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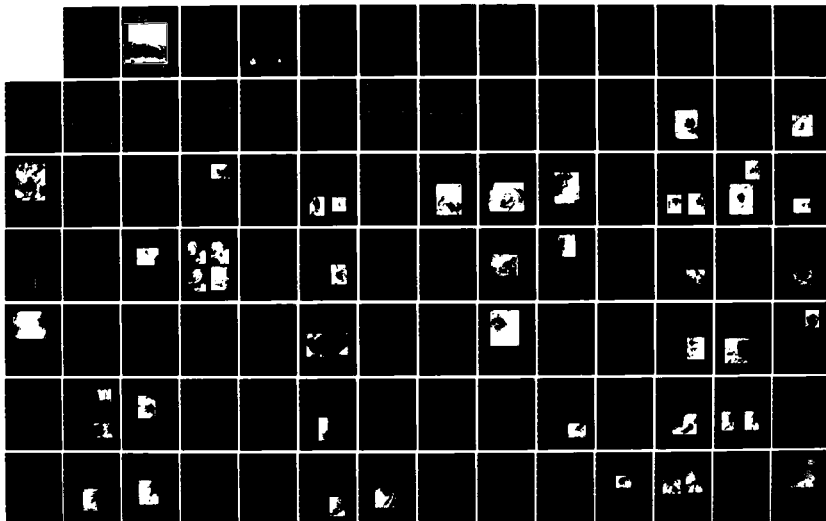
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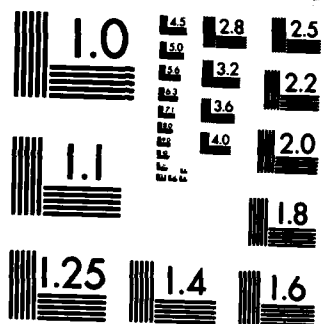
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1984 ANNUAL TROPICAL CYCLONE REPORT

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**JOINT TYPHOON WARNING CENTER
GUAM, MARIANA ISLANDS**

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FRONT COVER: A synoptic view of Tropical Cyclone 30S (Kamisy) taken on 8 April 1984 by Space Shuttle Mission 41C. Kamisy was located east-northeast of Madagascar with an estimated intensity of 100 kt (51 m/s). This photograph was taken with a 100mm lens from an altitude of 260 nm (482 km). Note the convergent banding well away from the eye. The cirrus outflow is extremely strong partially obscuring the near field image. (Photograph provided by LCDR W. T. Aldinger, NAUPOLAROCENANCEN Detachment, Johnson Space Center, Texas).

U.S. NAVAL OCEANOGRAPHY COMMAND CENTER
JOINT TYPHOON WARNING CENTER
COMNAVMARIANAS BOX 17
FPO SAN FRANCISCO 96630

*** KENDALL G. HINMAN**
Captain, United States Navy

CHARLES G. STEINBRUCK
Captain, United States Navy
COMMANDING

DAVID W. MCLAWHORN
Lieutenant Colonel, United States Air Force
DIRECTOR, JOINT TYPHOON WARNING CENTER
COMMANDER, DETACHMENT 1, 1ST WEATHER WING



***Transferred during 1984**

STAFF

LCDR Scott A. Sandgathe, USN
MAJ Mark E. Older III, USAF
*LCDR Robert L. Allen Jr., USN
LCDR Janice P. Garner, USN
CAPT Boyce R. Columbus, USAF
LT Brett T. Sherman, USN
*CAPT Robert S. Lilianstrom, USAF
*LT Henry Jones, USN
CAPT Michael T. Gilford, USAF
LT Mark J. Gunzelman, USNR
LT William P. Wirfel, USN
*AG1 James A. Frush, USN
*AG2 Carl L. Hurless, USN
*SSGT Michael W. Blackburn, USAF
AG2 Kevin L. Cobb, USN
*AG2 Anne W. Lackey, USN
AG2 Teddy R. George, USN
*AG3 Judith L. Allen, USN
*SGT Jeffrey A. Goldman, USAF
*SRA Jeffrey L. Cimini, USAF
SRA Margaret E. Gray, USAF
AG3 Kristopher W. Buttermore, USN
SRA Thomas L. Parra, USAF
A1C James Kelley III, USAF
A1C Ronald W. Jones, USAF
AGAN Shirley A. Murdock, USN
AGAN Randall J. McKillip, USN

CONTRIBUTOR: Detachment 1, 1WW - USAF
Satellite Operations

MAJ Frank H. Wells, USAF
*CAPT David T. Miller, USAF
1LT Donna P. McNamara, USAF
*MSGT Michael R. Pukajlo, USAF
*TSgt Terrence M. Young, USAF
TSgt William H. Taylor, USAF
*SSGT Terry R. Sandmeier, USAF
SSGT Charles B. Siniff Jr., USAF
SSGT Patti A. Ashby, USAF

*Transferred during 1984

FOREWARD

The Annual Tropical Cyclone Report is prepared by the staff of the Joint Typhoon Warning Center (JTWC), a combined USAF/USN organization operating under the command of the Commanding Officer, U. S. Naval Oceanography Command Center/ Joint Typhoon Warning Center, Guam. JTWC was established in April 1959 when USCINCPAC directed USCINCPACFLT to provide a single tropical cyclone warning center for the western North Pacific region. The operations of JTWC are guided by CINCPACINST 3140.1 (series).

The mission of the Joint Typhoon Warning Center is multi-faceted and includes:

1. Continuous monitoring of all tropical weather activity in the Northern and Southern Hemispheres, from 180 degrees longitude westward to the east coast of Africa, and the prompt issuance of appropriate advisories and alerts when tropical cyclone development is anticipated.

2. Issuing warnings on all significant tropical cyclones in the above area of responsibility.

3. Determination of reconnaissance requirements for tropical cyclone surveillance and assignment of appropriate priorities.

4. In depth post-storm analysis of all tropical cyclones occurring within the western North Pacific and North Indian Oceans for publication in this report.

5. Cooperation with the Naval Environmental Prediction Research Facility, Monterey, California, on the operational evaluation of tropical cyclone models and forecast aids, and the development of new techniques to support operational forecast scenarios.

Satellite imagery used throughout this report represents data obtained by the tropical cyclone satellite surveillance network. The personnel of Detachment 1,

1LWW, colocated with JTWC at Nimitz Hill, Guam, coordinate the satellite acquisitions and tropical cyclone surveillance with the following units:

Det 5, 1LWW, Clark AB, RP

Det 8, 1LWW, Kadena AB, Japan

Det 15, 30WS, Osan AB, Korea

Det 4, 1LWW, Hickam AFB, Hawaii

Air Force Global Weather Central,
Offutt AFB, Nebraska

In addition, the Naval Oceanography Command Detachment, Diego Garcia, and DMSP equipped U.S. Navy aircraft carriers have been instrumental in providing vital satellite position fixes of tropical cyclones in the Indian Ocean.

Should JTWC become incapacitated, the Alternate Joint Typhoon Warning Center (AJTWC) located at the U. S. Naval Western Oceanography Center, Pearl Harbor, Hawaii, assumes warning responsibilities. Assistance in determining satellite reconnaissance requirements, and in obtaining the resultant data, is provided by Det 4, 1LWW, Hickam AFB, Hawaii.

A special thanks is extended to the men and women of: 27th Information Systems Squadron, Operating Location C, for their continuing support by providing high quality real-time satellite imagery; the Pacific Fleet Audio-Visual Center, Guam, for their assistance in the reproduction of satellite and graphics data for this report; to the Navy Publications and Printing Service Branch Office, Guam, for their efforts to meet publication deadlines; and to Mrs. Patricia G. Lizama for her patience and perseverance in typing the many drafts and final manuscript of this report. A special thanks is also extended to SSGT Charles B. Siniff Jr. for gridding the numerous satellite pictures used in this report.

NOTE: Appendix V contains information on how to obtain past issues of the Annual Tropical Cyclone Report (titled Annual Typhoon Report prior to 1980).



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CHAPTER I - OPERATIONAL PROCEDURES

1. GENERAL

The Joint Typhoon Warning Center (JTWC) provides a variety of routine services to the organizations within its area of responsibility, including:

a. Significant Tropical Weather Advisories: issued daily, this product describes all tropical disturbances and assesses their potential for further development during the advisory period;

b. Tropical Cyclone Formation Alerts: issued when synoptic, satellite and/or aircraft reconnaissance data indicates development of a significant tropical cyclone in a specified area is likely;

c. Tropical Cyclone Warnings: issued periodically throughout each day for significant tropical cyclones, giving forecasts of position and intensity of the system; and

d. Prognostic Reasoning Messages: issued twice daily for tropical storms and typhoons in the western North Pacific; these messages discuss the rationale behind the most recent JTWC warnings.

The recipients of the services of JTWC essentially determine the content of JTWC's products according to their ever-changing requirements. Therefore, the spectrum of routine services is subject to change from year to year. Such changes are usually the result of deliberations held at the Annual Tropical Cyclone Conference.

2. DATA SOURCES

a. COMPUTER PRODUCTS:

A standard array of synoptic-scale computer analyses and prognostic charts are available from the Fleet Numerical Oceanography Center (FLENUMOCEANCEN) at Monterey, California. These products are provided to JTWC via the Naval Environmental Data Network (NEDN).

b. CONVENTIONAL DATA:

This data set is comprised of land-based and shipboard surface and upper-air observations taken at or near synoptic times, cloud-motion winds derived twice daily from satellite data, and enroute meteorological observations from commercial and military aircraft (AIREPS) within six hours of synoptic times. Conventional data charts are prepared daily at 0000Z and 1200Z using hand- and computer-plotted data for the surface/gradient and 200 mb (upper-tropospheric) levels. In addition to these analyses, charts at the 850, 700, and 500 mb levels are computer-plotted from rawinsonde/pibal observations at the 12-hour synoptic times.

c. AIRCRAFT RECONNAISSANCE:

Aircraft weather reconnaissance data are invaluable for locating the position of the center of developing systems and essential for the accurate determination of numerous parameters, including:

- maximum surface and flight level wind
- minimum sea-level pressure
- horizontal surface and flight level wind distribution
- eye/center temperature and dewpoint

In addition wind and pressure-height data at the 500 and/or 400 mb levels, provided by the aircraft while enroute to, or from fix missions, or during dedicated synoptic-scale flights, provide a valuable supplement to the all too sparse data fields of JTWC's area of responsibility. A more detailed discussion of aircraft weather reconnaissance is presented in Chapter II.

d. SATELLITE RECONNAISSANCE:

Meteorological satellite data obtained from the Defense Meteorological Satellite Program (DMSP) and National Oceanic and Atmospheric Administration (NOAA) spacecraft played a major role in the early detection and tracking of tropical cyclones in 1984. A discussion of the role of these programs is presented in Chapter II.

e. RADAR RECONNAISSANCE:

During 1984, as in previous years, land-based radar coverage was utilized extensively when available. Once a tropical cyclone moved within the range of land-based radar sites, their reports were essential for determination of small scale movement. Use of radar reports during 1984 is discussed in Chapter II.

3. COMMUNICATIONS

a. JTWC currently has access to three primary communications circuits.

(1) The Automated Digital Network (AUTODIN) is used for dissemination of warnings, alerts and other related bulletins to Department of Defense installations. These messages are relayed for further transmission over U.S. Navy Fleet Broadcasts, and U.S. Coast Guard CW (continuous wave Morse Code) and voice broadcasts. Inbound message traffic for JTWC is received via AUTODIN addressed to NAVOCEANCOMCEN GUAM, JTWC GUAM, or DET 1 1WW NIMITZ HILL GU.

(2) The Air Force Automated Weather Network (AWN) provides weather data to JTWC through a dedicated circuit from the Automated Digital Weather Switch (ADWS) at Hickam AFB, Hawaii. The ADWS selects and

routes the large volume of meteorological reports necessary to satisfy JTWC requirements for the right data at the right time. Weather bulletins prepared by JTWC are inserted into the AWW circuit via the NEDS and the Nimitz Hill Naval Telecommunications Center (NTCC) of the Naval Communications Area Master Station Western Pacific.

(3) The Naval Environmental Data Network (NEDN) is the communications link with the computers at FLENUMOCEANCEN. JTWC is able to receive environmental data from FLENUMOCEANCEN and to access the computers directly to execute numerical techniques.

b. The Naval Environmental Display Station (NEDS) has become the backbone of the JTWC communications system. It is the terminal that provides a direct interface with the NEDN and AWW circuits, and is capable of preparing messages for indirect AUTODIN transmission. The NEDS also provides a means for the Typhoon Duty Officer (TDO) to request forecast aids which are processed on the FLENUMOCEANCEN computers and transmitted to the TDO over the NEDN circuit.

4. ANALYSES

A composite surface/gradient level (3000 ft (915 m)) manual analysis of the JTWC area of responsibility is accomplished on the 0000Z and 1200Z conventional data. Analysis of the wind field using streamlines is stressed for tropical and subtropical regions. Analysis of the pressure field is accomplished routinely by the Naval Oceanography Command Center (NOCC) Operations watch-team and is used by JTWC in conjunction with their analysis of the tropical wind fields.

A composite upper-tropospheric manual streamline analysis is accomplished daily utilizing rawinsonde data from 300 mb through 100 mb, winds derived from cloud motion analysis, and AIREPS (taken plus or minus 6 hours of chart valid time) at or above 29,000 feet (8,839 m). Wind and height data are used to generate a representative analysis of tropical cyclone outflow patterns, mid-latitude steering currents, and features that may influence tropical cyclone intensity. All charts are hand-plotted in the tropics to provide all available data as soon as possible to the TDO. These charts are augmented by computer-plotted charts for the final analysis.

