SCENARIOS FOR NORMAL AUTOLAND

Combination Number	Fog	Wind	Localizer Misalignment ¹	RVR Pattern ²
1	H	R		3
2	H	R	(L)	2
3	H	L		2
4	H	H		3
5	H	T		1
6	M	L	(L)	1
7	M	H		1
8	M	T		3
9	M	L		4
10	S	T	(L)	2
11	S	R		4
12	S	T		4

¹Note: "(L)" means localizer misalignment is present; otherwise it is not present.

²Note that when a number is read from this column, the number in the column is changed for next usage. The transformation is this:

1 -- 2, 2 -- 3, 3 -- 4, 4 -- 1

TABLE 2
RVR PATTERNS

Pattern					RVRs
1		6	7	8	
2			7	8	10
3	5	6	7		
4		6	7	8	

TABLE 3
PERMUTATIONS OF NUMBERS 1 THROUGH 27

N	P(N)	This determines 27 permutations of 1 through 27 as follows:
1	7	
2	26	For pilot n use
3	15	$N \rightarrow P(N) + n$
4	21	(if larger than 27, subtract 27)
5	10	
6	5	
7	25	
8	13	
9	3	
10	18	
11	8	
12	23	
13	16	
14	1	
15	4	
16	20	
17	14	
18	27	
19	9	
20	22	
21	1	
22	17	
23	6	
24	12	
25	24	
26	19	
27	2	

TABLE 4
DISCONNECT SCENARIOS

<u>Combination Number</u>	<u>Fog</u>	<u>Wind</u>	<u>Localizer Misalignment¹</u>	<u>RVR Pattern²</u>
13 1 22	H	R		1
14 2 13	S	T		2
15 3 10	M	L		3
16 4 57	S	T	(L)	4

¹Note: "(L)" means localizer misalignment is present; otherwise not present.

²Note that when a number is read from this column, the number in the column is changed for next usage. The transformation is this:

1 — 2, 2 — 3, 3 — 4, 4 — 1

TABLE 6
ANOMALY SCENARIOS

<u>Combination Number</u>	<u>Fog</u>	<u>Wind</u>	<u>Anomaly</u>	<u>Localizer Misalignment¹</u>	<u>Pattern²</u>
17 1 47	H	R	OS	(L)	1
18 2 54	M	L	R	(L)	2
19 3 45	H	T	NF		3
20 4 51	M	L	OV	(L)	4

¹Note: "(L)" means localizer misalignment is present; otherwise it is not present.

²Note that when a number is read from this column, the number in the column is changed for next usage. The transformation is this:

1 — 2, 2 — 3, 3 — 4, 4 — 1

TABLE 7
PERMUTATIONS OF NUMBERS 1 THROUGH 25

N	P(N)	For permutation number k uses:
1	11	N → P(N) + k
2	25	(if larger than 25, subtract 25)
3	3	
4	9	
5	14	
6	5	
7	20	
8	17	
9	7	
10	12	
11	23	
12	1	
13	15	
14	18	
15	10	
16	4	
17	8	
18	21	
19	13	
20	2	
21	22	
23	16	
24	19	
25	24	

TABLE 8

Generating a sequence of 25 letters:

1. To generate a sequence of 25 N's and D's (20 N's and 5 D's) replace $n=1, \dots, 25$ by $L(P(n) + k)$ where $L(1), \dots, L(5)=D$ and $L(6), \dots, L(25)=N$. Use $k=\text{pilot number}$.

2. To generate a sequence of 7 N's, 6 D's, and 12 A's, use $L(P(n) + k)$ where
to

$L(j) = N$	$j = 1, \dots, 7$
$L(j) = D$	$j = 8, \dots, 13$
$L(j) = A$	$j = 14, \dots, 25$

For pilot j use $k = j + 2$.

APPENDIX A: STUDY SCHEDULE

The attached study schedule is for 34 pilots; each pilot will fly 51 approaches. Although not noted explicitly on the schedule, the first 17 pilots fly all approaches at AMB0 (low ambient light) while the second 17 pilots fly all approaches at AMB5 (high ambient light). This is implicit in the scenario numbers.

The "new scenario" numbers in this schedule refer to the enclosed table, "Definition of New Scenario Numbers." The "old scenario" numbers are taken from the enclosed "Low Vis. Simulation" sheets - "Phase I" and "Phase II" which describe the original scenarios. Each new scenario is identical to the corresponding old scenario except that the RVR is as indicated in the table.

Abbreviations in schedule:

SN = sequence number
NEW SCEN = new scenario number
OLD SCEN = old scenario number
OV = over flare
OS = oscillating flare
NF = no flare
R = roll
A = anomaly
N = normal
D = disconnect

Under fogs:

H = homogeneous
M = mature
S = shallow ground

Under winds:

H = head

R = right cross

L = left cross

T = tail

Under MISALIGN:

L = localizer misalignment

(blank) = no localizer misalignment

DEFINITION OF NEW SCENARIO NUMBERS

<u>New Scenario</u>	<u>Old Scenario</u>	<u>RVR</u>
1	15	500
2	55	500
3	8	500
4	4	500
5	1	500
6	61	500
7	5	500
8	2	500
9	14	500
10	56	500
11	20	500
12	12	500
13	22	500
14	13	500
15	10	500
16	57	500
17	47	500
18	54	500
19	45	500
20	51	500
21	15	600
22	55	600
23	8	600
24	4	600
25	1	600
26	61	600
27	5	600
28	2	600
29	14	600
30	56	600
31	20	600
32	12	600
33	22	600
34	13	600
35	10	600
36	57	600
37	47	600
38	54	600
39	45	600
40	51	600

<u>New Scenario</u>	<u>Old Scenario</u>	<u>RVR</u>
41	15	700
42	55	700
43	8	700
44	4	700
45	1	700
46	61	700
47	5	700
48	2	700
49	14	700
50	56	700
51	20	700
52	12	700
53	22	700
54	13	700
55	10	700
56	57	700
57	47	700
58	54	700
59	45	700
60	51	700
61	15	800
62	55	800
63	8	800
64	4	800
65	1	800
66	61	800
67	5	800
68	2	800
69	14	800
70	56	800
71	20	800
72	12	800
73	22	800
74	13	800
75	10	800
76	57	800
77	47	800
78	54	800
79	45	800
80	51	800

<u>New Scenario</u>	<u>Old Scenario</u>	<u>RVR</u>
81	15	1000
82	55	1000
83	8	1000
84	4	1000
85	1	1000
86	61	1000
87	5	1000
88	2	1000
89	14	1000
90	56	1000
91	20	1000
92	12	1000
93	22	1000
94	13	1000
95	10	1000
96	57	1000
97	47	1000
98	54	1000
99	45	1000
100	51	1000
101	37	500
102	77	500
103	30	500
104	26	500
105	23	500
106	83	500
107	27	500
108	24	500
109	36	500
110	78	500
111	42	500
112	34	500
113	44	500
114	35	500
115	32	500
116	79	500
117	69	500
118	76	500
119	67	500
120	73	500

<u>New Scenario</u>	<u>Old Scenario</u>	<u>RVR</u>
121	37	600
122	77	600
123	30	600
124	26	600
125	23	600
126	83	600
127	27	600
128	24	600
129	36	600
130	78	600
131	42	600
132	34	600
133	44	600
134	35	600
135	32	600
136	79	600
137	69	600
138	76	600
139	67	600
140	73	600
141	37	700
142	77	700
143	30	700
144	26	700
145	23	700
146	83	700
147	27	700
148	24	700
149	36	700
150	78	700
151	42	700
152	34	700
153	44	700
154	35	700
155	32	700
156	79	700
157	69	700
158	76	700
159	67	700
160	73	700

<u>New Scenario</u>	<u>Old Scenario</u>	<u>RVR</u>
161	37	800
162	77	800
163	30	800
164	26	800
165	23	800
166	83	800
167	27	800
168	24	800
169	36	800
170	78	800
171	42	800
172	34	800
173	44	800
174	35	800
175	32	800
176	79	800
177	69	800
178	76	800
179	67	800
180	73	800
181	37	1000
182	77	1000
183	30	1000
184	26	1000
185	23	1000
186	83	1000
187	27	1000
188	24	1000
189	36	1000
190	78	1000
191	42	1000
192	34	1000
193	44	1000
194	35	1000
195	32	1000
196	79	1000
197	69	1000
198	76	1000
199	67	1000
200	73	1000

LOW VIS SIMULATION

PHASE I

(Normal Autolands
(50' Fail Passive Disconnects

34)
10)

RVR	FOG TYPE	AUTOPILOT	AMBIENT LIGHT	WIND	SCENARIO #
1000	HOMO	A/L	AMB0	RXW	15
	HOMO	A/L	AMB5	RXW	37
	HOMO	DISC	AMB0	RXW	22
	HOMO	DISC	AMB5	RXW	44
800	HOMO	A/L	AMB0	TW	1
	HOMO	A/L	AMB5	TW	23
	SGF	A/L	AMB0	TW	9
	SGF	A/L	AMB5	TW	31
	SGF	A/L	AMB0	RXW	20
	SGF	A/L	AMB5	RXW	42
	MF	A/L	AMB0	LXW	17
	MF	A/L	AMB5	LXW	39
	MF	DISC	AMB0	LXW	7
	MF	DISC	AMB5	LXW	29
	700	HOMO	A/L	AMB0	HW
HOMO		A/L	AMB5	HW	26
HOMO		A/L	AMB0	RXW	18
HOMO		A/L	AMB5	RXW	40
SGF		A/L	AMB0	TW	21
SGF		A/L	AMB5	TW	43
MF		A/L	AMB0	LXW	14
MF		A/L	AMB5	LXW	36
MF		DISC	AMB0	LXW	10
MF		DISC	AMB5	LXW	32
600		HOMO	A/L	AMB0	RXW
	HOMO	A/L	AMB5	RXW	33
	HOMO	DISC	AMB0	RXW	3
	HOMO	DISC	AMB5	RXW	25
	SGF	A/L	AMB0	TW	16
	SGF	A/L	AMB5	TW	38
	MF	A/L	AMB0	HW	5
	MF	A/L	AMB5	HW	27
	MF	A/L	AMB0	LXW	19
	MF	A/L	AMB5	LXW	41
	500	HOMO	A/L	AMB0	LXW
HOMO		A/L	AMB5	LXW	30
HOMO		A/L	AMB0	RXW	6
HOMO		A/L	AMB5	RXW	28
SGF		A/L	AMB0	TW	12
SGF		A/L	AMB5	TW	34
SGF		DISC	AMB0	TW	13
SGF		DISC	AMB5	TW	35
MF		A/L	AMB0	TW	2
MF		A/L	AMB5	TW	24

LOW VIS SIMULATION
PHASE II

(Normal Autolands
(Autopilot Failures

32)
12)

RVR	FOG TYPE	AUTOPILOT	AMBIENT LIGHT	WIND	SCENARIO #	LOC ALIGN
1000	HOMO	A/L	AMB0	RXW	59	
	HOMO	A/L	AMB5	RXW	81	
	HOMO	DISC	AMB0	RXW	66	
	HOMO	DISC	AMB5	RXW	88	
	HOMO	No Flare	AMB0	TW	45	
	HOMO	No Flare	AMB5	TW	67	
	SGF	A/L	AMB0	TW	53	
	SGF	A/L	AMB5	TW	75	
	SGF	A/L	AMB0	RXW	64	
	SGF	A/L	AMB5	RXW	86	
	MF	A/L	AMB0	LXW	61	30' RT
	MF	A/L	AMB5	LXW	83	30' RT
	MF	Over Flare	AMB0	LXW	51	30' RT
	MF	Over Flare	AMB5	LXW	73	30' RT
	HOMO	A/L	AMB0	HW	48	
	HOMO	A/L	AMB5	HW	70	
	HOMO	A/L	AMB0	RXW	62	
	HOMO	A/L	AMB5	RXW	84	
	SGF	A/L	AMB0	TW	65	
	SGF	A/L	AMB5	TW	87	
	MF	A/L	AMB0	LXW	58	30' RT
	MF	A/L	AMB5	LXW	80	30' RT
	MF	Roll	AMB0	LXW	54	30' RT
	MF	Roll	AMB5	LXW	76	30' RT
	HOMO	A/L	AMB0	RXW	55	30' RT
	HOMO	A/L	AMB5	RXW	77	30' RT
	HOMO	OSC FLR	AMB0	RXW	47	30' RT
	HOMO	OSC FLR	AMB5	RXW	69	30' RT
	SGF	A/L	AMB0	TW	60	
	SGF	A/L	AMB5	TW	82	
	MF	A/L	AMB0	HW	49	
	MF	A/L	AMB5	HW	71	
	MF	A/L	AMB0	LXW	63	
	MF	A/L	AMB5	LXW	85	
	HOMO	A/L	AMB0	LXW	52	
	HOMO	A/L	AMB5	LXW	74	
	HOMO	A/L	AMB0	RXW	50	
	HOMO	A/L	AMB5	RXW	72	
	SGF	A/L	AMB0	TW	56	30' RT
	SGF	A/L	AMB5	TW	78	30' RT
SGF	DISC	AMB0	TW	57	30' RT	
SGF	DISC	AMB5	TW	79	30' RT	
MF	A/L	AMB0	TW	46		
MF	A/L	AMB5	TW	68		