Computer plotted charts for the 850, 700, and 500 mb levels are available for streamline and/or height-change analysis from the 0000Z and 1200Z data base. Additional sectional charts at intermediate synoptic times and auxiliary charts such as station-time plot diagrams and pressure-change charts are also analyzed during periods of significant tropical cyclone activity.

5. FORECAST AIDS

The following objective techniques were employed in tropical cyclone forecasting during 1984 (a description of these techniques is presented in Chapter IV):

a. MOVEMENT

- (1) 12-HOUR EXTRAPOLATION
- (2) CLIMATOLOGY
- (3) TPAC (Extrapolation and Climatology Blend)
- (4) TYAN78 (Analog)
- (5) COSMOS (Model Output Statistics)
- (6) OTCM (Dynamical Model)
- (7) NTCM (Nested Grid Dynamical Model)
- (8) TAPT (Empirical)

b. INTENSITY

- (1) THETA E (Empirical)
- (2) DVORAK (Empirical)
- (3) CLIMATOLOGY
- (4) WIND RADIUS (Analytical)

6. FORECAST PROCEDURES

a. INITIAL POSITIONING

The warning position is the best estimate of the center of the surface circulation at synoptic time. It is estimated from an analysis of all fix information received up to one and one-half hours after synoptic time. This analysis is based on a semi-objective weighting of fix information based on the historical accuracy of the fix platform and the meteorological features used for the fix. The interpolated warning position reduces the weighting of any single fix and results in a more consistent movement and a warning position that is more representative of the larger-scale circulation. If the fix data is not available due to reconnaissance platform malfunctions or communication problems, synoptic data or extrapolation from previous fixes are used.

b. TRACK FORECASTING

A preliminary forecast track is developed based on an evaluation of the rationale behind the previous warning and the guidance given by the most recent set of objective techniques and numerical prognoses. This preliminary track is then subjectively modified based on the following considerations:

(1) The prospects for recurvature or erratic movement are evaluated. This evaluation is based primarily on the present and forecast positions and amplitudes of the middle-tropospheric, mid-latitude troughs and ridges as depicted on the latest upper-air analysis and numerical forecasts.

(2) Determination of the best steering level is partly influenced by the maturity and vertical extent of the tropical cyclone. For mature tropical cyclones located south of the subtropical ridge, forecast changes in speed of movement are closely correlated with anticipated changes in the intensity or relative position of the ridge. When steering currents are relatively weak, the tendency for tropical cyclones to move northward due to internal forces is an important consideration.

(3) Over the 12- to 72-hour forecast period, speed of movement during the early forecast period is usually biased towards persistence, while the subsequent forecast periods are biased toward objective techniques. When a tropical cyclone moves poleward, and toward the mid-latitude steering currents, speed of movement becomes increasingly more biased toward a selective group of objective techniques capable of estimating significant increases in speed of movement.

(4) The proximity of the tropical cyclone to other tropical cyclones is closely evaluated to determine if there is a possibility of interaction.

A final check is made against climatology to determine whether the forecast track is reasonable. If the forecast deviates greatly from one of the climatological tracks, the forecast rationale may be reappraised.

c. INTENSITY FORECASTING

In this parameter, heavy reliance is placed on intensity trends from aircraft reconnaissance reports, wind and pressure data from ships and land stations in the vicinity of the tropical cyclone, the Dvorak satellite empirical model and climatology. An evaluation of the entire synoptic situation is made, including the location of major troughs and ridges, the position and intensity of any nearby tropical upper-tropospheric troughs (TUTT's), the vertical and horizontal extent of the tropical cyclone's circulation and the extent of the associated upper-level outflow pattern. An essential element affecting each intensity forecast is the accompanying forecast track and the influence of environmental parameters along that track, such as terrain influences, vertical wind shear, and the existence of an extratropical environment.

Once the forecast intensities have been derived, the horizontal distribution of surface winds (winds greater than 30-, 50-,

and 100-knots) is determined. The most recent wind radii and associated asymmetries are deduced from all available surface wind observations and reconnaissance aircraft reports. Based on the current surface wind distribution, preliminary estimates of future wind radii are provided by an empirically derived objective technique. These estimates may be subjectively modified based upon the anticipated interaction of the tropical cyclone's circulation with forecast locations of large-scale wind regimes and significant landmasses. Other factors including the tropical cyclone's speed of movement and possible extratropical transition are considered.

7. WARNINGS

Tropical cyclone warnings are issued when a closed circulation is evident and maximum sustained winds are forecast to increase to 34 knots (18 meters per second) within 48 hours, or if the tropical cyclone is in such a position that life or property may be endangered within 72 hours. Warnings may also be issued in other situations if it is determined that there is a need to alert military or civil interests to conditions which may become hazardous in a short period of time.

Each tropical cyclone warning is numbered sequentially and includes the following information: the position of the surface center; estimate of the position accuracy and the supporting reconnaissance (fix) platforms; the direction and speed of movement during the past six hours; and the intensity and radial extent of surface winds over 30-, 50-, and 100-knots, when applicable. At forecast intervals of 12-, 24-, 48-, and 72-hours, information on the tropical cyclone's anticipated position, intensity and wind radii are also provided. Starting on 1 July 1984, vectors indicating the mean direction and mean speed between forecast positions were also included in all warnings.

Warnings in the western North Pacific and North Indian Ocean are issued every six hours valid at standard times (0000Z, 0600Z, 1200Z, and 1800Z). All warnings are released to the communications network no earlier than synoptic time and no later than synoptic time plus two and one-half hours so that recipients will have a reasonable expectation of having all warnings "in hand" by synoptic time plus three hours (0300Z, 0900Z, 1500Z, and 2100Z).

Warning forecast positions are later verified against the corresponding "best track" positions (obtained during detailed post-storm analysis to determine the actual path of the cyclone). A summary of the verification results from 1984 is presented in Chapter IV.

8. PROGNOSTIC REASONING MESSAGES

For tropical storms and typhoons in the western North Pacific Ocean, prognostic reasoning messages are transmitted following the 0000Z and 1200Z warnings, or whenever the forecast reasoning is no longer valid. This plain language message is intended to provide meteorologists with the reasoning behind the latest JTWC forecast.

In addition to this message, prognostic reasoning information applicable to all customers is provided in the remarks section of warnings when significant forecast changes are made or when deemed appropriate by the TDO.

9. TROPICAL CYCLONE FORMATION ALERT

Tropical Cyclone Formation Alerts (TCFAs) are issued whenever interpretation of satellite imagery and other meteorological data indicates that the formation of a significant tropical cyclone is likely. These formation alerts will specify a valid period not to exceed 24 hours and must

either be cancelled, reissued, or superseded by a tropical cyclone warning prior to the expiration of the valid time.

10. SIGNIFICANT TROPICAL WEATHER ADVISORY

This product contains a general, non-technical description of all tropical disturbances in the JTWC area of responsibility and an assessment of their potential for further (tropical cyclone) development. In addition, all tropical cyclones in warning status are briefly discussed. This message is issued at 0600Z daily and is valid for a 24 hour period. It is reissued whenever the situation warrants. For each suspect area, the words "poor", "fair", and "good" will be used to describe the potential for further development. "Poor" will be used to describe a tropical disturbance that is not expected to require a TCFA during the advisory period; "Fair" will be used to describe a tropical disturbance that is currently not covered by a TCFA, but for which it is likely that a TCFA will be issued during the advisory period; and "Good" will be used when the tropical disturbance is covered by a TCFA.

CHAPTER II - RECONNAISSANCE AND FIXES

1. GENERAL

The Joint Typhoon Warning Center depends on reconnaissance to provide necessary, accurate, and timely meteorological information in support of each warning. JTWC relies primarily on three reconnaissance platforms: aircraft, satellite, and radar. In data rich areas synoptic data are also used to supplement the above. Optimum utilization of all available reconnaissance resources is obtained through the Selective Reconnaissance Program (SRP); various factors are considered in selecting a specific reconnaissance platform including capabilities and limitations, and the tropical cyclone's threat to life and property both afloat and ashore. A summary of reconnaissance fixes received during 1984 is included in Section 6 of this chapter.

2. RECONNAISSANCE AVAILABILITY

a. Aircraft

Aircraft weather reconnaissance for the JTWC is performed by the 54th Weather Reconnaissance Squadron (54th WRS) located at Andersen Air Force Base, Guam. The 54th WRS is presently equipped with six WC-130 aircraft and, from July through October, is augmented by three additional aircraft from the 53rd WRS, Keesler Air Force Base, Mississippi, bringing the total number of available aircraft to nine. The JTWC reconnaissance requirements are provided daily to the Tropical Cyclone Aircraft Reconnaissance Coordinator (TCARC), who marries the tasking from the JTWC with the available airframes from the 54th WRS.

As in previous years, aircraft reconnaissance provided direct measurements of height, temperature, flight-level winds, sea-level pressure, estimated surface winds (when observable), and numerous additional parameters. The meteorological data are gathered by the Aerial Reconnaissance Weather Officer (ARWO) and dropsonde operators of Detachment 3, 1st Weather Wing who fly with the 54th WRS. These data provide the Typhoon Duty Officer (TDO) with indications of changing tropical cyclone characteristics, radii of associated winds and current tropical cyclone position and intensity. Another important aspect is the availability of the data for research on tropical cyclone analysis and forecasting.

b. Satellite

Satellite fixes from USAF/USN ground sites and USN ships provide day and night coverage in the JTWC area of responsibility. Interpretation of this satellite imagery provides tropical cyclone positions and estimates of current and forecast intensities through the Dvorak technique.

c. Radar

Land radar provides positioning data on well developed tropical cyclones when in the proximity (usually within 175 nm (324 km)) of the radar sites in the Philippines, Taiwan, Hong Kong, Japan, South Korea, Kwajalein, and Guam.

d. Synoptic

In 1984 JTWC also determined tropical cyclone positions based on the analysis of the surface/gradient level synoptic data. These positions were helpful in situations where the vertical structure of the tropical cyclone was weak or accurate surface positions from aircraft or satellite were not available.

3. AIRCRAFT RECONNAISSANCE SUMMARY

During the 1984 tropical cyclone season, the JTWC levied 210 vortex fixes and 53 investigative missions of which 14 were flown into disturbances which did not develop. In addition to the levied fixes, 251 intermediate fixes were also obtained. The average vector error for all aircraft fixes received at the JTWC during 1984 was 12 nm (22 km).

Aircraft reconnaissance effectiveness is summarized in Table 2-1 using the criteria set forth in CINCPACINST 3140.1 (series).

TABLE 2-1. AIRCRAFT RECONNAISSANCE EFFECTIVENESS

EFFECTIVENESS	NUMBER OF LEVIED FIXES	PERCENT
COMPLETED ON TIME	202	96.1
EARLY	2	1.0
LATE	4	1.9
MISSED	2	1.0
TOTAL	210	100.0

LEVIED VS. MISSED FIXES

AVERAGE 1965-1970	LEVIED	MISSED	PERCENT
1971	507	10	2.0
1972	802	61	7.6
1973	624	126	20.2
1974	227	13	5.7
1975	358	30	8.4
1976	217	7	3.2
1977	317	11	3.5
1978	203	3	1.5
1979	290	2	0.7
1980	289	14	4.8
1981	213	4	1.9
1982	201	3	1.5
1983	276	17	6.2
1984	157	3	1.9
	210	2	1.0

4. SATELLITE RECONNAISSANCE SUMMARY

The Air Force provides satellite reconnaissance support to JTWC using imagery from a variety of spacecraft. The tropical cyclone satellite surveillance network consists of both tactical and centralized facilities. Tactical DMSP sites are located at Nimitz Hill, Guam; Clark AB, Republic of the Philippines; Kadena AB, Japan; Osan AB, Korea; and Hickam AFB, Hawaii. These sites provide a combined coverage that includes most of the JTWC area of responsibility in the western North Pacific from near the dateline westward to the Malay Peninsula. JTWC relies on the Air Force Global Weather Central (AFGWC) to provide coverage over the remainder of its area of responsibility using stored satellite data. The Naval Oceanography Command Detachment, Diego Garcia, provides NOAA polar orbiting coverage in the central Indian Ocean as a supplement to this support. U. S. Navy ships equipped for direct readout also provided supplementary support.

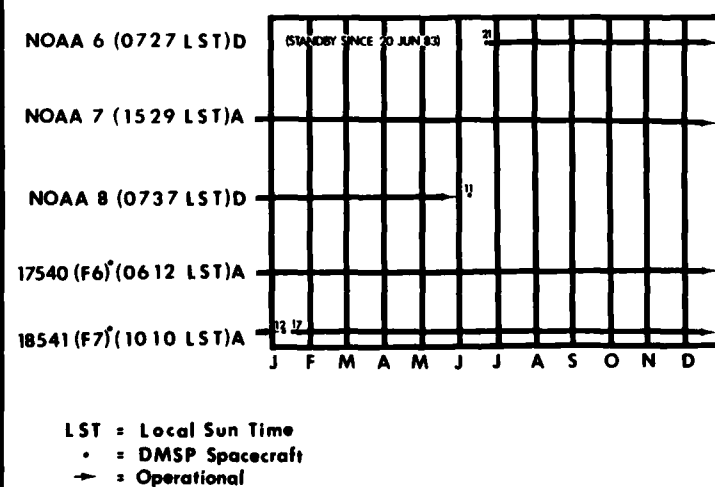
AFGWC, located at Offutt AFB, Nebraska, is the centralized member of the tropical cyclone satellite surveillance network. In support of JTWC, AFGWC processes stored imagery from DMSP and NOAA spacecraft. Imagery processed at AFGWC is recorded onboard the spacecraft as it passes over the earth. Later, these data are downlinked to AFGWC via a network of command/readout sites and communication satellites. This enables AFGWC to obtain the coverage necessary to fix all tropical systems of interest to JTWC. AFGWC has the primary responsibility to provide tropical cyclone surveillance over the entire Indian Ocean, southwest Pacific, and portions of the western North Pacific on both sides of the dateline. Additionally, AFGWC can be tasked to provide tropical cyclone positions in the entire western North Pacific as backup to coverage routinely available in that region.

The hub of the network is Det 1, 1WW, colocated with JTWC on Nimitz Hill, Guam. Based on available satellite coverage, Det 1 coordinates satellite reconnaissance requirements with JTWC and tasks the individual network sites for the necessary tropical cyclone fixes. Therefore, when a position from a polar-orbiting satellite is required as the basis for a warning, called a "levied fix", a dual-site tasking concept can be applied. Under this concept, two sites are tasked to fix the tropical cyclone from the same satellite pass. This provides the necessary redundancy to virtually guarantee JTWC a successful satellite fix on the tropical cyclone. Using this dual-site concept, the satellite reconnaissance network is capable of meeting all of JTWC's levied satellite fix requirements.

The network provides JTWC with several products and services. The main service is one of surveillance. Each site reviews its daily satellite coverage for indications of tropical cyclone development. If an area exhibits the potential for development, JTWC is notified. Once JTWC issues either a formation alert or warning, the network is tasked to provide three products: tropical cyclone positions, intensity estimates, and 24-hour intensity forecasts. Satellite tropical cyclone positions are assigned position code numbers (PCN) depending on the availability of geography for precise gridding, and the degree of organization of the tropical cyclone's cloud system (Table 2-2). During 1984, the network provided JTWC with a total of 1971 satellite fixes on tropical systems in the western North Pacific. Another 184 fixes were made for tropical systems in the North Indian Ocean. A comparison of those fixes made on numbered tropical cyclones in the western North Pacific with their corresponding JTWC best track positions is shown in Table 2-3. Estimates of the tropical cyclone's current intensity and 24-hour intensity forecast are

Figure 2-1.

POLAR ORBITERS FOR 1984



made once each day by applying the Dvorak technique (NOAA Technical Memorandum NESDIS 45 as revised) to visual imagery. A similar technique using enhanced infrared imagery is under development.

Four polar orbiters were available throughout the season. Figure 2-1 shows the status of operational polar orbiters. NOAA 6 was reactivated a year after being placed in standby mode (20 June 1983) to compensate for the untimely loss of NOAA 8. Although not shown NOAA 9 was successfully launched on 12 December and should be of benefit in 1985.

5. RADAR RECONNAISSANCE SUMMARY

Fourteen of the 30 significant tropical cyclones in the western North Pacific during 1984 passed within range of land based radar with sufficient cloud pattern organization to be fixed. The land radar fixes that were obtained and transmitted to JTWC totaled 510. Two radar fixes were obtained by reconnaissance aircraft.

The WMO radar code defines three categories of accuracy: good (within 10 km (5nm)), fair (within 10 to 30 km (5 to 16 nm)), and poor (within 30 to 50 km (16 to 27nm)). This year 510 radar fixes were coded in this manner; 167 were good, 156 were fair, and 187 poor. Compared to the JTWC best track, the mean vector deviation for land radar sites was 20 nm (37 km). Excellent support through timely and accurate radar fix positioning allowed JTWC to track and forecast tropical cyclone movement through even the most difficult erratic tracks.

As in previous years, no radar reports were received on North Indian Ocean tropical cyclones.

TABLE 2-2. POSITION CODE NUMBERS

PCN	METHOD OF CENTER DETERMINATION/GRIDDING
1	EYE/GEOGRAPHY
2	EYE/EPHEMERIS
3	WELL DEFINED CC/GEOGRAPHY
4	WELL DEFINED CC/EPHEMERIS
5	POORLY DEFINED CC/GEOGRAPHY
6	POORLY DEFINED CC/EPHEMERIS

6. TROPICAL CYCLONE FIX DATA

A total of 2918 fixes on 30 western North Pacific tropical cyclones and 193 fixes on four North Indian Ocean tropical cyclones were received at JTWC. Table 2-4, Fix Platform Summary, delineates the number of fixes per platform for each individual tropical cyclone. Season totals and percentages are also indicated.

Annex A includes individual fix data for each tropical cyclone. Fix data are divided into four categories: Satellite, Aircraft, Radar, and Synoptic. Those fixes labeled with an asterisk (*) were determined to be unrepresentative of the surface center and were not used in determining the best tracks. Within each category, the first three columns are as follows:

FIX NO. - Sequential fix number

TIME (Z) - GMT time in day, hours and minutes

FIX POSITION - Latitude and longitude to the nearest tenth of a degree

TABLE 2-3. MEAN DEVIATION (NM) OF ALL SATELLITE DERIVED TROPICAL CYCLONE POSITIONS FROM THE JTWC BEST TRACK POSITIONS. NUMBER OF CASES (IN PARENTHESES).

PCN	WESTERN NORTH PACIFIC OCEAN				NORTH INDIAN OCEAN			
	1972-1983 AVERAGE		1984		1980-1983		1984	
	(ALL SITES)		(ALL SITES)		(ALL SITES)		(ALL SITES)	
1	13.7	(1843)	12.4	(119)	16.2	(27)	17.8	(13)
2	17.3	(802)	15.7	(97)	9.0	(4)	32.1	(3)
3	20.3	(2691)	23.6	(259)	21.8	(11)	19.0	(2)
4	23.1	(999)	25.1	(134)	21.8	(5)	136.0	(3)
5	36.8	(4395)	43.6	(317)	33.1	(87)	36.5	(84)
6	40.9	(2298)	42.4	(265)	35.1	(83)	62.7	(23)
1&2	14.4	(2645)	13.9	(216)	15.5	(31)	20.5	(16)
3&4	20.9	(3690)	24.1	(393)	26.3	(16)	89.2	(5)
5&6	38.0	(6693)	43.0	(582)	32.2	(170)	42.2	(107)
TOTAL NUMBER OF CASES	(13028)		(1191)		(217)		(128)	

TABLE 2-4. FIX PLATFORM SUMMARY FOR 1984

FIX PLATFORM SUMMARY

WESTERN NORTH PACIFIC			AIRCRAFT	SATELLITE	RADAR	SYNOPTIC	TOTAL
TS	VERNON	(01W)	--	26	--	--	26
TS	WYNNE	(02W)	23	103	37	3	166
TY	ALEX	(03W)	5	40	34	3	82
TS	BETTY	(04W)	2	62	31	--	95
TY	CARY	(05W)	29	85	--	--	114
TY	DINAH	(06W)	28	85	--	--	113
TY	ED	(07W)	19	82	102	--	203
TS	FREDA	(08W)	5	39	12	--	56
TD	09W	(09W)	2	63	--	--	65
TS	GERALD	(10W)	9	68	52	3	132
TY	HOLLY	(11W)	21	81	117	1	220
TD	12W	(12W)	2	19	--	--	21
TY	IKE	(13W)	33	110	38	3	184
TS	JUNE	(14W)	7	46	14	--	67
TY	KELLY	(15W)	11	57	--	--	68
TS	LYNN	(16W)	--	41	--	2	43
TS	MAURY	(17W)	13	23	--	--	36
TS	NINA	(18W)	2	34	2	--	38
TY	OGDEN	(19W)	9	42	--	--	51
TY	PHYLLIS	(20W)	10	37	--	--	47
TS	ROY	(21W)	6	26	--	--	32
TS	SUSAN	(22W)	--	26	--	--	26
TD	23W	(23W)	1	11	--	--	12
TY	THAD	(24W)	14	60	--	--	74
STY	VANESSA	(25W)	27	114	13	--	154
TY	WARREN	(26W)	22	112	12	1	147
TY	AGNES	(27W)	19	108	4	--	131
STY	BILL	(28W)	46	163	44	--	253
TY	CLARA	(29W)	28	93	--	2	123
TY	DOYLE	(30W)	24	115	--	--	139

TOTAL	417	1971	512	18	2918
% OF TOTAL NR OF FIXES	14.3	67.6	17.5	.6	100.0

INDIAN OCEAN		SATELLITE	SYNOPTIC	TOTAL
TC	01A	18	--	18
TC	02B	40	2	42
TC	03B	37	3	40
TC	04B	89	4	93

TOTAL	184	9	193
% OF TOTAL NR OF FIXES	95.3	4.7	100.0

Depending upon the category, the remainder of the format varies as follows:

a. Satellite

(1) ACCRY - Position Code Number is used to indicate the accuracy of the fix position. A "1" or "2" indicates relatively high accuracy and a "5" or "6" relatively low accuracy.

(2) DVORAK CODE - Intensity evaluation and trend (Figure 2-2, Table 2-5). (For specifics, refer to NOAA TM; NESDIS - 45).

(3) COMMENTS - For explanation of abbreviations, see Appendix I.

(4) SITE - ICAO call sign of the specific satellite tracking station.

b. Aircraft

(1) FLT LVL - The constant pressure surface level, in millibars or altitude, in feet, maintained during the penetration. The normal level flow in developed tropical cyclones, due to turbulence factors, is 700 mb. Low-level missions are normally flown at 1500 ft (457 m).

(2) 700 MB HGT - Minimum height of the 700 mb pressure surface within the vortex recorded in meters.

(3) OBS MSLP - If the surface center can be visually detected (e.g., in the eye), the minimum sea-level pressure is obtained by a dropsonde release above the surface vortex center. If the fix is made at the 1500-foot level, the sea level pressure is extrapolated from that level.

(4) MAX-SPC-WND - The maximum surface wind (knots) is an estimate made by the ARWO based on sea state. This observation is limited to the region of the flight path and may not be representative of the entire tropical cyclone. Availability of data is also dependent upon the absence of undercast conditions and the presence of adequate illumination. The positions of the maximum flight level wind and the maximum observed surface wind do not necessarily coincide.

(5) MAX-FLT-LVL-WND - Wind speed (knots) at flight level is measured by the AN/APN 147 droppler radar system aboard the WC-130 aircraft. This measurement may not represent the maximum flight level wind associated with the tropical cyclone because the aircraft only samples those portions of the tropical cyclone along the flight path. In many instances, the flight path is through the weak sector of the tropical cyclone. In areas of heavy rainfall, the doppler radar may track energy reflected from precipitation rather than from the sea surface, thus, preventing accurate wind speed measurement. In obvious cases, such erroneous wind data will not be reported. In addition, the doppler radar system on the WC-130 restricts wind measurements to drift angles less than or equal to 27 degrees if the wind is normal (perpendicular) to the aircraft heading.

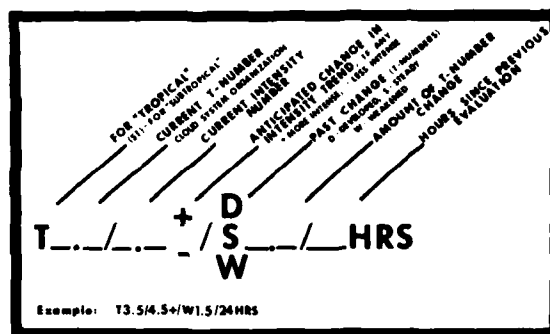


Figure 2-2. The current T-number is 3.5 but the current intensity estimate is 4.5 (equivalent to 77 kt). The cloud system has weakened by 1.5 T-numbers since the previous evaluation conducted 24 hours earlier. The plus (+) symbol indicates an expected reversal of the weakening trend or very little further weakening of the tropical cyclone during the next 24-hour period.

TABLE 2-5. MAXIMUM SUSTAINED WIND SPEED (KT) AS A FUNCTION OF DVORAK CI & FI (CURRENT & FORECAST INTENSITY) NUMBER AND MINIMUM SEA LEVEL PRESSURE (MSLP)

TROPICAL CYCLONE INTENSITY NUMBER	WIND SPEED	MSLP (NW PACIFIC)
0.0	<25	--
0.5	25	--
1.0	25	--
1.5	25	--
2.0	30	1003
2.5	35	999
3.0	45	994
3.5	55	988
4.0	65	981
4.5	77	973
5.0	90	964
5.5	102	954
6.0	115	942
6.5	127	929
7.0	140	915
7.5	155	900
8.0	170	884

(6) ACCRY - Fix position accuracy. Both navigational (OMEGA and LORAN) and meteorological (by the ARWO) estimates are given in nautical miles.

(7) EYE SHAPE - Geometrical representation of the eye based on the aircraft radar presentation. The eye shape is reported only if the center is 50 percent or more surrounded by wall cloud.

(8) EYE DIAM/ORIENTATION - Diameter of the eye in nautical miles. When an elliptical eye is present, the lengths of the major and minor axes and the orientation of the major axis are respectively listed. When concentric eye walls are present, each diameter is listed.

c. Radar

(1) RADAR - Specific type of

platform (land, aircraft, or ship) utilized for fix.

(2) ACCRY - Accuracy of fix position (good, fair, or poor) as given in the WMO ground radar weather observation code (FM20-V).

(3) EYE SHAPE - Geometrical representation of the eye given in plain language (circular, elliptical, etc.).

(4) EYE DIAM - Diameter of eye given in kilometers.

(5) RAOB CODE - Taken directly from WMO ground weather radar observation code FM20-V. The first group specifies the vortex parameters, while the second group describes the movement of the vortex center.

(6) RADAR POSITION - Latitude and longitude of tracking station given in tenths of a degree.

(7) SITE - WMO station number of the specific tracking station.