----- PILOT=1 AMB=0 -----

03S	SN	NSCEN	OSCEN	RVR	TYPE	ANOM	FCG	WIND	MISAL
1	1	63	8	8	N		H	L	
2	2	94	13	10	D		S	T	
3	3	73	22	8	O		H	R	
4	4	69	14	8	N		M	L	
5	5	26	61	6	N		M	L	L
6	6	8	2	5	N		M	T	
7	7	24	4	6	N		H	H	
8	8	82	55	10	N		H	R	L
9	9	49	14	7	N		M	L	
10	10	45	1	7	N		H	T	
11	11	42	55	7	N		H	R	L
12	12	55	10	7	D		M	L	
13	13	36	57	6	O		S	T	L
14	14	59	45	7	A	NF	H	T	
15	15	15	10	5	D		M	L	
16	16	56	57	7	O		S	T	L
17	17	27	5	6	N		M	H	
18	18	98	54	10	A	R	M	L	L
19	19	83	8	10	N		H	L	
20	20	80	51	8	A	OV	M	L	L
21	21	37	47	6	A	OS	M	R	L
22	22	48	2	7	N		M	T	
23	23	40	51	6	A	OV	M	L	L
24	24	53	22	7	D		H	R	
25	25	33	22	6	O		H	R	
26	26	57	47	7	A	OS	H	R	L
27	27	78	54	8	A	R	M	L	L
28	28	46	61	7	N		M	L	L
29	29	44	4	7	N		H	H	
30	30	62	55	8	N		H	R	L
31	31	58	54	7	A	R	M	L	L
32	32	60	51	7	A	OV	M	L	L
33	33	35	10	6	O		M	L	
34	34	19	45	5	A	NF	M	T	
35	35	67	5	8	N		M	H	
36	36	39	45	6	A	NF	H	T	
37	37	77	47	8	A	OS	H	R	L
38	38	54	13	7	D		S	T	
39	39	65	1	8	N		H	T	
40	40	1	15	5	N		H	R	
41	41	4	4	5	N		H	H	
42	42	74	13	8	O		S	T	
43	43	28	2	6	N		M	T	
44	44	21	15	8	N		H	R	
45	45	66	61	8	N		M	L	L
46	46	76	57	8	O		S	T	L
47	47	43	9	7	N		H	L	
48	48	25	1	6	N		H	T	
49	49	29	14	6	N		M	L	
50	50	47	5	7	N		M	H	
51	51	41	15	7	N		H	R	

----- PILOT=2 AMB=0 -----

OBS	SN	NSCEN	OSCEN	RVR	TYPE	ANOM	FCG	WIND	MISAL
52	1	40	51	6	A	OV	M	L	L
53	2	35	10	6	D		M	L	
54	3	64	4	8	N		H	H	
55	4	2	55	5	N		H	R	L
56	5	39	45	6	A	NF	H	T	
57	6	67	5	8	N		H	H	
58	7	57	47	7	A	OS	H	R	L
59	8	77	47	8	A	OS	H	R	L
60	9	49	14	7	N		M	L	
61	10	60	51	7	A	OV	M	L	L
62	11	14	13	5	D		S	T	
63	12	36	57	6	D		S	T	L
64	13	56	57	7	D		S	T	L
65	14	85	1	10	N		H	T	
66	15	55	10	7	D		M	L	
67	16	76	57	8	D		S	T	L
68	17	24	4	6	N		H	H	
69	19	90	56	10	N		S	T	L
70	19	96	61	10	N		M	L	L
71	20	23	8	6	N		H	L	
72	21	48	2	7	N		M	T	
73	22	45	1	7	N		H	T	
74	23	50	56	7	N		S	T	L
75	24	87	5	10	N		M	H	
76	25	93	22	10	D		H	R	
77	26	46	61	7	N		M	L	L
78	27	43	8	7	N		H	L	
79	28	29	14	6	N		M	L	
80	29	47	5	7	N		M	H	
81	30	22	55	6	N		H	R	L
82	31	65	1	8	N		H	T	
83	32	59	14	8	N		M	L	
84	33	73	22	8	D		H	R	
85	34	42	55	7	N		H	R	L
86	35	28	2	6	N		M	T	
87	36	44	4	7	N		H	H	
88	37	66	61	8	N		M	L	L
89	39	75	10	8	D		M	L	
90	39	97	47	10	A	OS	H	R	L
91	40	58	54	7	A	R	M	L	L
92	41	38	54	6	A	R	M	L	L
93	42	70	56	8	N		S	T	L
94	43	68	2	8	N		M	T	
95	44	80	51	8	A	OV	M	L	L
96	45	59	45	7	A	NF	H	T	
97	46	34	13	6	D		S	T	
98	47	54	13	7	D		S	T	
99	48	3	8	5	N		H	L	
100	49	79	45	8	A	NF	H	T	
101	50	18	54	5	A	R	M	L	L
102	51	53	22	7	D		H	R	

PILOT=3 AMB=0

OBS	SN	NSCEN	OScen	RVR	TYPE	ANOM	FOG	WIND	MISAL
103	1	6	61	5	N		M	L	L
104	2	55	10	7	D		M	L	
105	3	43	8	7	N		H	L	
106	4	68	2	8	N		M	T	
107	5	50	56	7	N		S	T	L
108	6	7	5	5	N		H	H	
109	7	25	1	6	N		H	T	
110	8	23	8	5	N		H	L	
111	9	28	2	6	N		H	T	
112	10	64	4	8	N		H	H	
113	11	54	13	7	D		S	T	
114	12	76	57	8	D		S	T	L
115	13	96	57	10	D		S	T	L
116	14	80	51	8	A	OV	M	L	L
117	15	75	10	8	D		M	L	
118	16	89	14	10	N		M	L	
119	17	59	45	7	A	NF	H	T	
120	18	37	47	6	A	OS	H	R	L
121	19	26	61	6	N		H	R	L
122	20	57	47	7	A	OS	H	R	L
123	21	100	51	10	A	OV	M	R	L
124	22	51	20	7	N		S	R	
125	23	38	54	6	A	R	M	R	L
126	24	13	22	5	D		H	R	
127	25	34	13	6	D		S	T	
128	26	39	45	6	A	NF	H	T	
129	27	78	54	8	A	R	M	L	L
130	28	17	47	5	A	OS	H	R	L
131	29	49	14	7	N		M	R	
132	30	27	5	6	N		M	H	
133	31	53	22	7	D		H	R	
134	32	79	45	8	A	NF	H	T	
135	33	5	1	5	N		H	T	
136	34	56	57	7	D		S	T	L
137	35	30	56	6	N		S	T	L
138	36	60	51	7	A	OV	M	L	L
139	37	58	54	7	A	R	M	L	L
140	38	74	13	9	D		S	T	
141	39	48	2	7	N		M	T	
142	40	63	8	8	N		H	L	
143	41	46	61	7	N		M	L	L
144	42	31	20	6	N		S	R	
145	43	24	4	6	N		H	H	
146	44	69	14	8	N		M	L	
147	45	45	1	7	N		H	T	
148	46	35	10	6	D		M	L	
149	47	47	5	7	N		M	H	
150	48	71	20	8	N		S	R	
151	49	10	56	5	N		S	T	L
152	50	44	4	7	N		S	H	
153	51	33	22	6	D		H	R	

PILOT=4 AMB=0

OBS	SN	NSCEN	OSCEN	RVR	TYPE	ANOM	FOG	WIND	MISAL
154	1	60	51	7	A	OV	M	L	L
155	2	95	10	10	D		M	L	
156	3	47	5	7	N		M	H	
157	4	99	45	10	A	NF	H	T	
158	5	77	47	8	A	OS	H	R	L
159	6	94	4	10	N		H	H	
160	7	74	13	8	D		S	T	
161	8	38	54	6	A	R	M	L	L
162	9	30	56	6	N		S	T	L
163	10	37	47	6	A	OS	S	R	L
164	11	56	57	7	D		S	T	L
165	12	32	12	6	N		S	T	
166	13	33	22	6	D		H	R	
167	14	68	2	8	N		M	T	
168	15	16	57	5	D		S	T	L
169	16	66	61	8	N		M	L	L
170	17	64	4	8	N		H	H	
171	18	29	14	6	N		M	L	
172	19	26	61	6	N		M	L	L
173	20	31	20	5	N		S	R	
174	21	67	5	8	N		M	H	
175	22	72	12	8	N		S	T	
176	23	50	56	7	N		S	T	L
177	24	53	22	7	O		H	R	
178	25	54	13	7	O		S	T	
179	26	88	2	10	N		M	T	
180	27	46	61	7	N		M	L	L
181	28	71	20	8	N		S	R	
182	29	49	14	7	N		H	L	
183	30	25	1	6	N		H	T	
184	31	48	2	7	N		M	T	
185	32	52	12	7	N		S	T	
186	33	45	1	7	N		H	T	
187	34	34	13	6	D		S	T	
188	35	70	56	8	N		S	T	L
189	36	27	5	6	N		M	H	
190	37	9	14	5	N		M	L	
191	38	36	57	6	D		S	T	L
192	39	58	54	7	A	R	M	L	L
193	40	79	45	8	A	NF	H	T	
194	41	59	45	7	A	NF	H	T	
195	42	44	4	7	N		H	H	
196	43	57	47	7	A	OS	H	R	L
197	44	55	10	7	D		M	L	
198	45	20	51	5	A	OV	H	L	L
199	46	51	20	7	N		S	R	
200	47	75	10	8	D		M	L	
201	48	65	1	8	N		H	T	
202	49	40	51	6	A	OV	M	L	L
203	50	78	54	8	A	R	M	L	L
204	51	73	22	8	D		H	R	

PILOT=5 AMB=0

OBS	SN	NSCEN	OSCEN	RVR	TYPE	ANOM	FOG	WIND	MISAL
205	1	48	2	7	N		M	T	
206	2	36	57	6	D		S	T	L
207	3	26	61	6	N		M	L	L
208	4	71	20	8	N		S	R	
209	5	41	15	7	N		H	R	
210	6	69	14	8	N		M	L	
211	7	8	2	5	N		H	T	
212	8	65	1	8	N		H	T	
213	9	70	56	8	N		S	T	L
214	10	47	5	7	N		M	H	
215	11	15	10	5	D		M	L	
216	12	52	12	7	N		S	T	
217	13	33	22	6	D		H	R	
218	14	37	47	6	A	OS	H	R	L
219	15	29	14	6	N		H	L	
220	16	25	1	6	N		H	T	
221	17	40	51	6	A	OV	M	L	L
222	18	58	54	7	A	R	M	L	L
223	19	91	20	10	N		S	R	
224	20	53	22	7	D		H	R	
225	21	78	54	9	A	R	M	L	L
226	22	57	47	7	A	OS	H	R	L
227	23	98	54	10	A	R	M	L	L
228	24	56	57	7	D		S	T	L
229	25	30	56	6	N		S	T	L
230	26	59	45	7	A	NF	H	T	
231	27	39	45	6	A	NF	H	T	
232	28	77	47	8	A	OS	H	R	L
233	29	67	5	8	N		M	H	
234	30	60	51	7	A	OV	M	L	L
235	31	73	22	8	D		H	R	
236	32	80	51	8	A	OV	M	L	L
237	33	21	15	6	N		H	R	
238	34	94	13	10	D		S	T	
239	35	51	20	7	N		S	R	
240	36	19	45	5	A	NF	S	T	
241	37	74	13	8	D		S	T	
242	38	76	57	8	O		S	T	L
243	39	46	61	7	N		M	L	L
244	40	49	14	7	N		M	L	
245	41	61	15	8	N		H	R	
246	42	66	61	8	N		M	L	L
247	43	32	12	6	N		S	T	
248	44	35	10	6	O		H	L	
249	45	28	2	6	N		M	T	
250	46	50	56	7	N		S	T	L
251	47	55	10	7	D		M	L	
252	48	45	1	7	N		H	T	
253	49	72	12	8	N		S	T	
254	50	27	5	6	N		M	H	
255	51	54	13	7	O		S	T	