CHAPTER III - SUMMARY OF TROPICAL CYCLONES

1. WESTERN NORTH PACIFIC TROPICAL CYCLONES

During 1984, the western North Pacific experienced the sixth consecutive year of below average tropical cyclone activity. Thirty tropical cyclones occurred in 1984, one less than the annual average. Only three significant tropical cyclones failed to develop beyond the tropical depression (TD) stage and eleven tropical storms (TS) failed to reach typhoon intensity. Of the 16 tropical cyclones that developed to typhoon (TY) intensity, two reached the 130 kt (67 m/s) intensity necessary to be classified as super typhoons (STY). In the western North Pacific, tropical cyclones reaching tropical storm intensity or greater are assigned names in alphabetical order

from a list of alternating male/female names (refer to Appendix III). Table 3-1 provides a summary of key statistics for all western North Pacific tropical cyclones. Each tropical cyclone's maximum surface wind (in knots) and minimum sea level pressure (in millibars) were obtained from best estimates based on all available data. The distance traveled (in nautical miles) was calculated from the JTWC official best tracks (see Annex A).

Table 3-2 through 3-5 provide further information on the monthly and yearly distribution of tropical cyclones and statistics on Tropical Cyclone Formation Alerts and Warnings.

TABLE 3-1.

WESTERN NORTH PACIFIC

1984 SIGNIFICANT TROPICAL CYCLONES

TROPICAL CYCLONE	PERIOD OF WARNING	CALENDAR DAYS OF WARNING	NUMBER OF WARNINGS ISSUED	MAXIMUM SURFACE WINDS (KT)	ESTIMATED MSLP (MB)	BEST TRACK DISTANCE TRAVELED (NM)
01W TS VERNON	09 JUN - 11 JUN	3	9	40	993	556
02W TS WYNNE	19 JUN - 26 JUN	8	28	60	980	1609
03W TY ALEX	01 JUL - 05 JUL	5	18	75	970	1320
04W TS BETTY	06 JUL - 09 JUL	4	12	55	983	1157
05W TY CARY	07 JUL - 14 JUL	8	30	90	955	1355
06W TY DINAH	24 JUL - 01 AUG	9	35	125	915	2826
07W TY ED	25 JUL - 01 AUG	8	28	100	947	1700
08W TS FREDIA	05 AUG - 08 AUG	4	12	55	982	1094
09W TD 09W	11 AUG - 15 AUG	5	10	30	996	1328
10W TS GERALD	16 AUG - 21 AUG	6	24	55	979	1009
11W TY HOLLY	16 AUG - 22 AUG	7	25	75	963	1712
12W TD 12W	24 AUG - 25 AUG	2	5	20	995	605
13W TY IKE	27 AUG - 06 SEP	11	42	125	947	2806
14W TS JUNE	28 AUG - 30 AUG	3	11	60	983	738
15W TY KELLY	13 SEP - 18 SEP	6	18	75	965	1297
16W TS LYNN	24 SEP - 27 SEP	4	14	40	996	553
17W TS MAURY	28 SEP - 01 OCT	4	13	60	992	863
18W TS NINA	28 SEP - 01 OCT	4	15	55	990	1201
19W TY OGDEN	07 OCT - 10 OCT	4	12	70	982	1236
20W TY PHYLLIS	11 OCT - 14 OCT	4	13	80	974	972
21W TS ROY	11 OCT - 13 OCT	3	9	35	996	735
22W TS SUSAN	11 OCT - 12 OCT	2	5	40	992	576
23W TD 23W	17 OCT - 18 OCT	2	4	25	998	287
24W TY THAD	19 OCT - 24 OCT	6	21	120	925	2362
25W STY VANESSA	22 OCT - 31 OCT	10	31	155	879	3125
26W TY WARREN	23 OCT - 31 OCT	9	31	65	976	1111
27W TY AGNES	01 NOV - 08 NOV	8	28	120	925	2666
28W STY BILL	08 NOV - 22 NOV	15	52	130	909	2892
29W TY CLARA	14 NOV - 21 NOV	8	30	110	938	2709
30W TY DOYLE	04 DEC - 11 DEC	8	26	125	935	1960

1984 TOTALS : 130* 611

* OVERLAPPING DAYS INCLUDED ONLY ONCE IN SUM.

TABLE 3-2.

1984 SIGNIFICANT TROPICAL CYCLONES															
WESTERN NORTH PACIFIC															
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL	(1959-1984) AVERAGE	CASES
TROPICAL DEPRESSIONS	0	0	0	0	0	0	0	2	0	1	0	0	3	3.8	98
TROPICAL STORMS	0	0	0	0	0	2	1	3	3	2	0	0	11	10.0	259
TYPHOONS	0	0	0	0	0	0	4	2	1	5	3	1	16	17.3	451
ALL TROPICAL CYCLONES	0	0	0	0	0	2	5	7	4	8	3	1	30	31.1	808
1959-1984 AVERAGE	.5	.3	.7	.8	1.3	2.0	4.9	6.3	5.7	4.6	2.7	1.4	31.1		
CASES	13	8	18	22	33	51	127	163	148	119	70	36	808		
FORMATION ALERTS:	30 of 37 Formation Alerts developed into significant tropical cyclones. Tropical Cyclone Formation Alerts were issued for all significant tropical cyclones that developed in 1984.														
WARNINGS:	Number of warning days: 130 Number of warning days with two tropical cyclones in region: 46 Number of warning days with three or more tropical cyclones in region: 4														

TABLE 3-3.

FREQUENCY OF TYPHOONS BY MONTH AND YEAR														
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL	
(1945-1958) AVERAGE	.4	.1	.3	.4	.7	1.1	2.0	2.9	3.2	2.4	2.0	.9	16.3	
1959	0	0	0	1	0	0	1	5	3	3	2	2	17	
1960	0	0	0	1	0	2	2	8	0	4	1	1	19	
1961	0	0	1	0	2	1	3	3	5	3	1	1	20	
1962	0	0	0	1	2	0	5	7	2	4	3	0	24	
1963	0	0	0	1	1	2	3	3	3	4	0	2	19	
1964	0	0	0	0	2	2	6	3	5	3	4	1	26	
1965	1	0	0	1	2	2	4		5	2	1	0	21	
1966	0	0	0	1	2	1	3	6	4	2	0	1	20	
1967	0	0	1	1	0	1	3	4	4	3	3	0	20	
1968	0	0	0	1	1	1	1	4	3	5	4	0	20	
1969	1	0	0	1	0	0	2	3	2	3	1	0	13	
1970	0	1	0	0	0	1	0	4	2	3	1	0	12	
1971	0	0	0	3	1	2	6	3	5	3	1	0	24	
1972	1	0	0	0	1	1	4	4	3	4	2	2	22	
1973	0	0	0	0	0	0	4	2	2	4	0	0	12	
1974	0	0	0	0	1	2	1	2	3	4	2	0	14	
1975	1	0	0	0	0	0	1	3	4	3	2	0	15	
1976	1	0	0	1	2	2	2	1	4	1	1	0	15	
1977	0	0	0	0	0	0	3	0	2	3	2	1	11	
1978	0	0	0	1	0	0	3	2	4	3	2	0	15	
1979	1	0	1	1	0	0	2	2	3	2	1	1	14	
1980	0	0	0	0	2	0	3	2	5	2	1	0	15	
1981	0	0	1	0	0	2	2	2	4	1	2	2	16	
1982	0	0	2	0	1	1	2	5	3	3	1	1	19	
1983	0	0	0	0	0	0	3	2	1	4	2	0	12	
1984	0	0	0	0	0	0	4	2	1	5	3	1	16	
(1959-1984) AVERAGE	.2	.04	.2	.6	.8	.9	2.8	3.3	3.2	3.1	1.7	.6	17.3	
CASES	6	1	6	15	20	23	73	85	82	81	43	16	451	

TABLE 3-4.

FREQUENCY OF TROPICAL STORMS AND TYPHOONS BY MONTH AND YEAR

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
(1945-1958) AVERAGE	.4	.1	.4	.5	.8	1.3	3.0	3.9	4.1	3.3	2.7	1.1	21.6
1959	0	1	1	1	0	0	3	6	6	4	2	2	26
1960	0	0	0	1	1	3	3	10	3	4	1	1	27
1961	1	1	1	1	3	2	5	4	6	5	1	1	31
1962	0	1	0	1	2	0	6	7	3	5	3	2	30
1963	0	0	0	1	1	3	4	3	5	5	0	3	25
1964	0	0	0	0	2	2	7	9	7	6	6	1	40
1965	2	2	1	1	2	3	5	6	7	2	2	1	34
1966	0	0	0	1	2	1	5	8	7	3	2	1	30
1967	1	0	2	1	1	1	6	8	7	4	3	1	35
1968	0	0	0	1	1	1	3	8	3	6	4	0	27
1969	1	0	1	0	0	0	3	4	3	3	2	1	19
1970	0	1	0	0	0	2	2	6	4	5	4	0	24
1971	1	0	1	3	4	2	8	4	6	4	2	0	35
1972	1	0	0	0	1	3	6	5	4	5	2	3	30
1973	0	0	0	0	0	0	7	5	2	4	3	0	21
1974	1	0	1	1	1	4	4	5	5	4	4	2	32
1975	1	0	0	0	0	0	2	4	5	5	3	0	20
1976	1	1	0	2	2	2	4	4	5	1	1	2	25
1977	0	0	1	0	0	1	4	1	5	4	2	1	19
1978	1	0	0	1	0	3	4	7	5	4	3	0	28
1979	1	0	1	1	1	0	4	2	7	3	2	2	24
1980	0	0	0	1	4	1	4	2	6	4	1	1	24
1981	0	0	1	2	0	2	5	7	4	2	3	2	28
1982	0	0	3	0	1	3	4	5	5	3	1	1	26
1983	0	0	0	0	0	1	3	5	2	5	5	2	23
1984	0	0	0	0	0	2	5	5	4	7	3	1	27
(1959-1984) AVERAGE	.5	.3	.5	.8	1.1	1.6	4.5	5.4	4.8	4.1	2.5	1.2	27.3
CASES	12	7	14	21	29	42	116	140	126	107	65	31	710

TABLE 3-5.

FORMATION ALERT SUMMARY

WESTERN NORTH PACIFIC

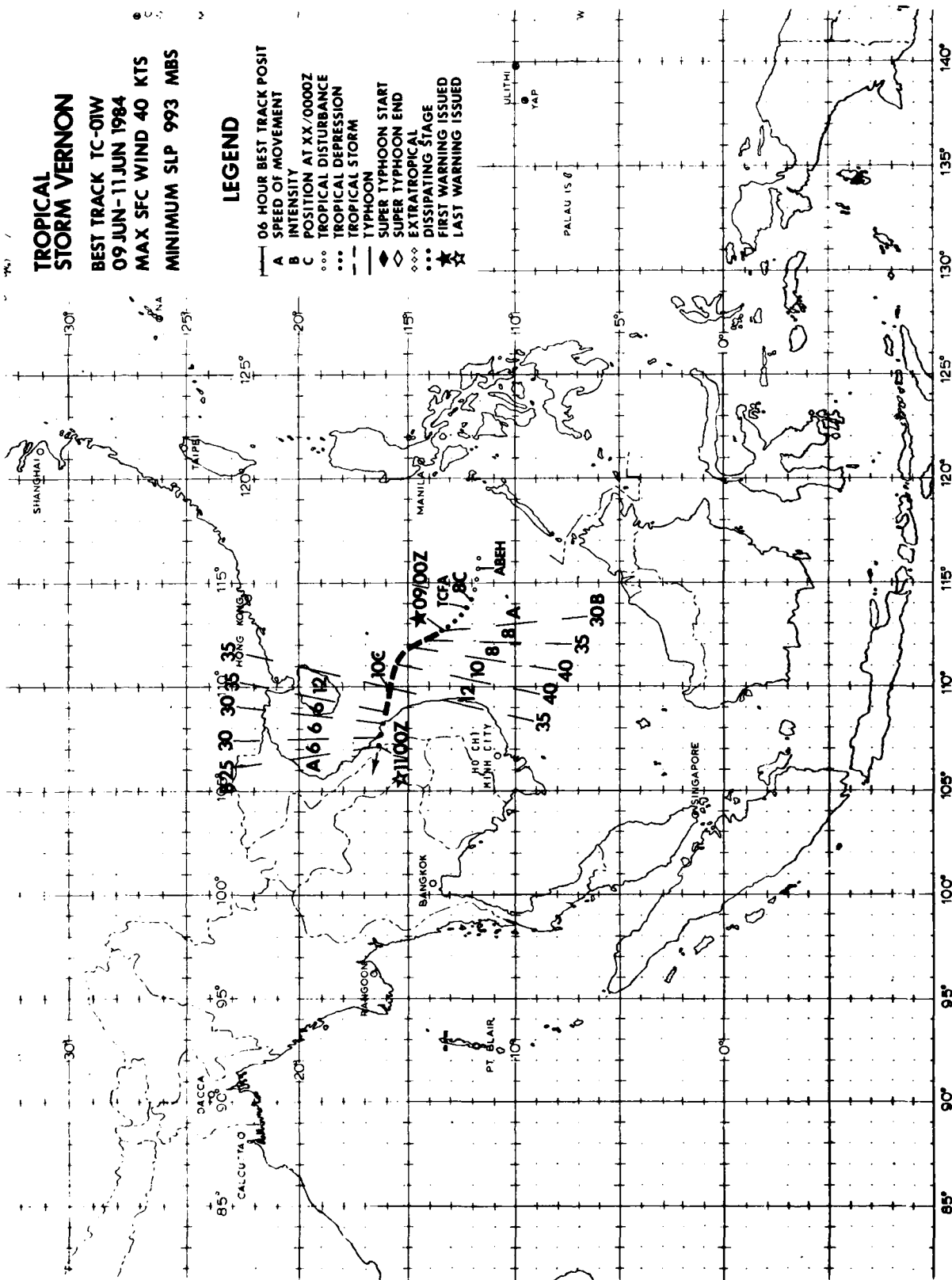
YEAR	NUMBER OF ALERT SYSTEMS	ALERT SYSTEMS WHICH BECAME NUMBERED TROPICAL CYCLONES	TOTAL NUMBERED TROPICAL CYCLONES	DEVELOPMENT RATE
1972	41	29	32	71%
1973	26	22	23	85%
1974	35	30	36	86%
1975	34	25	25	74%
1976	34	25	25	74%
1977	26	20	21	77%
1978	32	27	32	84%
1979	27	23	28	85%
1980	37	28	28	76%
1981	29	28	29	97%
1982	36	26	28	72%
1983	31	25	25	81%
1984	37	30	30	81%
(1972-1984) AVERAGE	32.7	26.0	27.8	80%
CASES	425	338	362	

TROPICAL STORM VERNON

BEST TRACK TC-01W
09 JUN-11 JUN 1984
MAX SFC WIND 40 KTS
MINIMUM SLP 993 MBS

LEGEND

- 06 HOUR BEST TRACK POSIT
- A SPEED OF MOVEMENT
- B INTENSITY
- C POSITION AT XX/0000Z
- ... TROPICAL DISTURBANCE
- TROPICAL DEPRESSION
- TROPICAL STORM
- TYPHOON
- ◇ SUPER TYPHOON START
- ◇◇◇ SUPER TYPHOON END
- ◇◇◇ EXTRATROPICAL
- ◇◇◇ DISSIPATING STAGE
- ★ FIRST WARNING ISSUED
- ☆ LAST WARNING ISSUED



TROPICAL STORM VERNON (01W)

The formation of Tropical Storm Vernon marked the start of the western Pacific tropical cyclone season. This is the second year in a row that the first tropical cyclone of the season did not develop until June, and the first time since JTWC was established that two consecutive seasons have started so late in the year.