----- PILOT=6 AMB=0 -----

OBS	SN	NSCEN	OSCEN	RVR	TYPE	ANOM	FOG	WIND	MISAL
256	1	77	47	3	A	OS	H	R	L
257	2	50	56	7	N		S	T	L
258	3	67	5	8	N		M	H	
259	4	60	51	7	A	OV	M	L	L
260	5	38	54	6	A	R	M	L	L
261	6	92	12	10	N		S	T	
262	7	56	57	7	D		S	T	L
263	8	58	54	7	A	R	M	L	L
264	9	97	47	10	A	OS	H	R	L
265	10	39	45	6	A	NF	H	T	
266	11	55	10	7	D		M	L	
267	12	52	55	9	N		H	R	L
268	13	73	22	8	D		H	R	
269	14	11	20	5	N		S	R	
270	15	49	14	7	N		M	L	
271	16	47	5	7	N		M	H	
272	17	52	12	7	N		S	T	
273	18	68	2	8	N		M	T	
274	19	51	15	8	N		H	R	
275	20	93	22	10	D		H	R	
276	21	70	56	8	N		S	T	L
277	22	66	61	8	N		M	L	L
278	23	21	15	6	N		H	R	
279	24	76	57	8	D		S	T	L
280	25	31	20	6	N		S	R	
281	26	29	14	6	N		M	L	
282	27	42	55	7	N		H	R	L
283	28	72	12	8	N		S	T	
284	29	87	5	10	N		M	H	
285	30	90	56	10	N		S	T	L
286	31	14	13	5	D		S	T	
287	32	46	61	7	N		M	L	L
288	33	28	2	6	N		M	T	
289	34	35	10	6	D		M	L	
290	35	41	15	7	N		H	R	
291	36	69	14	8	N		M	L	
292	37	51	20	7	N		S	R	
293	38	54	13	7	D		S	T	
294	39	40	51	6	A	OV	M	L	L
295	40	53	22	7	O		H	R	
296	41	79	45	8	A	NF	H	T	
297	42	86	61	10	A		M	L	L
298	43	18	54	5	A	R	M	L	L
299	44	75	10	9	O		M	L	
300	45	90	51	9	A	OV	M	L	L
301	46	22	55	6	N		H	R	L
302	47	36	57	6	O		S	T	L
303	48	57	47	7	A	OS	H	R	L
304	49	59	45	7	A	NF	H	T	
305	50	34	13	6	D		S	T	
306	51	48	2	7	N		M	T	

PILOT=7 AM9=0

OBS	SN	NSCEN	OSCEN	RVR	TYPE	ANOM	FOG	WIND	MISAL
307	1	51	20	7	N		S	R	
308	2	68	2	8	N		M	T	
309	3	22	55	6	N		H	R	L
310	4	7	5	5	N		M	H	
311	5	32	12	6	N		S	T	
312	6	50	56	7	N		S	T	L
313	7	96	57	10	D		S	T	L
314	8	48	2	7	N		H	T	
315	9	61	15	8	N		H	R	
316	10	10	56	5	N		S	T	L
317	11	75	10	8	D		M	L	
318	12	23	8	6	N		H	L	
319	13	53	22	7	D		H	R	
320	14	57	47	7	A	OS	H	R	L
321	15	71	20	8	N		S	R	
322	16	47	5	7	N		M	H	
323	17	100	51	10	A	OV	M	L	L
324	18	78	54	8	A	R	M	L	L
325	19	39	45	6	A	NF	H	T	
326	20	34	13	6	D		S	T	
327	21	13	22	5	D		H	R	
328	22	39	54	6	A	R	M	L	L
329	23	59	45	7	A	NF	H	T	
330	24	42	55	7	N		H	R	L
331	25	52	12	7	N		S	T	
332	26	80	51	8	A	OV	M	L	L
333	27	54	13	7	D		S	T	
334	28	60	51	7	A	OV	M	L	L
335	29	30	56	6	N		S	L	L
336	30	58	54	7	A	R	M	L	L
337	31	55	10	7	D		M	L	
338	32	17	47	5	A	OS	H	R	L
339	33	63	8	8	N		H	L	
340	34	35	10	6	D		N	L	
341	35	37	47	6	A	OS	H	R	L
342	36	79	45	8	A	NF	H	T	
343	37	33	22	6	D		H	R	
344	38	81	15	10	N		H	R	
345	39	49	14	7	N		M	L	
346	40	12	12	5	N		S	T	
347	41	27	5	6	N		M	H	
348	42	69	14	8	N		M	L	
349	43	62	55	8	N		H	R	L
350	44	56	57	7	D		S	T	L
351	45	31	20	6	N		S	R	
352	46	41	15	7	N		H	R	
353	47	76	57	8	D		S	T	L
354	48	28	2	6	N		M	T	
355	49	43	8	7	N		H	L	
356	50	74	13	8	D		S	L	
357	51	89	14	10	N		M	L	

----- PILOT=8 AMB=0 -----

OBS	SN	NSCEN	OSCEN	RVR	TYPE	ANOM	FCG	WIND	MISAL
358	1	38	54	6	A	R	M	L	L
359	2	72	12	8	N		S	T	
360	3	30	56	6	N		S	T	L
361	4	37	47	6	A	OS	H	R	L
362	5	59	45	7	A	NF	H	T	
363	6	79	45	8	A	NF	H	T	
364	7	33	22	6	D		H	R	
365	8	16	57	5	D		S	T	L
366	9	58	54	7	A	R	M	L	L
367	10	99	45	10	A	NF	H	T	
368	11	63	8	8	N		H	L	
369	12	68	2	8	N		M	T	
370	13	34	13	6	D		S	T	
371	14	41	15	7	N		S	R	
372	15	32	12	6	N		S	T	
373	16	49	14	7	N		M	L	
374	17	82	55	10	N		H	R	L
375	18	51	20	7	N		S	R	
376	19	24	4	6	N		S	H	
377	20	54	13	7	D		S	T	
378	21	1	15	5	N		S	R	
379	22	9	14	5	N		M	L	
380	23	83	8	10	N		H	L	
381	24	42	55	7	N		H	R	L
382	25	71	20	8	N		S	R	
383	26	48	2	7	N		M	T	
384	27	53	22	7	D		H	R	
385	28	43	8	7	N		H	L	
386	29	50	56	7	N		S	T	L
387	30	21	15	6	N		S	R	
388	31	74	13	8	D		S	T	
389	32	88	2	10	N		M	T	
390	33	70	56	8	N		S	T	L
391	34	95	10	10	D		M	L	
392	35	4	4	5	N		H	H	
393	36	52	12	7	N		S	T	
394	37	75	10	8	D		M	L	
395	38	62	55	8	N		H	R	L
396	39	60	51	7	A	OV	M	L	L
397	40	73	22	8	D		H	R	
398	41	40	51	6	A	OV	M	L	L
399	42	78	54	8	A	R	M	L	L
400	43	57	47	7	A	OS	H	R	L
401	44	36	57	6	D		S	T	L
402	45	77	47	8	A	OS	H	R	L
403	46	29	14	6	N		M	L	
404	47	44	4	7	N		H	H	
405	48	20	51	5	A	OV	M	L	L
406	49	56	57	7	D		S	T	L
407	50	55	10	7	D		S	L	
408	51	31	20	6	N		S	R	

----- PILOT=9 AMB=0 -----

0BS	SN	NSCEN	OSCEN	RVR	TYPE	ANOM	FOG	WIND	MISAL
409	1	2	55	5	N		H	R	L
410	2	71	20	8	N		S	R	
411	3	64	4	8	N		H	H	
412	4	69	14	8	N		M	L	
413	5	3	8	5	N		H	L	
414	6	41	15	7	N		H	R	
415	7	53	22	7	D		S	R	
416	8	56	57	7	D		S	T	L
417	9	51	20	7	N		S	R	
418	10	24	4	6	N		S	H	
419	11	72	12	8	N		S	T	
420	12	95	1	10	N		S	T	
421	13	74	13	8	D		S	T	
422	14	78	54	8	A	R	M	L	L
423	15	22	55	6	A		H	R	L
424	16	57	47	7	A	OS	H	R	L
425	17	39	45	6	A	NF	H	T	
426	18	59	45	7	A	NF	H	T	
427	19	98	54	10	A	R	M	L	L
428	20	94	13	10	D		S	T	
429	21	73	22	8	J		S	R	
430	22	40	51	6	A	OV	M	L	L
431	23	37	47	6	A	OS	H	R	L
432	24	50	56	7	N		S	T	L
433	25	45	1	7	N		S	T	
434	26	15	10	5	D		H	L	
435	27	36	57	6	D		S	T	L
436	28	80	51	8	A	OV	M	L	L
437	29	19	45	5	A	NF	H	L	
438	30	77	47	8	A	OS	H	R	L
439	31	23	8	6	N		H	L	
440	32	58	54	7	A	R	M	L	L
441	33	21	15	6	N		H	R	
442	34	49	14	7	N		M	L	
443	35	60	51	7	A	OV	M	L	L
444	36	55	10	7	D		M	L	
445	37	54	13	7	D		S	T	
446	38	44	4	7	N		S	H	
447	39	91	20	10	N		S	R	
448	40	76	57	8	O		S	T	L
449	41	42	55	7	N		S	R	L
450	42	30	56	6	N		S	T	L
451	43	32	12	6	N		S	T	
452	44	33	22	6	O		H	R	
453	45	65	1	3	N		H	T	
454	46	61	15	8	N		H	R	
455	47	43	8	7	N		H	L	
456	48	70	56	8	N		S	L	L
457	49	29	14	6	N		M	L	
458	50	35	10	6	D		S	L	
459	51	52	12	7	N		S	L	

----- PILOT=10 AMB=0 -----

OBS	SN	NSCEN	OSCEN	RVR	TYPE	ANOM	FOG	WIND	MISAL
460	1	58	54	7	A	R	M	L	L
461	2	43	9	7	N		H	L	
462	3	97	47	10	A	OS	H	R	L
463	4	79	45	8	A	NF	H	T	
464	5	93	22	10	D		H	R	
465	6	40	51	6	A	OV	M	L	L
466	7	92	12	10	N		S	T	
467	8	76	57	8	D		S	T	L
468	9	39	45	6	A	NF	H	T	
469	10	60	51	7	A	OV	M	L	L
470	11	6	61	5	N		M	L	L
471	12	11	20	5	N		S	R	
472	13	54	13	7	D		S	T	
473	14	44	4	7	N		H	H	
474	15	62	55	8	N		H	R	L
475	16	72	12	8	N		S	T	
476	17	25	1	6	N		H	T	
477	18	22	55	6	N		H	R	L
478	19	50	56	7	N		S	T	L
479	20	35	10	6	O		M	L	
480	21	14	13	5	D		S	L	
481	22	63	8	8	N		H	L	
482	23	51	20	7	N		S	R	
483	24	26	61	6	N		M	L	L
484	25	64	4	8	N		H	H	
485	26	42	55	7	N		H	R	L
486	27	55	10	7	O		M	L	
487	28	90	56	10	N		S	T	L
488	29	45	1	7	N		H	T	
489	30	21	15	6	N		H	R	
490	31	24	4	6	N		H	H	
491	32	31	20	6	N		S	R	
492	33	41	15	7	N		H	R	
493	34	46	61	7	N		M	R	L
494	35	23	8	6	N		H	L	
495	36	56	57	7	O		S	L	L
496	37	36	57	6	O		S	T	L
497	38	5	1	5	N		S	T	L
498	39	34	13	6	D		S	T	
499	40	53	22	7	D		H	T	
500	41	77	47	8	A	OS	H	R	L
501	42	57	47	7	A	OS	H	R	L
502	43	59	45	7	A	NF	H	T	
503	44	52	12	7	N		S	T	
504	45	18	54	5	A		M	L	L
505	46	38	54	6	A	R	M	L	L
506	47	70	56	8	N		S	L	L
507	48	90	51	8	A	OV	M	L	L
508	49	73	22	8	O		H	R	
509	50	75	10	8	O		M	R	
510	51	61	15	8	N		H	R	

----- PILOT=11 AMS=0 -----

OBS	SN	NSCEN	OSCEN	RVR	TYPE	ANOM	FOG	WIND	MISAL
511	1	84	4	10	N		H	H	
512	2	22	55	6	N		H	R	L
513	3	47	5	7	N		M	H	
514	4	32	12	6	N		S	T	
515	5	65	1	8	N		H	T	
516	6	44	4	7	N		H	H	
517	7	91	15	10	N		H	R	
518	8	34	13	6	D		S	T	
519	9	66	61	8	N		M	L	L
520	10	43	8	7	N		H	L	
521	11	51	20	7	N		S	R	
522	12	25	1	6	N		H	T	
523	13	13	22	5	D		H	R	
524	14	39	45	6	A	NF	H	T	
525	15	41	15	7	N		H	R	
526	16	38	54	6	A	R	M	L	L
527	17	60	51	7	A	OV	N	L	L
528	18	35	10	6	D		M	L	
529	19	80	51	8	A	OV	M	L	L
530	20	67	5	8	N		H	H	
531	21	55	10	7	D		M	L	
532	22	59	45	7	A	NF	H	T	
533	23	100	51	10	A	OV	M	L	L
534	24	26	61	6	N		M	L	L
535	25	57	47	7	A	OS	H	R	L
536	26	54	13	7	D		S	T	
537	27	75	10	8	D		M	L	
538	28	37	47	6	A	OS	H	R	L
539	29	79	45	3	A	NF	H	T	
540	30	58	54	7	A	R	M	L	L
541	31	63	8	8	N		H	L	
542	32	96	57	10	G		S	T	L
543	33	78	54	8	A	R	M	L	L
544	34	12	12	5	N		S	T	
545	35	17	47	5	A	OS	H	R	L
546	36	76	57	8	D		S	T	L
547	37	27	5	6	N		M	H	
548	38	42	55	7	N		H	R	L
549	39	74	13	8	O		S	T	
550	40	33	22	6	D		H	T	
551	41	45	1	7	N		H	T	
552	42	52	12	7	N		S	T	
553	43	62	55	9	N		H	R	L
554	44	31	20	6	N		S	R	
555	45	64	4	8	N		H	H	
556	46	46	61	7	N		M	L	L
557	47	61	15	9	N		H	R	
558	48	71	20	9	N		S	R	
559	49	53	22	7	O		H	R	
560	50	56	57	7	O		S	T	L
561	51	23	8	5	N		H	L	

----- PILOT=12 AMB=0 -----

OBS	SN	NSCEN	OSCEN	RVR	TYPE	ANQM	FCG	WIND	MISAL
562	1	79	45	8	A	NF	H	T	
563	2	58	54	7	A	R	H	L	L
564	3	40	51	6	A	OV	H	L	L
565	4	60	51	7	A	OV	H	L	L
566	5	54	13	7	D		S	T	
567	6	99	45	10	A	NF	H	T	
568	7	26	61	6	N		H	L	L
569	8	53	22	7	D		H	R	
570	9	37	47	6	A	OS	H	R	L
571	10	75	10	8	D		H	L	
572	11	63	9	8	N		H	L	
573	12	38	54	6	A	R	H	L	L
574	13	95	10	10	D		H	L	
575	14	48	2	7	N		H	T	
576	15	41	15	7	N		H	R	
577	16	27	5	6	N		H	H	
578	17	45	1	7	N		H	T	
579	18	74	13	8	O		S	T	
580	19	43	8	7	N		H	L	
581	20	8	2	5	N		H	T	
582	21	16	57	5	O		S	T	L
583	22	44	4	7	N		H	H	
584	23	72	12	8	N		S	T	
585	24	46	61	7	N		H	L	L
586	25	62	55	8	N		H	R	L
587	26	33	22	6	O		H	R	
588	27	56	57	7	D		S	T	L
589	28	32	12	6	N		S	T	
590	29	47	5	7	N		S	H	
591	30	25	1	6	N		H	T	
592	31	21	15	6	N		H	R	
593	32	28	2	6	N		H	T	
594	33	33	8	10	N		H	L	
595	34	66	61	8	N		H	L	L
596	35	42	55	7	N		H	R	L
597	36	55	10	7	D		H	L	
598	37	4	4	5	N		H	H	
599	38	52	12	7	N		S	T	
600	39	73	22	8	D		H	R	
601	40	65	1	8	N		H	T	
602	41	77	47	8	A	OS	H	R	L
603	42	20	51	5	A	OV	H	L	L
604	43	78	54	8	A	R	H	L	L
605	44	67	5	8	N		H	H	
606	45	34	13	6	D		S	T	
607	46	59	45	7	A	NF	H	T	
608	47	82	55	10	N		H	R	L
609	48	57	47	7	A	OS	H	R	L
610	49	36	57	6	D		S	T	L
611	50	1	15	5	N		H	R	
612	51	24	4	6	N		H	H	

PILOT=13 AMB=0

OBS	SN	NSCEN	OScen	RVR	TYPE	ANOM	FOG	WIND	MISAL
613	1	67	5	8	N		M	H	
614	2	64	4	8	N		H	H	
615	3	21	15	6	N		H	R	
616	4	3	8	5	N		H	L	
617	5	94	13	10	D		S	T	
618	6	48	2	7	N		M	T	
619	7	86	61	10	N		M	L	L
620	8	73	22	8	D		H	R	
621	9	44	4	7	N		H	H	
622	10	49	14	7	N		M	L	
623	11	46	61	7	N		M	L	L
624	12	2	55	5	N		H	R	L
625	13	55	10	7	O		M	L	
626	14	36	57	6	D		S	T	L
627	15	59	45	7	A	NF	H	T	
628	16	98	54	10	A	R	M	L	L
629	17	80	51	8	A	OV	M	L	L
630	18	15	10	5	O		M	L	
631	19	37	47	6	A	OS	H	R	L
632	20	87	5	10	N		M	H	
633	21	43	8	7	N		H	L	
634	22	40	51	6	A	OV	M	L	L
635	23	56	57	7	O		S	T	L
636	24	41	15	7	N		H	R	
637	25	57	47	7	A	OS	H	R	L
638	26	53	22	7	O		H	R	
639	27	68	2	8	N		M	T	
640	28	78	54	8	A	R	M	L	L
641	29	58	54	7	A	R	M	L	L
642	30	60	51	7	A	OV	M	L	L
643	31	56	61	8	N		M	L	L
644	32	33	22	6	D		H	R	
645	33	19	45	5	A	NF	H	T	
646	34	42	55	7	N		H	T	L
647	35	39	45	6	A	NF	H	T	
648	36	35	10	6	D		M	L	
649	37	69	14	8	N		M	L	
650	38	77	47	8	A	OS	H	R	L
651	39	54	13	7	D		S	T	
652	40	45	1	7	N		H	T	
653	41	28	2	6	N		M	T	
654	42	23	8	6	N		H	L	
655	43	65	1	8	N		H	T	
656	44	61	15	8	N		H	T	
657	45	74	13	8	D		S	T	
658	46	47	5	7	N		M	H	
659	47	29	14	6	N		M	L	
660	48	24	4	6	N		H	H	
661	49	76	57	8	O		S	T	L
662	50	22	55	6	N		H	T	L
663	51	85	1	10	N		H	T	

PILOT=14 AMB=0

03S	SN	NSCEN	OSCEN	RVR	TYPE	ANOM	FCG	WIND	MISAL
664	1	35	10	6	D		M	L	
665	2	40	51	6	A	OV	M	L	
666	3	39	45	6	A	NF	H	T	L
667	4	57	47	7	A	OS	H	R	L
668	5	14	13	5	D		S	T	L
669	6	77	47	8	A	OS	H	R	L
670	7	68	2	8	N		M	T	L
671	8	6	61	5	N		M	L	L
672	9	60	51	7	A	OV	N	L	L
673	10	36	57	6	D		S	T	L
674	11	97	47	10	A	OS	H	R	L
675	12	58	54	7	A	R	M	L	L
676	13	56	57	7	D		S	T	L
677	14	42	55	7	N		H	R	L
678	15	44	4	7	N		H	H	L
679	16	89	14	10	N		M	L	
680	17	28	2	6	N		M	T	
681	18	55	10	7	O		M	L	
682	19	45	1	7	N		H	T	
683	20	50	56	7	N		S	T	L
684	21	27	5	6	N		M	H	L
685	22	43	8	7	N		H	L	
686	23	76	57	8	D		S	L	L
687	24	49	14	7	N		M	T	L
688	25	5	1	5	N		H	L	
689	26	93	22	10	O		H	T	
690	27	62	55	8	N		H	R	L
691	28	10	56	5	N		S	T	L
692	29	47	5	7	N		M	H	L
693	30	24	4	6	N		H	H	L
694	31	22	55	6	N		H	R	L
695	32	73	22	8	O		H	R	L
696	33	26	61	6	N		M	L	L
697	34	69	14	8	N		N	L	L
698	35	64	4	8	N		H	L	
699	36	75	10	8	O		M	L	
700	37	46	61	7	N		M	L	L
701	38	23	8	6	N		H	L	L
702	39	34	13	5	O		S	L	
703	40	48	2	7	D		M	T	
704	41	54	13	7	D		S	T	
705	42	38	54	6	A	R	M	L	L
706	43	90	51	8	A	OV	M	L	L
707	44	30	56	6	N		H	L	L
708	45	53	22	7	D		S	T	L
709	46	59	45	7	A	NF	H	R	
710	47	25	1	6	N		H	T	
711	48	79	45	8	A	NF	H	T	
712	49	63	8	8	N		H	L	
713	50	7	5	5	N		M	L	
714	51	18	54	5	A	R	M	L	L

----- PILOT=15 AMB=0 -----

OBS	SN	NSCEN	OSCEN	RVR	TYPE	ANOM	FOG	WIND	MISAL
715	1	55	10	7	D		M	L	
716	2	30	56	6	N		S	T	L
717	3	47	5	7	N		M	H	
718	4	63	8	8	N		H	L	
719	5	54	13	7	D		S	T	
720	6	65	1	8	N		S	T	
721	7	31	20	6	N		S	R	
722	8	29	14	6	N		M	L	
723	9	27	5	6	N		M	H	
724	10	76	57	8	D		S	T	L
725	11	23	8	6	N		H	L	
726	12	89	2	10	N		M	T	
727	13	96	57	10	D		S	T	L
728	14	75	10	8	D		M	L	
729	15	80	51	8	A	OV	H	L	L
730	16	59	45	7	A	NF	H	T	
731	17	13	22	5	D		H	R	
732	18	34	13	6	D		S	T	
733	19	37	47	6	A	OS	H	R	L
734	20	84	4	10	N		H	H	
735	21	50	56	7	N		S	T	L
736	22	57	47	7	A	OS	H	R	L
737	23	53	22	7	D		H	R	
738	24	100	51	10	A	OV	H	L	L
739	25	39	34	6	A	R	M	L	L
740	26	46	61	7	N		M	L	L
741	27	44	4	7	N		H	H	
742	28	56	57	7	D		S	T	L
743	29	39	45	6	A	NF	H	T	
744	30	78	54	8	A	R	M	L	L
745	31	51	20	7	N		S	R	
746	32	74	13	8	D		S	T	
747	33	17	47	5	A	OS	H	T	L
748	34	79	45	8	A	NF	H	T	
749	35	60	51	7	A	OV	M	L	L
750	36	9	14	5	N		M	L	
751	37	45	1	7	N		H	T	
752	38	58	54	7	A	R	M	L	L
753	39	35	10	6	D		M	L	
754	40	43	8	7	N		H	L	
755	41	67	5	8	N		H	H	
756	42	70	56	8	N		S	T	L
757	43	26	61	6	N		M	L	L
758	44	48	2	7	N		M	T	
759	45	33	22	6	D		H	R	
760	46	64	4	8	N		H	H	
761	47	49	14	7	N		M	L	
762	48	71	20	8	N		S	R	
763	49	66	61	8	N		M	L	L
764	50	25	1	6	N		H	T	
765	51	68	2	8	N		M	T	