Tropical Storm Vernon was very similar to its 1983 season opening counterpart, Tropical Storm Sarah, in that it formed in the South China Sea during June, developed into a weak Tropical Storm, and made landfall in central Vietnam.

The disturbance which was to develop into Tropical Storm Vernon was first detected early on 7 June as an area of poorly organized convection on the eastern end of the monsoon trough in the central South China Sea. The disturbance drifted slowly to the northwest and consolidated during the next 24 hours. At 0411Z on the 8th, a TCFA was issued based on improved organization of the convection and synoptic data which indicated the disturbance had a closed surface circulation with winds of 15 to 25 kt (8 to 13 m/s). Vernon continued moving to the northwest at 5 kt

(9 km/hr) and at 0000Z on the 9th the first warning was issued based on numerous 25 to 30 kt (13 to 15 m/s) ship reports. The MSLP at this time was near 999 mb.

Over the next 18 hours Vernon's forward speed doubled to 10 kt (19 km/hr) as the storm intensified, attaining tropical storm strength between 0000Z and 0600Z on the 9th and reaching a maximum intensity of 40 kt (21 m/s) approximately 6 to 9 hours later (Figure 3-01-1).

Vietnamese authorities reported that Vernon caused flooding of rice, sweet potato, and sesame crops in the Quang Nam-Danang province. No loss of life or other significant property damage was reported.

After reaching maximum intensity, Vernon moved in a more westerly direction at 12 kt (22 km/hr), and began to weaken as the storm entered a strong shearing environment. Vernon continued toward the coast of Vietnam, making landfall just north of Da Nang (WMO 48855) at approximately 101200Z. By this time most of Vernon's convection was sheared to the west of the low-level circulation. Vernon quickly dissipated over land.

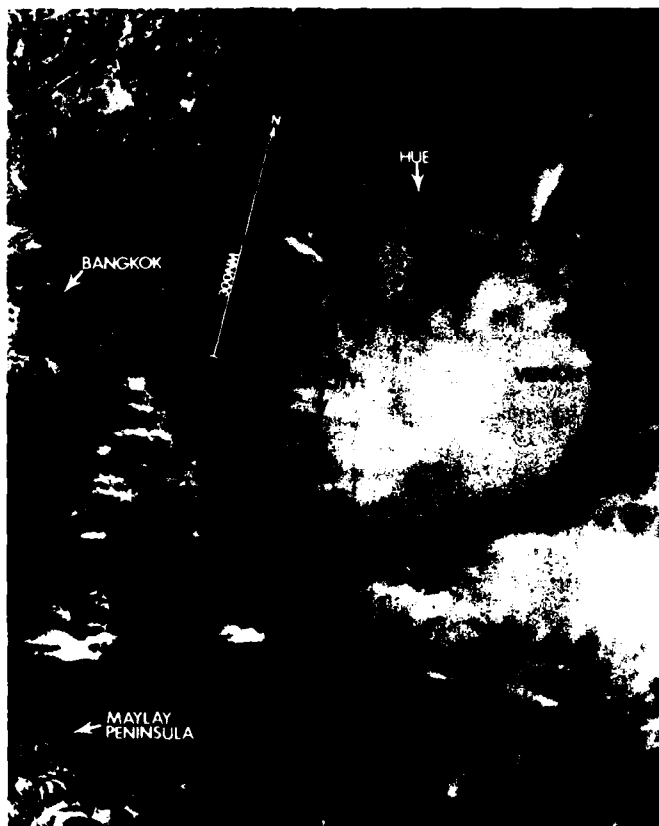


Figure 3-01-1. Tropical Storm Vernon with exposed low-level circulation as it attains tropical storm intensity (090316Z June DMSP visual imagery).

TROPICAL STORM WYNNE

BEST TRACK TC-02W

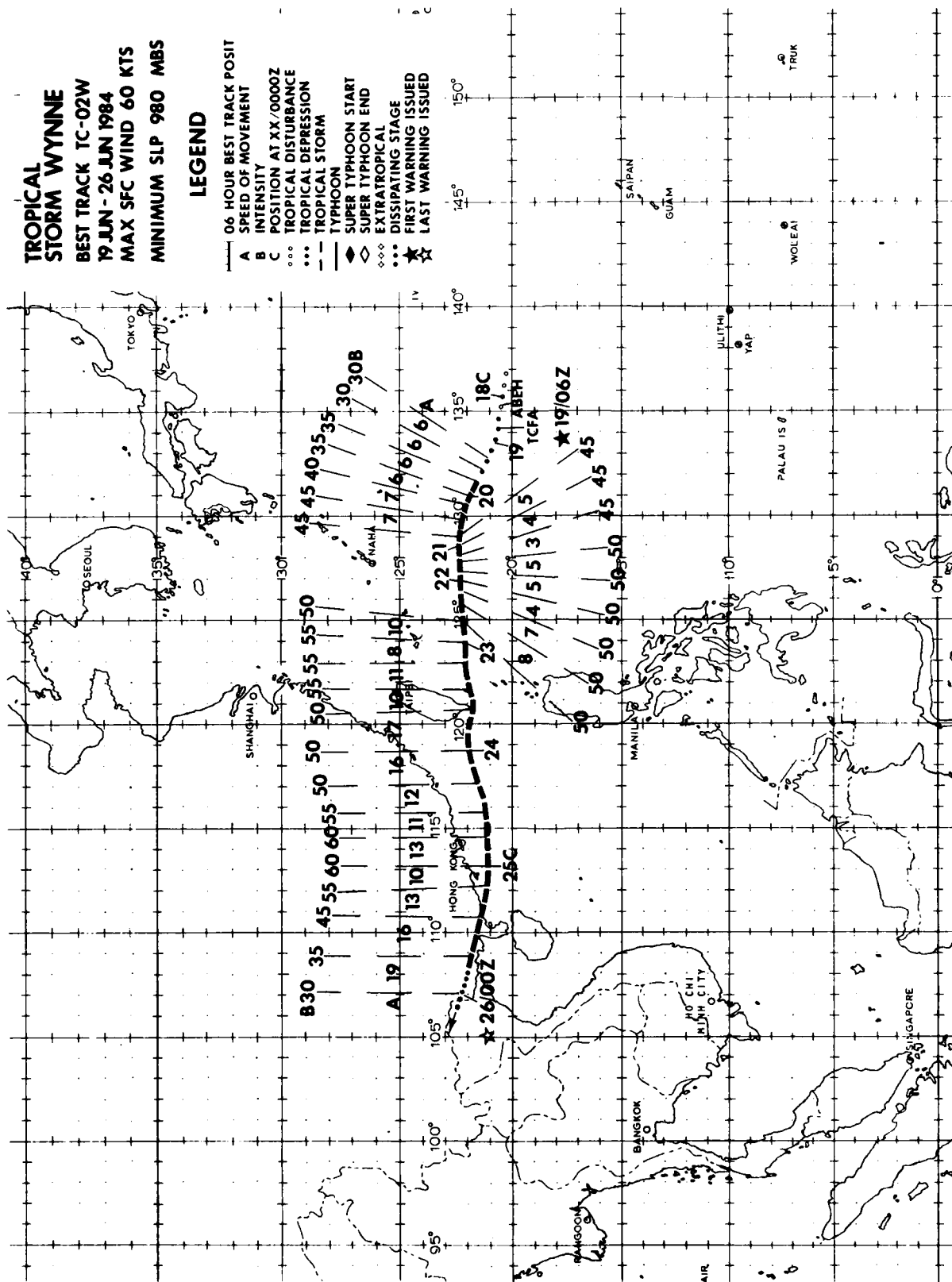
19 JUN - 26 JUN 1984

MAX SFC WIND 60 KTS

MINIMUM SLP 980 MBS

LEGEND

- 06 HOUR BEST TRACK POSIT
- A SPEED OF MOVEMENT
- B INTENSITY
- C POSITION AT XX/0000Z
- ... TROPICAL DISTURBANCE
- TROPICAL DEPRESSION
- TROPICAL STORM
- TYPHOON
- ◆ SUPER TYPHOON START
- ◇ SUPER TYPHOON END
- ◇◇◇ EXTRATROPICAL
- ... DISSIPATING STAGE
- ★ FIRST WARNING ISSUED
- ★ LAST WARNING ISSUED



TROPICAL STORM WYNNE (02W)

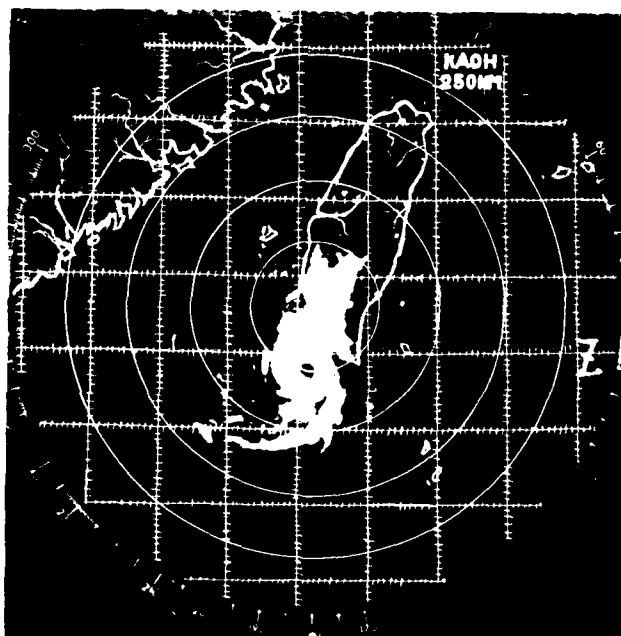
After Tropical Storm Vernon (Q1W) dissipated over Vietnam, the southwest monsoon was slow to re-establish itself. Surface ridging from an anticyclone over the northern Philippine Sea and later from a 1030 mb high east of Japan kept easterlies in the Philippine Sea and across Luzon until the 14th of June. By then the ridge east of Japan had moved far enough east to allow a weak southwest monsoon to become established from the South China Sea eastward into the Philippine Sea. This set the stage for the development of Tropical Storm Wynne.

The disturbance which developed into the second storm of the season was first detected late on 16 June in the northern Philippine Sea as an area of concentrated convection embedded in the southwest monsoon. By 17 June a broad, weak surface circulation had developed near 20N 137E with an MSLP of 1005 mb and 10 to 20 kt (5 to 10 m/s) surface winds. The organization of the convection continued to improve, prompting the issuance of a TCFA at 1600Z on the 18th. At that time, synoptic data indicated a weak upper-level anticyclone had developed aloft providing good outflow to the south and west. Late on the 18th, the first aircraft reconnaissance flight into the disturbance found a 6 nm (11 km) wide surface center with an MSLP of 998 mb and maximum surface winds of 20 kt (10 m/s). At 190933Z the first warning on Wynne, valid at 190600Z, was issued.

Wynne maintained a predominantly westward track throughout its life. The storm was steered by the westward flow along the southern side of the mid to low-level subtropical ridge. This ridge was apparently too narrow to be resolved by JTWC's primary forecast aid, the One-Way Interactive Tropical Cyclone Model (OTCM). As a result, OTCM repeatedly predicted a northward track for the storm. By the second warning, JTWC forecasters had noticed this apparent problem with OTCM and began forecasting a more westward track than OTCM indicated.

On 19 June a mid-latitude trough passed to the north of Wynne causing Wynne to turn briefly to the northwest. However, the trough did not weaken the subtropical ridge enough to allow for recurvature. After the trough passed on the 20th, Wynne once again resumed its westward heading which it maintained until landfall.

Despite the five days Wynne remained in the Philippine Sea east of Taiwan, it did not intensify beyond 55 kt (28 m/s). The weak upper-level anticyclone which developed over Wynne on the 18th remained very small, being overshadowed by a much larger upper-level anticyclone to the north over mainland China. Therefore, Wynne remained under a strong shearing environment from the north and northeast throughout its life, which hindered intensification.