----- PILOT=16 AMB=0 -----

OBS	SN	NSCEN	OScen	RVR	TYPE	ANOM	FOG	WIND	MISAL
766	1	95	10	10	D		M	L	
767	2	60	51	7	A	OV	M	L	L
768	3	99	45	10	A	NF	H	T	
769	4	74	13	8	O		S	T	
770	5	71	20	8	N		S	R	
771	6	77	47	8	A	OS	H	R	L
772	7	48	2	7	N		M	T	
773	8	25	1	6	N		H	T	
774	9	38	54	6	A	R	M	L	L
775	10	56	57	7	O		S	T	L
776	11	37	47	6	A	OS	H	R	L
777	12	58	54	7	A	R	M	L	L
778	13	33	22	6	O		H	R	
779	14	16	57	5	D		S	T	L
780	15	27	5	6	N		M	H	
781	15	52	12	7	N		S	T	
782	17	70	56	8	N		S	T	L
783	18	53	22	7	D		H	R	
784	19	28	2	6	N		M	T	
785	20	24	4	6	N		H	H	
786	21	30	56	6	N		S	T	L
787	22	26	61	6	N		M	L	L
788	23	54	13	7	O		S	T	
789	24	91	20	10	N		S	R	
790	25	67	5	8	N		M	H	
791	26	45	1	7	N		H	T	
792	27	72	12	8	N		S	T	
793	28	34	13	6	O		S	T	
794	29	50	56	7	N		S	T	L
795	30	66	61	8	N		M	L	L
796	31	44	4	7	N		H	H	
797	32	36	57	6	D		S	T	L
798	33	29	14	6	N		M	L	
799	34	32	12	6	N		S	T	
800	35	47	5	7	N		M	H	
801	35	49	14	7	N		M	L	
802	37	65	1	8	N		H	T	
803	38	51	20	7	N		S	R	
804	39	4	4	5	N		H	H	
805	40	8	2	5	N		M	T	
806	41	55	10	7	D		M	L	
807	42	79	45	8	A	NF	H	T	
808	43	75	10	8	D		M	L	
809	44	59	45	7	A	NF	H	T	
810	45	73	22	8	O		H	R	
811	46	57	47	7	A	OS	H	R	L
812	47	20	51	5	A	OV	M	L	L
813	48	40	51	6	A	OV	M	L	L
814	49	46	61	7	N		M	L	L
815	50	69	14	8	N		M	L	
816	51	78	54	8	A	R	M	L	L

----- PILOT=17 AMB=0 -----

OBS	SN	NSCEN	OSCEN	RVR	TYPE	ANOM	FOG	WIND	MISAL
817	1	36	57	6	D		S	T	L
818	2	92	12	10	N		S	T	
819	3	50	56	7	N		S	T	L
820	4	15	10	5	D		M	L	
821	5	66	61	8	N		M	L	L
822	6	48	2	7	N		M	T	
823	7	61	15	8	N		H	R	
824	8	52	12	7	N		S	T	
825	9	69	14	8	N		M	L	
826	10	33	22	6	D		H	R	
827	11	85	1	10	N		H	T	
828	12	31	20	6	N		S	R	
829	13	53	22	7	O		S	R	
830	14	56	57	7	D		S	T	L
831	15	37	47	6	A	OS	H	R	L
832	16	40	51	6	A	OV	M	L	L
833	17	73	22	8	D		H	R	
834	18	67	5	8	N		M	H	
835	19	58	54	7	A	R	M	L	L
836	20	78	54	8	A	R	M	L	L
837	21	21	15	6	N		H	R	
838	22	94	13	10	O		S	T	
839	23	74	13	8	D		S	T	
840	24	57	47	7	A	OS	H	R	L
841	25	98	54	10	A	R	M	L	L
842	26	29	14	6	N		M	L	
843	27	96	61	10	N		M	L	L
844	28	76	57	8	O		S	T	L
845	29	59	45	7	A	NF	H	T	
846	30	35	10	6	D		M	L	
847	31	39	45	6	A	NF	H	T	
848	32	45	1	7	N		H	T	
849	33	77	47	8	A	OS	H	R	L
850	34	60	51	7	A	OV	M	L	L
851	35	90	51	8	A	OV	M	L	L
852	36	51	20	7	N		S	R	
853	37	28	2	6	N		H	T	
854	38	19	45	5	A	NF	H	T	
855	39	46	61	7	N		M	L	L
856	40	70	56	8	N		S	T	
857	41	55	10	7	O		M	L	
858	42	41	15	7	N		H	R	
859	43	68	2	8	N		M	T	
860	44	90	56	10	N		S	T	L
861	45	54	13	7	O		S	T	
862	46	47	5	7	N		M	H	
863	47	72	12	8	N		S	T	
864	48	65	1	8	N		H	T	
865	49	49	14	7	N		M	L	
866	50	87	5	10	N		M	H	
867	51	11	20	5	N		S	R	

PILOT=18 AMB=5

QBS	SN	NSCEN	OSCEN	RVR	TYPE	ANOM	FOG	WIND	MISAL
868	1	163	30	9	N		H	L	
869	2	194	35	10	O		S	T	
870	3	173	44	8	D		H	R	
871	4	169	36	8	N		M	L	
872	5	126	83	6	N		M	L	L
873	6	108	24	5	N		M	T	
874	7	124	26	6	N		H	H	
875	8	182	77	10	N		H	R	L
876	9	149	36	7	N		M	L	
877	10	145	23	7	N		H	T	
878	11	142	77	7	N		H	R	L
879	12	155	32	7	D		M	L	
880	13	136	79	6	O		S	T	L
881	14	159	67	7	A	NF	S	T	
882	15	115	32	5	D		M	L	
883	16	156	79	7	D		S	T	L
884	17	127	27	6	N		M	H	
885	18	198	76	10	A	R	M	L	L
886	19	183	30	10	N		H	L	
887	20	180	73	8	A	OV	M	L	L
888	21	137	69	6	A	OS	H	R	L
889	22	148	24	7	N		M	T	
890	23	140	73	6	A	OV	M	L	L
891	24	153	44	7	D		H	R	
892	25	133	44	6	O		H	R	
893	26	157	69	7	A	OS	H	R	L
894	27	178	76	8	A	R	M	L	L
895	28	146	83	7	N		M	L	L
896	29	144	26	7	N		H	L	
897	30	162	77	8	N		H	R	L
898	31	158	76	7	A	R	M	L	L
899	32	160	73	7	A	OV	M	L	L
900	33	135	32	6	D		M	L	
901	34	119	67	5	A	NF	H	L	
902	35	167	27	8	N		H	T	
903	36	139	67	6	A	NF	H	T	
904	37	177	69	8	A	OS	H	R	L
905	39	154	35	7	D		S	T	
906	39	165	23	8	N		H	T	
907	40	101	37	5	N		H	R	
908	41	104	26	5	N		H	T	
909	42	174	35	8	O		S	T	
910	43	128	24	6	N		M	T	
911	44	121	37	6	N		M	R	
912	45	166	83	8	N		M	L	L
913	46	176	79	8	D		S	T	L
914	47	143	30	7	N		H	L	
915	48	125	23	6	N		H	T	
916	49	129	36	6	N		M	L	
917	50	147	27	7	N		M	H	
918	51	141	37	7	N		H	R	

PILOT=19 AM9=5

OBS	SN	NSCEN	OScen	RVR	TYPE	ANOM	FCG	WIND	MISAL
919	1	140	73	6	A	DV	M	L	L
920	2	135	32	6	O		M	L	
921	3	164	26	8	N		H	H	
922	4	102	77	5	N		H	R	
923	5	139	67	6	A	NF	H	T	L
924	6	167	27	8	N		H	H	
925	7	157	69	7	A		H	R	
926	8	177	69	8	A	OS	H	R	L
927	9	149	36	7	N	OS	H	R	L
928	10	160	73	7	A	DV	M	L	L
929	11	114	35	5	O		S	T	L
930	12	136	79	6	O		S	T	L
931	13	156	79	7	D		S	T	L
932	14	185	23	10	N		H	T	L
933	15	155	32	7	D		H	T	
934	16	176	79	8	D		S	H	
935	17	124	26	6	N		S	H	L
936	18	190	78	10	N		S	T	L
937	19	186	83	10	N		S	H	L
938	20	123	30	6	N		H	L	L
939	21	148	24	7	N		H	L	
940	22	145	23	7	N		H	T	
941	23	150	78	7	N		S	T	
942	24	187	27	10	N		S	H	L
943	25	193	44	10	O		H	H	
944	26	146	83	7	N		H	R	
945	27	143	30	7	N		H	L	L
946	28	129	36	6	N		H	L	
947	29	147	27	7	N		H	L	
948	30	122	77	6	N		H	H	
949	31	165	23	8	N		H	R	L
950	32	169	36	8	N		H	T	
951	33	173	44	8	D		H	L	
952	34	142	77	7	N		H	R	
953	35	128	24	6	N		H	R	L
954	36	144	26	7	N		H	T	
955	37	166	83	8	N		H	H	
956	38	175	32	8	O		H	L	L
957	39	197	69	10	A	OS	H	L	
958	40	158	76	7	A	R	H	R	L
959	41	138	76	6	A	R	M	L	L
960	42	170	78	8	N		M	L	L
961	43	168	24	8	A		S	T	L
962	44	180	73	8	N		H	T	
963	45	159	67	7	A	OV	H	L	L
964	46	134	35	6	A	NF	H	T	
965	47	154	35	7	D		S	T	
966	48	103	30	5	N		S	T	
967	49	179	67	8	A		H	L	
968	50	118	76	5	A	NF	H	T	
969	51	153	44	7	O	R	H	L	L

PILOT=20 AMB=5

03S	SN	NSCEN	OScen	RVR	TYPE	ANOM	FOG	WIND	MISAL
970	1	106	83	5	N		M	L	L
971	2	155	32	7	D		M	L	
972	3	143	30	7	N		H	L	
973	4	168	24	8	N		M	T	
974	5	150	78	7	N		S	T	L
975	6	107	27	5	N		M	H	
976	7	125	23	6	N		H	T	
977	8	123	30	6	N		H	L	
978	9	128	24	6	N		M	T	
979	10	164	26	8	N		H	H	
980	11	154	35	7	D		S	T	
981	12	176	79	8	D		S	T	L
982	13	196	79	10	D		S	T	L
983	14	180	73	8	A	OV	M	L	L
984	15	175	32	8	O		M	L	
985	16	189	36	10	N		M	L	
986	17	159	67	7	A	NF	H	T	
987	18	137	69	6	A	OS	H	R	L
988	19	126	83	6	N		M	R	L
989	20	157	69	7	A	OS	H	R	L
990	21	200	73	10	A	OV	M	R	L
991	22	151	42	7	N		S	R	
992	23	138	76	6	A	R	M	R	L
993	24	113	44	5	D		H	R	
994	25	134	35	6	D		S	T	
995	26	139	67	6	A	NF	H	T	
996	27	178	76	8	A	R	H	L	L
997	28	117	69	5	A	OS	H	R	L
998	29	149	36	7	N		M	L	
999	30	127	27	6	N		M	H	
1000	31	153	44	7	D		H	R	
1001	32	179	67	8	A	NF	H	T	
1002	33	105	23	5	N		H	T	
1003	34	156	79	7	D		S	T	L
1004	35	130	78	6	N		S	T	L
1005	36	160	73	7	A	OV	M	L	L
1006	37	158	76	7	A	R	M	L	L
1007	39	174	35	8	D		S	T	
1008	39	148	24	7	N		M	T	
1009	40	163	30	9	N		H	L	
1010	41	146	83	7	N		M	L	L
1011	42	131	42	6	N		S	R	
1012	43	124	26	6	N		H	H	
1013	44	169	36	3	N		M	L	
1014	45	145	23	7	N		H	T	
1015	46	135	32	6	O		M	L	
1016	47	147	27	7	N		M	H	
1017	48	171	42	8	N		S	R	
1018	49	110	78	5	N		S	T	L
1019	50	144	26	7	N		H	H	
1020	51	133	44	6	D		H	R	

----- PILOT=21 AMB=5 -----

OBS	SN	NSCEN	OSCEN	RVR	TYPE	ANOM	FOG	WIND	MISAL
1021	1	160	73	7	A	OV	M	L	L
1022	2	195	32	10	D		M	L	
1023	3	147	27	7	N		M	H	
1024	4	199	67	10	A	NF	H	T	
1025	5	177	69	8	A	OS	H	R	L
1026	6	184	26	10	N		H	H	
1027	7	174	35	8	D		S	T	
1028	8	138	76	6	A	R	S	L	L
1029	9	130	78	6	N		S	T	L
1030	10	137	69	6	A	OS	S	R	L
1031	11	156	79	7	D		S	T	L
1032	12	132	34	6	N		S	T	
1033	13	133	44	6	D		S	R	
1034	14	168	24	8	N		H	T	
1035	15	116	79	5	D		M	T	L
1036	16	166	83	8	N		S	L	L
1037	17	164	26	8	N		H	H	
1038	18	129	36	6	N		M	L	
1039	19	126	83	6	N		M	L	L
1040	20	131	42	6	N		S	R	
1041	21	167	27	8	N		S	H	
1042	22	172	34	8	N		S	T	
1043	23	150	78	7	N		S	T	L
1044	24	153	44	7	D		H	R	
1045	25	154	35	7	D		S	T	
1046	26	188	24	10	N		M	T	
1047	27	146	83	7	N		M	L	L
1048	28	171	42	8	N		S	R	
1049	29	149	36	7	N		M	L	
1050	30	125	23	6	N		H	T	
1051	31	148	24	7	N		M	T	
1052	32	152	34	7	N		S	T	
1053	33	145	23	7	N		H	T	
1054	34	134	35	6	D		S	T	
1055	35	170	78	8	N		S	T	L
1056	36	127	27	6	N		M	H	
1057	37	109	36	5	N		M	L	
1058	38	136	79	6	D		S	T	L
1059	39	158	76	7	A	R	M	L	L
1060	40	179	67	8	A	NF	H	T	
1061	41	159	67	7	A	NF	H	T	
1062	42	144	26	7	N		H	H	
1063	43	157	69	7	A	OS	H	R	L
1064	44	155	32	7	D		M	L	
1065	45	120	73	5	A	OV	M	L	L
1066	46	151	42	7	N		S	R	
1067	47	175	32	8	D		M	L	
1068	48	165	23	8	N		H	T	
1069	49	140	73	6	A	OV	M	L	L
1070	50	178	76	8	A	R	M	L	L
1071	51	173	44	8	D		H	R	

PILOT=22 AMB=5

OBS	SN	NSCEN	OSCEN	RVR	TYPE	ANOM	FCG	WIND	MISAL
1072	1	148	24	7	N		M	T	
1073	2	136	79	6	D		S	T	L
1074	3	126	83	6	N		M	L	L
1075	4	171	42	8	N		S	R	
1076	5	141	37	7	N		H	R	
1077	6	169	36	8	N		M	L	
1078	7	108	24	5	N		H	T	
1079	8	165	23	8	N		H	T	
1080	9	170	78	8	N		S	T	L
1081	10	147	27	7	N		M	H	
1082	11	115	32	5	D		H	L	
1083	12	152	34	7	N		S	T	
1084	13	133	44	6	D		H	R	
1085	14	137	69	6	A	OS	H	R	L
1086	15	129	36	6	N		H	L	
1087	16	125	23	6	N		H	T	
1088	17	140	73	6	A	OV	M	L	L
1089	18	158	76	7	A	R	M	L	L
1090	19	191	42	10	N		S	R	
1091	20	153	44	7	D		H	R	
1092	21	178	76	8	A	R	H	L	L
1093	22	157	69	7	A	OS	H	R	L
1094	23	198	76	10	A	R	H	L	L
1095	24	156	79	7	D		S	T	L
1096	25	130	78	6	N		S	T	L
1097	26	159	67	7	A	NF	H	T	
1098	27	139	67	5	A	NF	H	T	
1099	28	177	69	8	A	OS	H	R	L
1100	29	167	27	8	N		M	H	
1101	30	160	73	7	A	OV	M	L	L
1102	31	173	44	8	D		H	R	
1103	32	180	73	8	A	OV	H	L	L
1104	33	121	37	6	N		H	R	
1105	34	194	35	10	D		S	T	
1106	35	151	42	7	N		S	T	
1107	36	119	67	5	A	NF	S	T	
1108	37	174	35	8	D		S	T	
1109	38	176	79	8	D		S	T	L
1110	39	146	83	7	N		M	L	L
1111	40	149	36	7	N		M	L	
1112	41	161	37	8	N		H	R	L
1113	42	166	83	8	N		M	L	L
1114	43	132	34	6	N		S	T	
1115	44	135	32	6	D		M	L	
1116	45	128	24	6	N		M	T	
1117	46	150	78	7	N		S	T	L
1118	47	155	32	7	D		M	L	
1119	48	145	23	7	N		H	T	
1120	49	172	34	8	N		S	T	
1121	50	127	27	6	N		M	H	
1122	51	154	35	7	D		S	T	

SAS

14:50 TUESDAY

----- PILOT=23 AMB=5 -----

QBS	SN	NSCEN	OSCEN	RVR	TYPE	ANOM	FOG	WIND	MISAL
1123	1	177	69	8	A	OS	H	R	L
1124	2	150	78	7	N		S	T	L
1125	3	167	27	8	N		M	H	
1126	4	160	73	7	A	OV	M	L	L
1127	5	138	76	6	A	R	M	L	L
1128	6	192	34	10	N		S	T	
1129	7	156	79	7	O		S	T	L
1130	8	158	76	7	A	R	M	L	L
1131	9	197	69	10	A	OS	H	R	L
1132	10	139	67	6	A	NF	H	T	
1133	11	155	32	7	D		M	L	
1134	12	162	77	8	N		H	R	L
1135	13	173	44	8	D		H	R	
1136	14	111	42	5	N		S	R	
1137	15	149	36	7	N		M	L	
1138	16	147	27	7	N		M	H	
1139	17	152	34	7	N		S	T	
1140	18	168	24	8	N		M	T	
1141	19	161	37	8	N		H	R	
1142	20	193	44	10	O		H	R	
1143	21	170	78	8	N		S	T	L
1144	22	166	83	8	N		M	L	L
1145	23	121	37	6	N		H	R	
1146	24	176	79	8	D		S	T	L
1147	25	131	42	6	N		S	R	
1148	26	129	36	6	N		M	L	
1149	27	142	77	7	N		H	R	L
1150	28	172	34	8	N		S	T	
1151	29	187	27	10	N		M	H	
1152	30	190	78	10	N		S	T	L
1153	31	114	35	5	O		S	T	
1154	32	146	83	7	N		M	L	L
1155	33	128	24	6	N		M	T	
1156	34	135	32	6	D		M	L	
1157	35	141	37	7	N		H	R	
1158	36	169	36	8	N		M	L	
1159	37	151	42	7	N		S	R	
1160	38	154	35	7	D		S	T	
1161	39	140	73	6	A	OV	M	L	L
1162	40	153	44	7	D		H	R	
1163	41	179	67	8	A	NF	H	T	
1164	42	186	83	10	N		M	L	L
1165	43	118	76	5	A	R	M	L	L
1166	44	175	32	8	D		M	L	
1167	45	130	73	8	A	OV	M	L	L
1168	46	122	77	6	N		H	R	L
1169	47	136	79	6	D		S	T	L
1170	48	157	69	7	A	OS	H	R	L
1171	49	159	67	7	A	NF	H	T	
1172	50	134	35	6	D		S	T	
1173	51	148	24	7	N		M	T	

SAS

14:50 TUESDAY,

PILOT=24 AM9=5

OBS	SN	NSCEN	OSCEN	RVR	TYPE	ANOM	FOG	WIND	MISAL
1174	1	151	42	7	N		S	R	
1175	2	168	24	8	N		M	T	
1176	3	122	77	6	N		H	R	L
1177	4	107	27	5	N		M	H	
1178	5	132	34	6	N		S	T	
1179	6	150	78	7	N		S	T	L
1180	7	196	79	10	D		S	T	L
1181	8	148	24	7	N		M	T	
1182	9	161	37	8	N		H	R	
1183	10	110	78	5	N		S	T	L
1184	11	175	32	8	O		M	L	
1185	12	123	30	6	N		H	L	
1186	13	153	44	7	D		H	R	
1187	14	157	69	7	A	OS	H	R	L
1188	15	171	42	8	N		S	R	
1189	16	147	27	7	N		M	H	
1190	17	200	73	10	A	OV	M	L	L
1191	18	178	76	8	A	R	M	L	L
1192	19	139	67	6	A	NF	H	T	
1193	20	134	35	6	O		S	T	
1194	21	113	44	5	D		H	R	
1195	22	138	76	6	A	R	M	L	L
1196	23	159	67	7	A	NF	H	T	
1197	24	142	77	7	N		H	R	L
1198	25	152	34	7	N		S	T	
1199	26	180	73	8	A	OV	M	L	L
1200	27	154	35	7	O		S	T	
1201	28	160	73	7	A	OV	N	L	L
1202	29	130	78	6	N		S	T	L
1203	30	158	76	7	A	R	M	L	L
1204	31	155	32	7	O		M	L	
1205	32	117	69	5	A	OS	H	R	L
1206	33	163	30	8	N		H	L	
1207	34	135	32	6	D		M	L	
1208	35	137	69	6	A	OS	H	R	L
1209	36	179	67	8	A	NF	H	T	
1210	37	133	44	6	O		H	R	
1211	38	181	37	10	N		H	R	
1212	39	149	36	7	N		M	L	
1213	40	112	34	5	N		S	T	
1214	41	127	27	6	N		M	H	
1215	42	169	36	8	N		M	L	
1216	43	162	77	8	N		H	R	L
1217	44	156	79	7	O		S	T	L
1218	45	131	42	6	N		S	R	
1219	46	141	37	7	N		H	R	
1220	47	176	79	8	O		S	T	L
1221	48	128	24	6	N		M	T	
1222	49	143	30	7	N		H	L	
1223	50	174	35	8	O		S	T	
1224	51	189	36	10	N		M	L	