NR:187 WAYNE 1964.6.23. 1900Z
FFAA 23190 46744 48218 11202 10612 5211
OP: WANG

Figure 3-02-1. Tropical Storm Wynne as it passed south of Taiwan as seen by radar from Kaohsiung (WMO 46744) at 231900Z June (Photograph courtesy of Central Weather Bureau, Taipei, Taiwan).

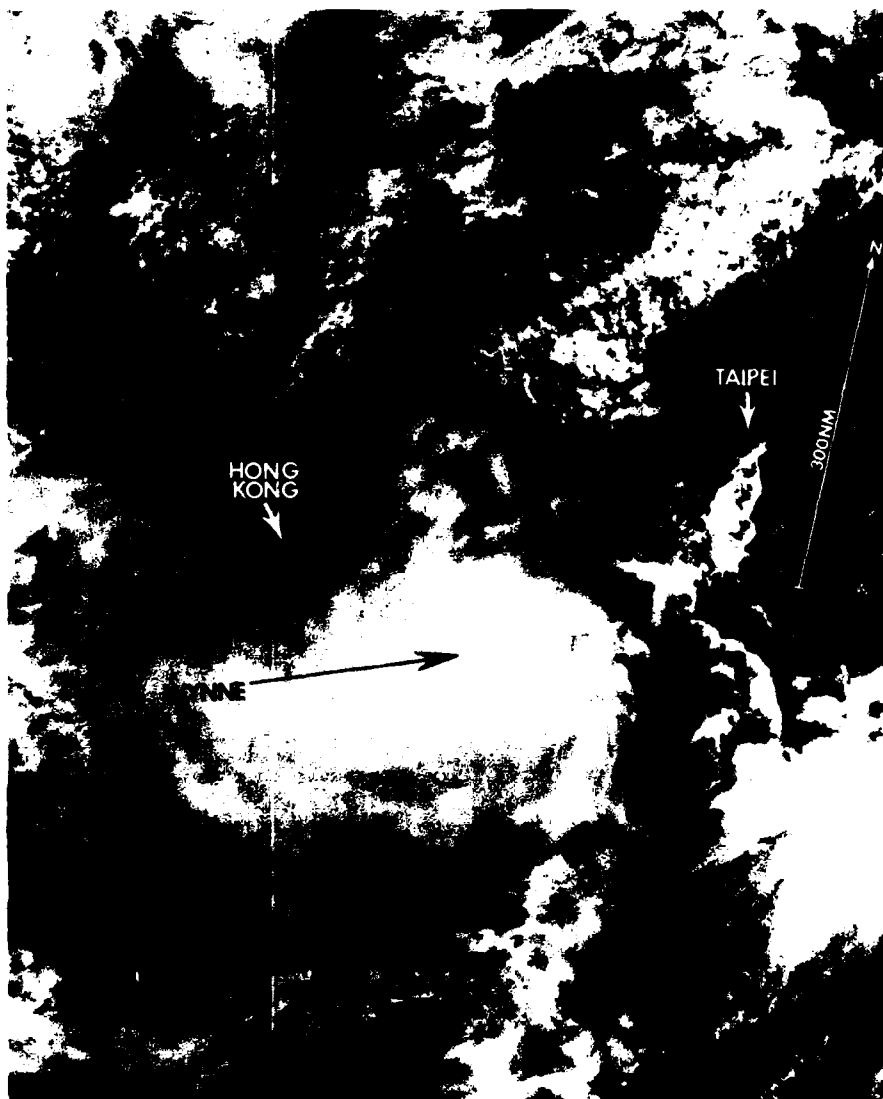


Figure 3-02-2. Wynne as a 50 kt (26 m/s) tropical storm entering the south China Sea (240136Z June DMSP visual imagery).

Wynne strengthened to 55 kt (28 m/s) just prior to passing the southern coast of Taiwan. The sea level pressure of Lanyu (WMO 46762), located just east of the southern tip of Taiwan, dropped 14 mb in the 12 hours preceeding the storm's arrival, reaching 984 mb with Wynne's passage. As Wynne passed the southern tip of Taiwan (Figure 3-02-1), its low-level circulation was disrupted causing Wynne to weaken slightly as it entered the South China Sea (Figure 3-02-2).

Wynne passed 70 nm (130 km) south of Hong Kong (WMO 45005) about 24 hours after passing the southern tip of Taiwan. By this time Wynne had intensified to its peak intensity of 60 kt (31 m/s). This was confirmed by the USS Mauna Kea (AE22) which inadvertently passed very close to Wynne's center and reported "maximum winds to 60 kt, gusts to 70 kt." Fortunately, no damage or

personnel injuries were reported aboard the Mauna Kea. Further north, Hong Kong reported gusts to 60 kt (31 m/s) with the passage of Wynne.

As Wynne traversed the Philippine Sea and the northern Luzon Straits, the southwest monsoon was enhanced producing 20 to 30 kt (10 to 15 m/s) winds, high seas and heavy rainfall. In Luzon, at least 20 families were reported left homeless and 10,000 hectares of riceland destroyed by floods. North of Luzon, three fishermen drowned when their boats capsized in heavy seas.

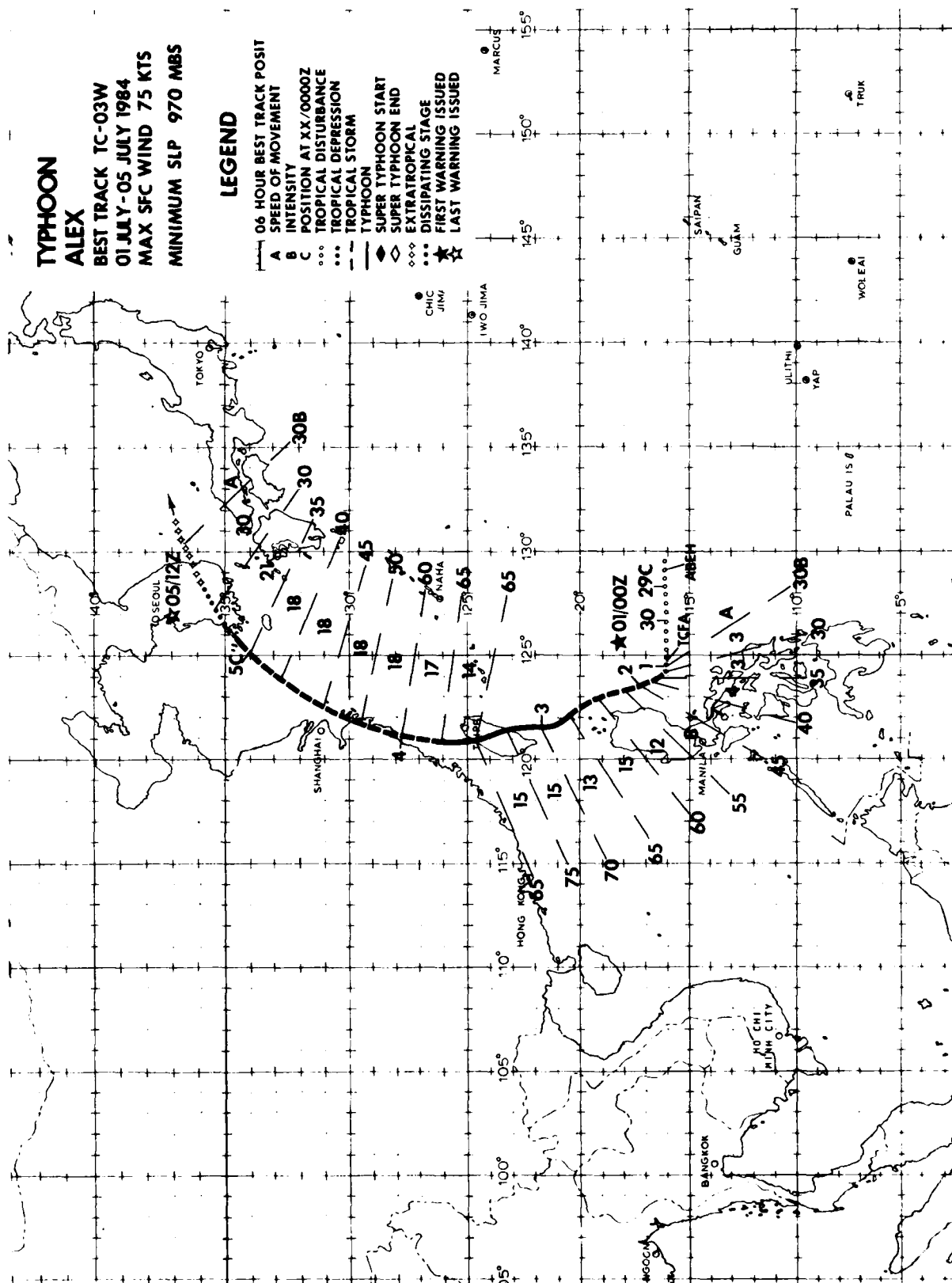
Tropical Storm Wynne made landfall at approximately 1200Z on the 25th on the coast of the People's Republic of China near the Luichow Peninsula, and weakened rapidly as it moved inland. The final warning on Wynne was issued at 0000Z on the 26th.

TYPHOON ALEX

BEST TRACK TC-03W
01 JULY-05 JULY 1984
MAX SFC WIND 75 KTS
MINIMUM SLP 970 MBS

LEGEND

- 06 HOUR BEST TRACK POSIT
- A SPEED OF MOVEMENT
- B INTENSITY
- C POSITION AT XX/0000Z
- ... TROPICAL DISTURBANCE
- ... TROPICAL DEPRESSION
- TROPICAL STORM
- TYPHOON
- ◆ SUPER TYPHOON START
- ◇ SUPER TYPHOON END
- ... DISSIPATING STAGE
- ★ FIRST WARNING ISSUED
- ☆ LAST WARNING ISSUED



TYPHOON ALEX (03W)

Typhoon Alex was the first typhoon of the 1984 western Pacific season. It was also the season's first recurver. The satellite fixes during the formative stages of Alex were somewhat misleading and contributed to rather large forecast errors on the first day in warning status. After reaching typhoon intensity and crossing Taiwan, the last phase of Alex's life was characterized by a complex transition into an extratropical low.

The seedlings of Alex first caught the attention of the JTWC forecasters on the 28th of June. Based on several ship reports showing that a circulation center had developed in the Philippine Sea, the Significant Tropical Weather Advisory (ABEH PGW) was reissued at 281415Z stating that a 10 to 15 kt (5 to 8 m/s) surface circulation had developed near 16N 129E, within a disorganized area of convection in the monsoon trough (point A on Figures 3-03-1 and 3-03-2). This area was identified as one with a "poor" potential for development (meaning the disturbance was not expected to require a TCFA during the advisory period). For the next day-and-a-half the disturbance persisted with no signs of development. At 2301Z on the 29th, visual satellite pictures indicated that a partially exposed low-level circulation had developed on the northern edge of the disturbance (point B on Figures 3-03-1 and 3-03-2). Consequently an aircraft investigation of the area was requested for the following day.

Upon arrival at the invest point, the aircraft radioed back to the JTWC forecaster that a well-defined circulation center was present and that a vortex fix would be forthcoming. Now things happened quickly. The forecaster first notified his customers on Luzon that a tropical depression was developing just to the east of them and they could experience 30 kt (15 m/s) winds within 18 hours. At 2300Z on the 30th a TCFA was issued. Shortly thereafter, at 2338Z, the vortex fix was radioed to JTWC containing details on the closed surface circulation. The first warning on Alex, valid at 0000Z on 1 July quickly followed.

Unfortunately, the first four warnings forecast Alex to move to the west. Satellite fixes starting late on the 29th and continuing through 1800Z on the 1st indicated that the depression was moving west-southwest. Limited radar fixes indicated that the system was nearly stationary. However, when the daylight satellite pictures became available late on 1 July, it was obvious that the system had in reality moved north-northwest (along track CD in Figure 3-03-2) and was now a tropical storm. Thus it was not until warning number five that the westward track was abandoned and not until warning number seven that the recurvature scenario was fully developed.

The rationale behind the forecast track on warning number one now becomes instructive: When the system was first detected "on the doorstep" of Luzon, there

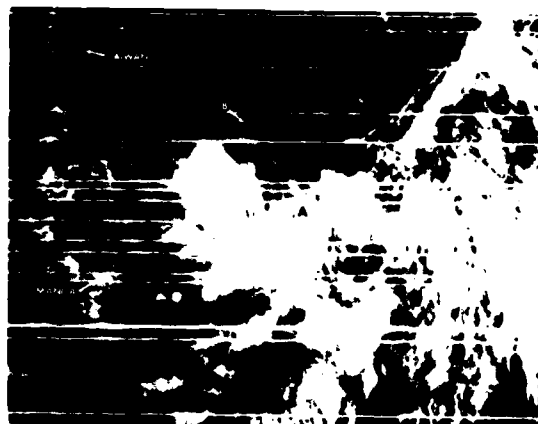


Figure 3-03-1. Initially the exposed low-level circulation center at point B was thought to be the origin of Typhoon Alex. However, post-analysis indicates the actual point of origin was probably near point A (292301Z June NOAA visual imager).