----- PILOT=25 AMB=5 -----

OBS	SN	NSCEN	OSCEN	RVR	TYPE	ANOM	FOG	WIND	MISAL
1225	1	138	76	6	A	R	M	L	L
1226	2	172	34	8	N		S	T	
1227	3	130	78	6	N		S	T	L
1228	4	137	69	6	A	OS	H	R	L
1229	5	159	67	7	A	NF	H	T	
1230	6	179	67	8	A	NF	H	T	
1231	7	133	44	6	O		H	R	
1232	8	116	79	5	D		S	T	L
1233	9	158	76	7	A	R	M	L	L
1234	10	199	67	10	A	NF	H	T	
1235	11	163	30	8	N		H	L	
1236	12	168	24	8	N		M	T	
1237	13	134	35	6	D		S	T	
1238	14	141	37	7	N		H	R	
1239	15	132	34	6	N		S	T	
1240	16	149	36	7	N		M	L	
1241	17	182	77	10	N		H	R	L
1242	18	151	42	7	N		S	R	
1243	19	124	26	6	N		H	H	
1244	20	154	35	7	D		S	T	
1245	21	101	37	5	N		H	R	
1246	22	109	36	5	N		M	L	
1247	23	183	30	10	N		H	L	
1248	24	142	77	7	N		H	R	L
1249	25	171	42	8	N		S	R	
1250	26	148	24	7	N		M	T	
1251	27	153	44	7	D		H	R	
1252	28	143	30	7	N		H	L	
1253	29	150	78	7	N		S	T	L
1254	30	121	37	6	N		H	R	
1255	31	174	35	8	D		S	T	
1256	32	188	24	10	N		M	T	
1257	33	170	78	8	N		S	T	L
1258	34	195	32	10	O		M	L	
1259	35	104	26	5	N		H	H	
1260	36	152	34	7	N		S	T	
1261	37	175	32	8	D		M	L	
1262	38	162	77	8	N		H	R	L
1263	39	160	73	7	A	OV	M	L	L
1264	40	173	44	8	D		H	R	
1265	41	140	73	6	A	OV	M	L	L
1266	42	178	76	8	A	R	M	L	L
1267	43	157	69	7	A	OS	H	R	L
1268	44	136	79	6	D		S	T	L
1269	45	177	69	8	A	OS	H	R	L
1270	46	129	36	6	N		M	L	
1271	47	144	26	7	N		H	H	
1272	48	120	73	5	A	OV	M	L	L
1273	49	156	79	7	D		S	T	L
1274	50	155	32	7	D		M	L	
1275	51	131	42	6	N		S	R	

PILOT=26 AMB=5

OBS	SN	NSCEN	OSCEN	RVR	TYPE	ANOM	FOG	WIND	MISAL
1276	1	102	77	5	N		H	R	L
1277	2	171	42	8	NN		S	R	
1278	3	164	26	8	NN		H	H	
1279	4	169	36	8	NN		M	L	
1280	5	103	30	5	NN		H	L	
1281	6	141	37	7	NN		H	R	
1282	7	153	44	7	D		H	R	
1283	8	156	79	7	D		S	T	L
1284	9	151	42	7	NN		S	R	
1285	10	124	26	6	NN		H	H	
1286	11	172	34	8	NN		S	T	
1287	12	185	23	10	NN		H	T	
1288	13	174	35	8	O		S	T	
1289	14	178	76	8	A	R	M	L	L
1290	15	122	77	6	N		H	R	L
1291	16	157	69	7	A	OS	H	R	L
1292	17	139	67	6	A	NF	H	T	
1293	18	159	67	7	A	NF	H	T	
1294	19	198	76	10	A	R	M	L	L
1295	20	194	35	10	O		S	T	
1296	21	173	44	8	D		H	R	
1297	22	140	73	6	A	OV	M	L	L
1298	23	137	69	6	A	OS	H	R	L
1299	24	150	78	7	N		S	T	L
1300	25	145	23	7	N		H	T	
1301	26	115	32	5	O		M	L	
1302	27	136	79	6	D		S	T	L
1303	28	180	73	8	A	OV	M	L	L
1304	29	119	67	5	A	NF	H	T	
1305	30	177	69	8	A	OS	H	R	L
1306	31	123	30	6	N		H	L	
1307	32	158	76	7	A	R	M	L	L
1308	33	121	37	6	N		H	R	
1309	34	149	36	7	N		M	L	
1310	35	160	73	7	A	OV	M	L	L
1311	36	155	32	7	O		M	L	
1312	37	154	35	7	D		S	T	
1313	38	144	26	7	NN		H	H	
1314	39	191	42	10	NN		S	R	
1315	40	176	79	8	D		S	T	L
1316	41	142	77	7	NN		H	R	L
1317	42	130	78	6	NN		S	T	L
1318	43	132	34	6	NN		S	T	
1319	44	133	44	6	O		H	R	
1320	45	165	23	8	NN		H	T	
1321	46	161	37	8	NN		H	R	
1322	47	143	30	7	NN		H	L	
1323	48	170	78	8	NN		S	T	L
1324	49	129	36	6	NN		M	L	
1325	50	135	32	6	O		M	L	
1326	51	152	34	7	N		S	T	

----- PILOT=27 AMB=5 -----

OBS	SN	NSCEN	OSCEN	RVR	TYPE	ANOM	FOG	WIND	MISAL
1327	1	158	76	7	A	R	M	L	L
1328	2	143	30	7	N		H	L	
1329	3	197	69	10	A	OS	H	R	L
1330	4	179	67	8	A	NF	H	T	
1331	5	193	44	10	D		H	R	
1332	6	140	73	6	A	OV	M	L	L
1333	7	192	34	10	N		S	T	
1334	8	176	79	8	D		S	T	L
1335	9	139	67	6	A	NF	H	T	
1336	10	160	73	7	A	OV	M	L	L
1337	11	106	83	5	N		M	L	L
1338	12	111	42	5	N		S	R	
1339	13	154	35	7	D		S	T	
1340	14	144	26	7	N		H	H	
1341	15	162	77	8	N		H	R	L
1342	16	172	34	8	N		S	T	
1343	17	125	23	6	N		H	T	
1344	18	122	77	6	N		H	R	L
1345	19	150	78	7	N		S	T	L
1346	20	135	32	6	D		M	L	
1347	21	114	35	5	D		S	T	
1348	22	163	30	8	N		H	L	
1349	23	151	42	7	N		S	R	
1350	24	126	83	6	N		M	L	L
1351	25	164	26	8	N		H	H	
1352	26	142	77	7	N		H	R	L
1353	27	155	32	7	D		M	L	
1354	28	190	78	10	N		S	T	L
1355	29	145	23	7	N		H	T	
1356	30	121	37	6	N		H	R	
1357	31	124	26	6	N		H	H	
1358	32	131	42	6	N		S	R	
1359	33	141	37	7	N		H	R	
1360	34	146	93	7	N		M	L	L
1361	35	123	30	6	N		H	L	
1362	36	156	79	7	D		S	T	L
1363	37	136	79	6	D		S	T	L
1364	38	105	23	5	N		H	T	
1365	39	134	35	6	D		S	T	
1366	40	153	44	7	D		H	R	
1367	41	177	69	8	A	OS	H	R	L
1368	42	157	69	7	A	OS	H	R	L
1369	43	159	67	7	A	NF	H	T	
1370	44	152	34	7	N		S	T	
1371	45	118	76	5	A	R	M	L	L
1372	46	138	76	6	A	R	M	L	L
1373	47	170	78	8	N		S	T	L
1374	48	180	73	8	A	OV	M	L	L
1375	49	173	44	8	D		H	R	
1376	50	175	32	8	D		M	L	
1377	51	161	37	8	N		H	R	

PILOT=28 AMB=5

QBS	SN	NSCEN	OSCEN	RVR	TYPE	ANOM	FOG	WIND	MISAL
1378	1	184	26	10	N		H	H	
1379	2	122	77	6	N		H	R	L
1380	3	147	27	7	N		M	H	
1381	4	132	34	6	N		S	T	
1382	5	165	23	8	N		H	T	
1383	6	144	26	7	N		H	H	
1384	7	181	37	10	N		H	R	
1385	8	134	35	6	D		S	T	
1386	9	166	83	8	N		M	L	L
1387	10	143	30	7	N		H	L	
1388	11	151	42	7	N		S	R	
1389	12	125	23	6	N		H	T	
1390	13	113	44	5	D		H	R	
1391	14	139	67	6	A	NF	H	T	
1392	15	141	37	7	N		H	R	
1393	16	138	76	6	A	R	M	L	L
1394	17	160	73	7	A	OV	M	L	L
1395	18	135	32	6	D		M	L	
1396	19	180	73	8	A	OV	M	L	L
1397	20	167	27	3	N		M	H	
1398	21	155	32	7	D		M	L	
1399	22	159	67	7	A	NF	H	T	
1400	23	200	73	10	A	OV	M	L	L
1401	24	126	83	6	N		M	L	L
1402	25	157	69	7	A	OS	H	R	L
1403	26	154	35	7	D		S	T	
1404	27	175	32	8	D		M	L	
1405	28	137	69	5	A	OS	H	R	L
1406	29	179	67	3	A	NF	H	T	
1407	30	158	76	7	A	R	M	L	L
1408	31	163	30	8	N		H	L	
1409	32	196	79	10	D		S	T	L
1410	33	178	76	8	A	R	M	L	L
1411	34	112	34	5	N		S	T	
1412	35	117	69	5	A	OS	H	R	L
1413	36	176	79	8	D		S	T	L
1414	37	127	27	6	N		M	H	
1415	38	142	77	7	N		H	R	L
1416	39	174	35	3	D		S	T	
1417	40	133	44	6	D		H	R	
1418	41	145	23	7	N		H	T	
1419	42	152	34	7	N		S	T	
1420	43	162	77	8	N		H	R	L
1421	44	131	42	6	N		S	R	
1422	45	164	26	8	N		H	H	
1423	46	146	83	7	N		M	L	L
1424	47	161	37	8	N		H	R	
1425	48	171	42	8	N		S	R	
1426	49	153	44	7	D		H	R	
1427	50	156	79	7	D		S	T	L
1428	51	123	30	6	N		H	L	

PILOT=29 AMB=5

035	SN	NSCEN	OScen	RVR	TYPE	ANOM	FOG	WIND	MISAL
1429	1	179	67	8	A	NF	H	T	
1430	2	158	76	7	A	R	M	L	L
1431	3	140	73	6	A	OV	M	L	L
1432	4	160	73	7	A	OV	M	L	L
1433	5	154	35	7	D		S	T	
1434	6	199	67	10	A	NF	H	T	
1435	7	126	83	6	N		M	L	L
1436	8	153	44	7	D		H	R	
1437	9	137	69	6	A	OS	H	R	L
1438	10	175	32	8	D		M	L	
1439	11	163	30	8	N		H	L	
1440	12	138	76	6	A	R	M	L	L
1441	13	195	32	10	D		M	L	
1442	14	148	24	7	N		M	T	
1443	15	141	37	7	N		H	R	
1444	16	127	27	6	N		M	H	
1445	17	145	23	7	N		H	T	
1446	18	174	35	8	D		S	T	
1447	19	143	30	7	N		H	L	
1448	20	108	24	5	N		M	T	
1449	21	116	79	5	D		S	T	L
1450	22	144	26	7	N		H	H	
1451	23	172	34	8	N		S	T	
1452	24	146	83	7	N		M	L	L
1453	25	162	77	8	N		H	R	L
1454	26	133	44	6	D		H	R	
1455	27	156	79	7	D		S	T	L
1456	28	132	34	5	N		S	T	
1457	29	147	27	7	N		M	H	
1458	30	125	23	6	N		H	T	
1459	31	121	37	6	N		H	R	
1460	32	128	24	6	N		M	T	
1461	33	183	30	10	N		H	L	
1462	34	166	83	8	N		M	L	L
1463	35	142	77	7	N		H	R	L
1464	36	155	32	7	D		M	L	
1465	37	104	26	5	N		H	H	
1466	38	152	34	7	N		S	T	
1467	39	173	44	8	D		H	R	
1468	40	165	23	8	N		H	T	
1469	41	177	69	8	A	OS	H	R	L
1470	42	120	73	5	A	OV	M	L	L
1471	43	178	76	8	A	R	M	L	L
1472	44	167	27	8	N		M	H	
1473	45	134	35	6	D		S	T	
1474	46	159	67	7	A	NF	H	T	
1475	47	182	77	10	N		H	R	L
1476	48	157	69	7	A	OS	H	R	L
1477	49	136	79	6	D		S	T	L
1478	50	101	37	5	N		H	R	
1479	51	124	26	6	N		H	H	