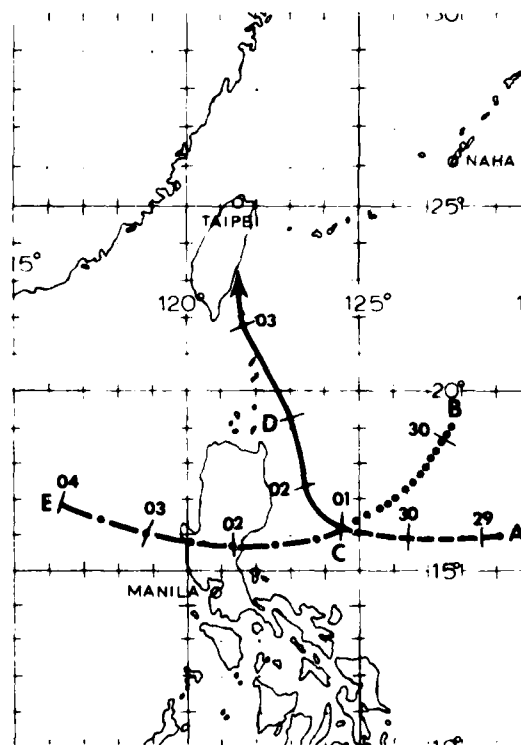
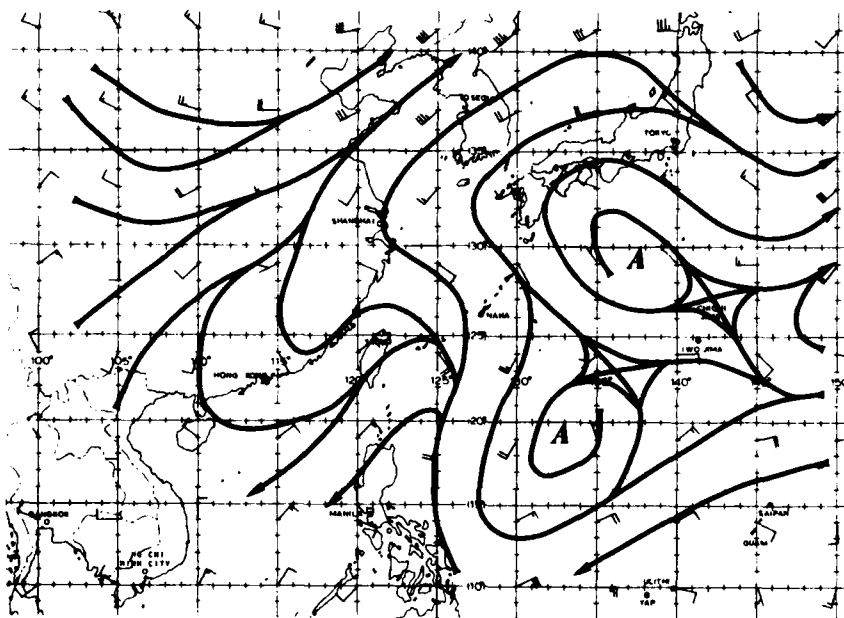
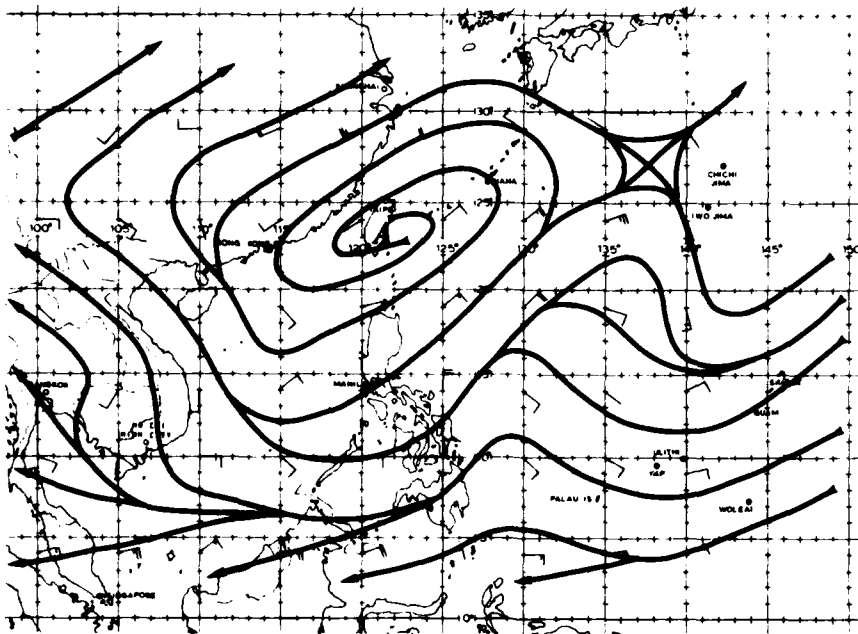


Figure 3-03-2. Point A is believed to be the actual point of origin of Typhoon Alex; Point B is the position of the partially exposed low-level circulation center, initially thought to be the origin of Alex; Point C is the location of the center found by the first aircraft invest; Point D is the best track through 021200Z, and Point E is the 72 hour forecast from warning number one.



was an urgency to let the people there know that the potential existed for a tropical cyclone to affect them almost immediately. Therefore it was deemed necessary to devise the forecast track before all of the JTWC forecast aids could be obtained. Available to the forecaster were the past fixes which lead to best track BC on Figure 3-03-2 and a synoptic situation characterized by a mid-tropospheric ridge north of the storm as illustrated in Figure 3-03-3. Given the present and past position of the storm and the northeasterly flow across Luzon, a westward forecast with recurvature beyond the 72 hour point seemed logical. This scenario was briefed to all concerned. When the forecast aids did arrive, they generally agreed with this reasoning. One of the aids which did not agree was the One-Way Interactive Cyclone Model (OTCM), JTWC's primary forecast aid, which forecast Alex to move to the north-northwest to near point D in Figure 3-03-2 in twenty-four hours. The OTCM forecast was discounted for three reasons. First, it was perpendicular to the mid-tropospheric flow and headed toward the center of the ridge near Taiwan. Second, the track BCD seemed highly improbable. Finally, OTCM had consistently and erroneously forecast a westward moving storm (Tropical Storm Wynne (02W)) to go to the north only a week earlier in the same general area.

As it turned out, the OTCM forecast was excellent. Figure 3-03-4 reflects the new synoptic situation. The anticyclone that had been over Taiwan did not persist as originally anticipated but weakened and moved to the east. This movement allowed Alex to accelerate to the north-northwest towards Taiwan. The OTCM had correctly forecast this to occur. With the post-analysis knowledge that Alex did not transit the Philippines, but instead went north-northwest, Figure 3-03-2 should be examined for an explanation of the true origin of Alex. The track BCD seems highly improbable. There is currently no explanation for a path from B to C at a speed of nearly 10 kt (19 km/hr), a slow down to 3 kt (6 km/hr) at C

followed by a sudden 120 degree turn to the right and an acceleration to 12 kt (22 km/hr) by point D. A much more likely path would be genesis near point A, as was indicated by synoptic data back on 28 June, westward movement at about 5 kt (9 km/hr) to C and then a more gradual turn to the right with acceleration to D. Consequently it is now thought that the low-level circulation center found by satellite imagery at point B on the 29th of June was a "red-herring"; nothing more than an eddy in the monsoon trough.

Once the northward movement of Alex was well established, the forecasts were relatively accurate (although the speeds were somewhat slow). The only question was whether Alex would track up the east coast of Taiwan, cross the middle of the East China Sea and transit through the Korean Strait, or transfer across Taiwan, move along the coast of mainland China and cross South Korea. By warning number 11 this question was correctly resolved as the last eight warnings had excellent track forecasts. Alex continued to intensify reaching a maximum intensity of 75 kt (39 m/s) just prior to crossing Taiwan (Figures 3-03-5 and 3-03-6). During the middle and last phases of Alex's life, the southwesterlies in front of a trough that laid over central Korea provided the steering mechanism. This trough with its associated surface front was the same trough observed over northern China in Figure 3-03-4 several days earlier. Starting on 5 July Alex underwent a complex extratropical transition with this front. The final warning was issued at 051200Z as Alex became indistinguishable from the frontal system over the Sea of Japan.

In summary, Typhoon Alex can be identified as a typical, well-behaved recurver that transitioned into an extratropical system. The first four warnings were marred by erroneous rejection of OTCM, and by acceptance of early fixes from a feature that was probably not part of the genesis mechanism.



Figure 3-03-5. Typhoon Alex just prior to attaining maximum intensity (022329Z July NOAA visual imagery).

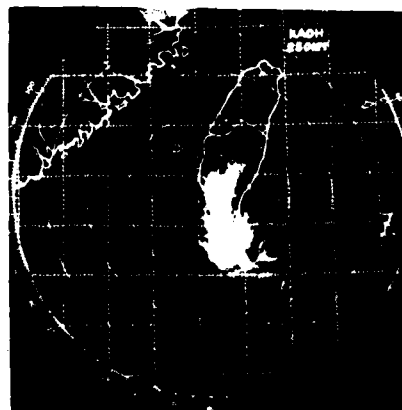


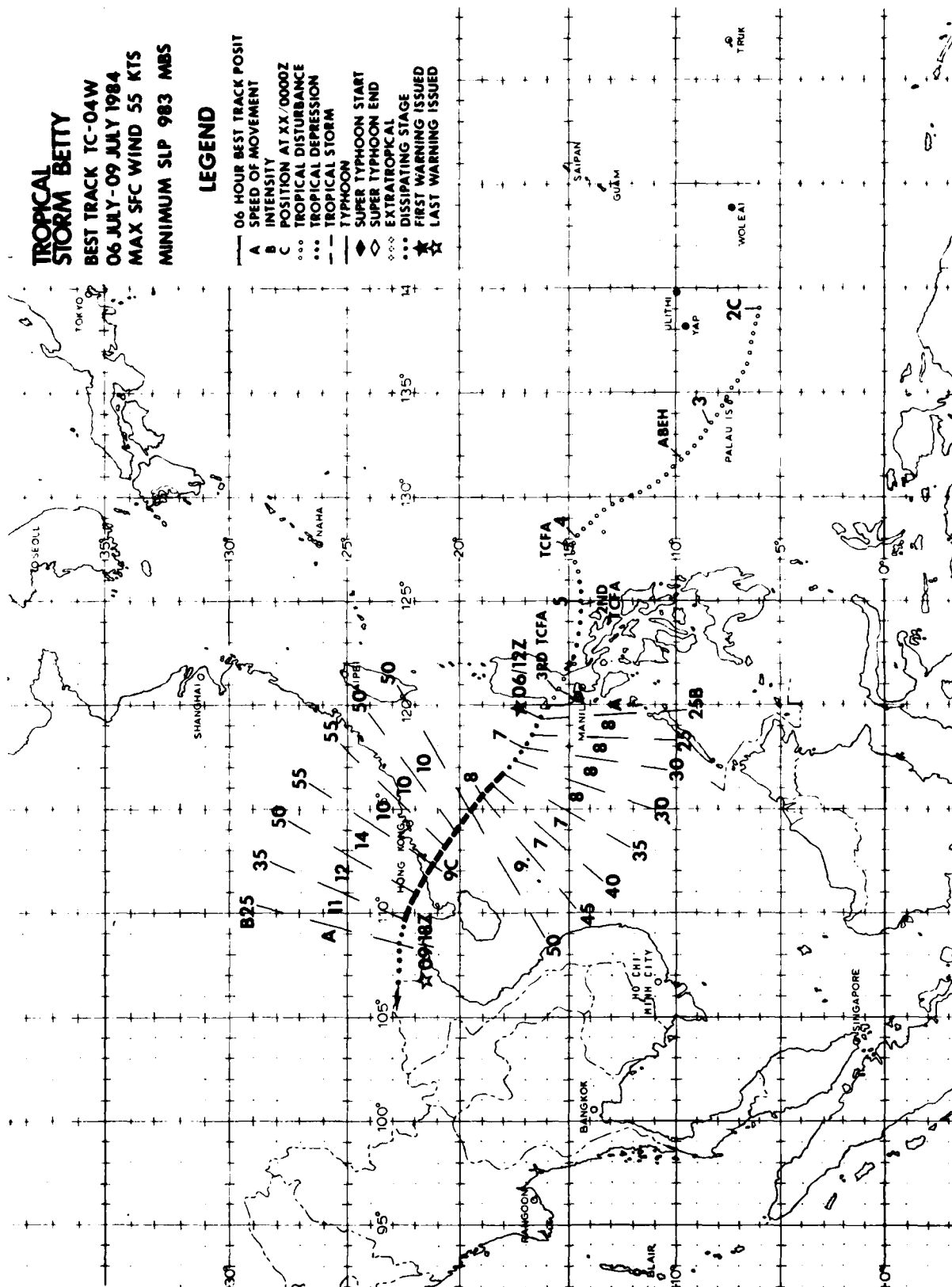
Figure 3-03-6. Typhoon Alex just prior to attaining maximum intensity as seen by radar from Kaohsiung (WMO 46744) at 022300Z July (Photograph courtesy of Central Weather Bureau, Taipei, Taiwan).

TROPICAL STORM BETTY

BEST TRACK TC-04W
06 JULY-09 JULY 1984
MAX SFC WIND 55 KTS
MINIMUM SLP 983 MBS

LEGEND

- 06 HOUR BEST TRACK POSIT
- A SPEED OF MOVEMENT
- B INTENSITY
- C POSITION AT XX/0000Z
- ... TROPICAL DISTURBANCE
- ... TROPICAL DEPRESSION
- TROPICAL STORM
- TYPHOON
- ◆ SUPER TYPHOON START
- ◇ SUPER TYPHOON END
- ... EXTRATROPICAL
- ... DISSIPATING STAGE
- ★ FIRST WARNING ISSUED
- ☆ LAST WARNING ISSUED



TROPICAL STORM BETTY (04W)

Tropical Storm Betty originated in the eastern extension of the monsoon trough early in July but took several days to develop into a significant tropical cyclone. Once developed, Betty moved steadily to the northwest through the South China Sea eventually making landfall and dissipating over southern China.