PILOT=30 AMB=5

OBS	SN	NSCEN	OSCEN	RVR	TYPE	ANOM	FOG	WIND	MISAL
1480	1	167	27	8	N		M	H	
1481	2	164	26	8	N		H	H	
1482	3	121	37	6	N		H	R	
1483	4	103	30	5	N		H	L	
1484	5	194	35	10	D		S	T	
1485	6	148	24	7	N		M	T	
1486	7	186	83	10	N		M	L	L
1487	8	173	44	8	D		H	R	
1488	9	144	26	7	N		H	H	
1489	10	149	36	7	N		M	L	
1490	11	146	83	7	N		M	L	L
1491	12	102	77	5	N		H	R	L
1492	13	155	32	7	D		M	L	
1493	14	136	79	6	D		S	T	L
1494	15	159	67	7	A	NF	H	T	
1495	16	198	76	10	A	R	M	L	L
1496	17	180	73	8	A	OV	M	L	L
1497	18	115	32	5	D		M	L	
1498	19	137	69	6	A	OS	H	R	L
1499	20	187	27	10	N		M	H	
1500	21	143	30	7	N		H	L	
1501	22	140	73	6	A	OV	M	L	L
1502	23	156	79	7	D		S	L	L
1503	24	141	37	7	N		H	R	
1504	25	157	69	7	A	OS	H	R	L
1505	26	153	44	7	D		H	R	
1506	27	168	24	8	N		M	T	
1507	28	178	76	8	A	R	M	L	L
1508	29	158	76	7	A	R	M	L	L
1509	30	160	73	7	A	OV	M	L	L
1510	31	166	83	8	N		M	L	L
1511	32	133	44	6	D		H	R	
1512	33	119	67	5	A	NF	H	T	
1513	34	142	77	7	N		H	R	L
1514	35	139	67	6	A	NF	H	T	
1515	36	135	32	6	D		M	L	
1516	37	169	36	8	N		M	L	
1517	38	177	69	8	A	OS	H	R	L
1518	39	154	35	7	D		S	T	
1519	40	145	23	7	N		H	T	
1520	41	128	24	6	N		M	T	
1521	42	123	30	6	N		H	L	
1522	43	165	23	8	N		H	T	
1523	44	161	37	8	N		H	R	
1524	45	174	35	8	D		S	T	
1525	46	147	27	7	N		M	H	
1526	47	129	36	6	N		M	L	
1527	48	124	26	6	N		H	H	
1528	49	176	79	8	D		S	T	L
1529	50	122	77	6	N		H	R	L
1530	51	185	23	10	N		H	T	

PILOT=31 AMB=5

OBS	SN	NSCEN	OSCEN	RVR	TYPE	ANOM	FOG	WIND	MISAL
1531	1	135	32	6	D		M	L	
1532	2	140	73	6	A	OV	M	L	L
1533	3	139	67	6	A	NF	H	T	
1534	4	157	69	7	A	OS	H	R	L
1535	5	114	35	5	O		S	T	
1536	6	177	69	8	A	OS	H	R	L
1537	7	168	24	8	N		M	T	
1538	8	106	83	5	N		M	L	L
1539	9	160	73	7	A	OV	M	L	L
1540	10	136	79	6	O		S	T	L
1541	11	197	69	10	A	OS	H	R	L
1542	12	158	76	7	A	R	M	L	L
1543	13	156	79	7	O		S	T	L
1544	14	142	77	7	N		H	R	L
1545	15	144	26	7	N		H	H	
1546	16	189	36	10	N		M	L	
1547	17	128	24	6	N		M	T	
1548	18	155	32	7	O		M	L	
1549	19	145	23	7	N		H	T	
1550	20	150	78	7	N		S	T	L
1551	21	127	27	6	N		M	H	
1552	22	143	30	7	N		H	L	
1553	23	176	79	8	D		S	T	L
1554	24	149	36	7	N		M	L	
1555	25	105	23	5	N		H	T	
1556	26	193	44	10	O		H	R	
1557	27	162	77	8	N		H	R	L
1558	28	110	78	5	N		S	T	L
1559	29	147	27	7	N		M	H	
1560	30	124	26	6	N		H	H	
1561	31	122	77	6	N		H	R	L
1562	32	173	44	8	O		H	R	
1563	33	126	83	6	N		M	L	L
1564	34	169	36	8	N		M	L	
1565	35	164	26	8	N		H	H	
1566	36	175	32	8	O		M	L	
1567	37	146	83	7	N		M	L	L
1568	38	123	30	6	N		H	L	
1569	39	134	35	6	O		S	T	
1570	40	148	24	7	N		M	T	
1571	41	154	35	7	O		S	T	
1572	42	138	76	6	A	R	M	L	L
1573	43	180	73	8	A	OV	M	L	L
1574	44	130	73	6	N		S	T	L
1575	45	153	44	7	O		H	R	
1576	46	159	67	7	A	NF	H	T	
1577	47	125	23	6	N		H	T	
1578	48	179	67	8	A	NF	H	T	
1579	49	163	30	8	N		H	L	
1580	50	107	27	5	N		M	H	
1581	51	118	76	5	A	R	M	L	L

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----- PILOT=32 AMB=5 -----

03S	SN	NSCEN	OSCEN	RVR	TYPE	ANOM	FOG	WIND	MISAL
1582	1	155	32	7	O		H	L	
1583	2	130	78	6	N		S	T	L
1584	3	147	27	7	N		M	H	
1585	4	163	30	8	N		H	L	
1586	5	154	35	7	D		S	T	
1587	6	165	23	8	N		H	T	
1588	7	131	42	6	N		S	R	
1589	8	129	36	6	N		M	L	
1590	9	127	27	6	N		M	H	
1591	10	176	79	8	O		S	T	L
1592	11	123	30	6	N		H	L	
1593	12	188	24	10	N		M	T	
1594	13	196	79	10	O		S	T	L
1595	14	175	32	8	D		M	L	
1596	15	180	73	8	A	OV	M	L	L
1597	16	159	67	7	A	NF	H	T	
1598	17	113	44	5	D		H	R	
1599	18	134	35	6	D		S	T	
1600	19	137	69	6	A	OS	H	R	L
1601	20	184	26	10	N		H	H	
1602	21	150	78	7	N		S	T	L
1603	22	157	69	7	A	OS	H	R	L
1604	23	153	44	7	D		H	R	
1605	24	200	73	10	A	OV	M	L	L
1606	25	138	76	6	A	R	M	L	L
1607	26	146	83	7	N		M	L	L
1608	27	144	26	7	N		H	H	
1609	28	156	79	7	O		S	T	L
1610	29	139	67	6	A	NF	H	T	
1611	30	173	76	8	A	R	M	L	L
1612	31	151	42	7	N		S	R	
1613	32	174	35	8	D		S	T	
1614	33	117	69	5	A	OS	H	R	L
1615	34	179	67	8	A	NF	H	T	
1616	35	160	73	7	A	OV	M	L	L
1617	36	109	36	5	N		M	L	
1619	37	145	23	7	N		H	T	
1619	38	158	76	7	A	R	M	L	L
1620	39	135	32	6	O		M	L	
1621	40	143	30	7	N		H	L	
1622	41	167	27	8	N		M	H	
1623	42	170	78	9	N		S	T	L
1624	43	126	83	6	N		M	L	L
1625	44	148	24	7	N		M	T	
1626	45	133	44	6	D		H	R	
1627	46	164	26	8	N		H	H	
1628	47	149	36	7	N		M	L	
1629	48	171	42	8	N		S	R	
1630	49	166	83	8	N		M	L	L
1631	50	125	23	6	N		H	T	
1632	51	168	24	8	N		M	T	

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PILOT=33 AMB=5

DBS	SN	NSCEN	OScen	RVR	TYPE	ANOM	FOG	WIND	MISAL
1633	1	195	32	10	D		M	L	
1634	2	160	73	7	A	OV	M	L	L
1635	3	199	67	10	A	NF	H	T	
1636	4	174	35	9	D		S	T	
1637	5	171	42	9	N		S	R	
1638	6	177	69	8	A	OS	H	R	L
1639	7	148	24	7	N		M	T	
1640	8	125	23	6	N		H	T	
1641	9	138	76	6	A	R	M	L	L
1642	10	156	79	7	O		S	T	L
1643	11	137	69	6	A	OS	H	R	L
1644	12	158	76	7	A	R	M	L	L
1645	13	133	44	6	D		H	R	
1646	14	116	79	5	O		S	T	L
1647	15	127	27	6	N		S	H	
1648	16	152	34	7	N		S	T	
1649	17	170	78	8	N		S	T	L
1650	18	153	44	7	O		H	R	
1651	19	128	24	6	N		M	T	
1652	20	124	26	6	N		H	H	
1653	21	130	78	6	N		S	T	L
1654	22	126	83	6	N		M	L	L
1655	23	154	35	7	O		S	T	
1656	24	191	42	10	N		S	R	
1657	25	167	27	8	N		M	H	
1658	26	145	23	7	N		H	T	
1659	27	172	34	8	N		S	T	
1660	28	134	35	6	D		S	T	
1661	29	150	78	7	N		S	T	L
1662	30	166	83	8	N		M	L	L
1663	31	144	26	7	N		H	H	
1664	32	136	79	6	D		S	T	L
1665	33	129	36	6	N		M	L	
1666	34	132	34	6	N		S	T	
1667	35	147	27	7	N		M	H	
1668	36	149	36	7	N		M	L	
1669	37	165	23	8	N		H	T	
1670	38	151	42	7	N		S	R	
1671	39	104	26	5	N		H	H	
1672	40	108	24	5	N		M	T	
1673	41	155	32	7	D		M	L	
1674	42	179	67	8	A	NF	H	T	
1675	43	175	32	8	D		M	L	
1676	44	159	67	7	A	NF	H	T	
1677	45	173	44	8	D		H	R	
1678	46	157	69	7	A	OS	H	R	L
1679	47	120	73	5	A	OV	M	L	L
1680	48	140	73	6	A	OV	M	L	L
1681	49	146	83	7	N		M	L	L
1682	50	169	36	8	N		M	L	
1683	51	178	76	9	A	R	M	L	L

PILOT=34 AMB=5

QSS	SN	NSCEN	OSCEN	RVR	TYPE	ANOM	FOG	WIND	MISAL
1684	1	136	79	6	D		S	T	L
1685	2	192	34	10	N		S	T	
1686	3	150	78	7	N		S	T	L
1687	4	115	32	5	D		M	L	
1688	5	166	83	8	N		M	L	L
1689	6	148	24	7	N		H	T	
1690	7	161	37	8	N		H	R	
1691	8	152	34	7	N		S	T	
1692	9	169	36	8	N		M	L	
1693	10	133	44	6	D		H	R	
1694	11	185	23	10	N		H	T	
1695	12	131	42	6	N		S	R	
1696	13	153	44	7	D		H	R	
1697	14	156	79	7	D		S	T	L
1698	15	137	69	6	A	OS	H	R	L
1699	16	140	73	6	A	OV	M	L	L
1700	17	173	44	8	D		H	R	
1701	18	167	27	8	N		M	H	
1702	19	158	76	7	A	R	M	L	L
1703	20	178	76	8	A	R	M	L	L
1704	21	121	37	6	N		H	R	
1705	22	194	35	10	D		S	T	
1706	23	174	35	8	D		S	T	
1707	24	157	69	7	A	OS	H	R	L
1708	25	198	76	10	A	R	M	L	L
1709	26	129	36	6	N		M	L	
1710	27	186	83	10	N		M	L	L
1711	28	176	79	8	D		S	T	L
1712	29	159	67	7	A	NF	H	T	
1713	30	135	32	6	D		M	L	
1714	31	139	67	6	A	NF	H	T	
1715	32	145	23	7	N		H	T	
1716	33	177	69	8	A	OS	H	R	L
1717	34	160	73	7	A	OV	M	L	L
1718	35	180	73	8	A	OV	M	L	L
1719	36	151	42	7	N		S	R	
1720	37	128	24	6	N		M	T	
1721	38	119	67	5	A	NF	H	T	
1722	39	146	83	7	N		H	L	L
1723	40	170	78	8	N		S	T	L
1724	41	155	32	7	D		M	L	
1725	42	141	37	7	N		H	R	
1726	43	168	24	8	N		M	T	
1727	44	190	78	10	N		S	T	L
1728	45	154	35	7	D		S	T	
1729	46	147	27	7	N		M	H	
1730	47	172	34	8	N		S	T	
1731	48	165	23	8	N		H	T	
1732	49	149	36	7	N		M	L	
1733	50	187	27	10	N		M	H	
1734	51	111	42	5	N		S	R	