At 0000Z on the 2nd, a disturbance which later developed into Tropical Storm Betty was located approximately 550 nm (1019 km) southwest of Guam. Synoptic data showed the disturbance to be a broad, weak surface circulation with winds of 10 to 15 kt (5 to 8 m/s). Concurrent satellite imagery showed the disturbance as an area of poorly organized convection. Strong surface ridging was present between the disturbance and the developing Tropical Storm Alex (03W) to the north which was then located off the east coast of Luzon. Above this surface ridging a TUTT was providing good upper-level outflow to the north of the disturbance enhancing the convective activity.

When the disturbance was mentioned on the 030600Z Significant Tropical Weather Advisory (ABEH PGTW), it had moved northwest behind now Typhoon Alex (03W) which was located east of Taiwan and moving rapidly northward. With the TUTT providing good upper-level outflow over the disturbance, the convection exhibited a marked increase in organization and intensity over 24 hours earlier.

By 0200Z on the 4th, the disturbance had moved to near 15N 128E and was becoming more organized. At this time the first TCFA was issued on the system. Figure 3-04-1 shows the disturbance at the time the TCFA was issued. Note the banding in the convection and anticyclonic upper-level outflow. Synoptic data indicated that only a broad 10 to 15 kt (5 to 8 m/s) surface circulation was present. Strong ridging still persisted north of the disturbance. This ridging was instrumental in preventing Betty from following a path similar to that of Typhoon Alex (03W).

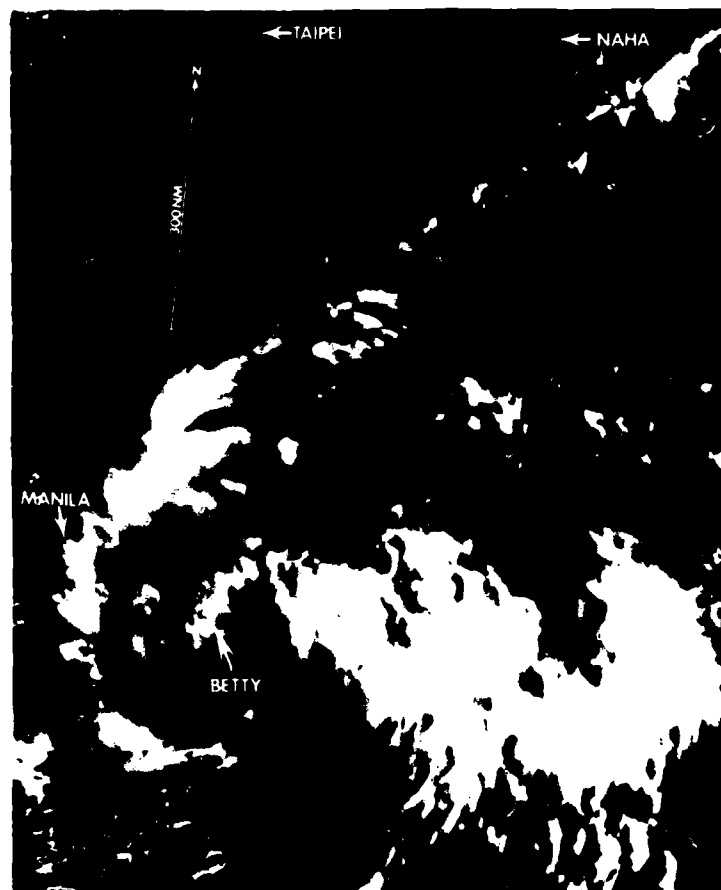


Figure 3-04-1 Tropical storm Betty at the time the first TCFA was issued (040116Z July DMSP visual imagery).

Aircraft reconnaissance flights on 3 and 4 July at the 1500 ft (457 m) level were unable to close-off a circulation center, finding instead a broad surface trough. The TCFA was reissued at 050200Z July since the possibility existed that the system would remain east of Luzon and develop. Aircraft reconnaissance during the afternoon of the 5th indicated that the system had intensified slightly into a weak tropical depression with an MSLP of 1002 mb and maximum surface winds of 25 kt (13 m/s). However, no further development occurred as the system moved west and approached the Philippines.

By the 6th, the depression had weakened as it transited Luzon. At this time the third and final TCFA was issued since it was considered likely that a significant tropical cyclone would finally develop once the disturbance moved out over the South China Sea.

At 1200Z on the 6th, synoptic data indicated that the disturbance had moved offshore west of Luzon and was developing. With surface reports of 20 to 25 kt (10 to 13 m/s) and further intensification very likely, the first warning was issued. Visual satellite imagery late on the 6th (Figure 3-04-2) showed Betty, then a depression, with a large, mostly clear area at its center. An exposed low-level circulation is evident as indicated by the spiraling low-level cumulus clouds. Convective activity is heaviest in the southern semicircle surrounding the mostly convection-free center. Aircraft reconnaissance at about the same time reported a large light and variable center 50 to 60 nm (93 to 111 km) in diameter associated with the depression. Surface winds of 25 to 30 kt (13 to 15 m/s) were observed southeast of the center where the depression's flow was enhanced by the southwest monsoon.

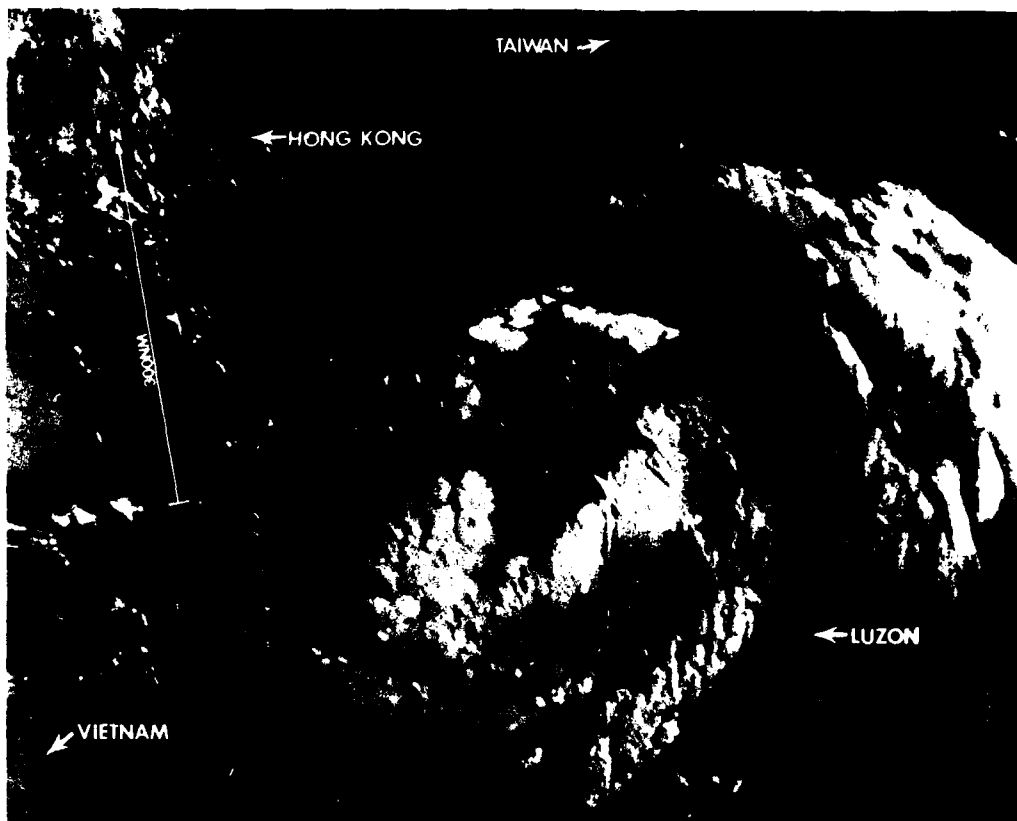


Figure 3-04-2. Tropical Storm Betty as a tropical depression after having crossed the Philippines. Note the exposed low-level circulation center as indicated by spiralling cumulus inside a large convection-free central area (062333Z July NOAA visual imagery).

Betty was upgraded to a tropical storm at 1200Z on the 7th based upon receipt of 35 kt ship reports and satellite imagery showing improved convective organization. Aircraft reconnaissance at 080034Z indicated that Tropical Storm Betty had intensified further with maximum surface winds of 50 kt (26 m/s) being reported in a small area in the east semicircle.

The Hong Kong Royal Observatory (WMO 45005) picked up Betty on weather radar at approximately 080300Z and transmitted position fixes until 090600Z. These hourly reports aided greatly in positioning the tropical storm during this period.

Between 0600Z on the 8th and 0600Z on the 9th, Betty maintained an intensity of 50 to 55 kt (26 to 28 m/s), making landfall at 090300Z approximately 135 nm (250 km) west-southwest of Hong Kong. Figure 3-04-3 shows Betty at maximum intensity just prior to landfall. Dissipation occurred after 091800Z over the southwestern portion of the Peoples Republic of China. No forecast problems were encountered with Tropical Storm Betty since it moved steadily to the northwest around the southwestern periphery of the subtropical ridge.



Figure 3-04-3. Tropical Storm Betty at maximum intensity of 55 kt (28 m/s) just prior to landfall (090137Z July DMSP visual imagery).

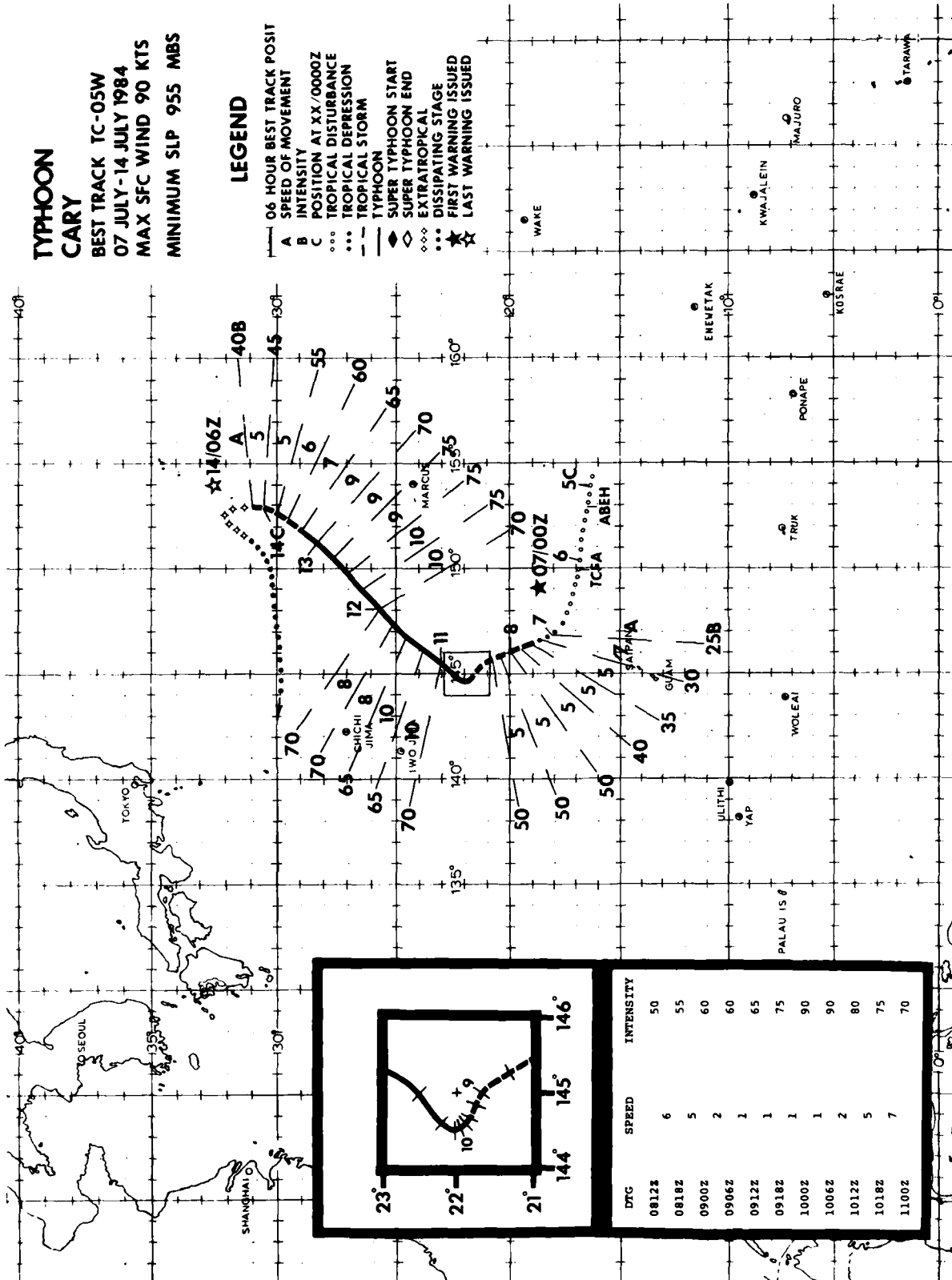
TYPHOON

CARY

BEST TRACK TC-05W
07 JULY-14 JULY 1984
MAX SFC WIND 90 KTS
MINIMUM SLP 955 MBS

LEGEND

- 06 HOUR BEST TRACK POSIT
- A SPEED OF MOVEMENT
- B INTENSITY
- C POSITION AT XX/0000Z
- ... TROPICAL DISTURBANCE
- ... TROPICAL DEPRESSION
- TROPICAL STORM
- TYPHOON
- ◆ SUPER TYPHOON START
- ◇ SUPER TYPHOON END
- ◇◇◇ EXTRATROPICAL
- ... DISSIPATING STAGE
- ★ FIRST WARNING ISSUED
- ☆ LAST WARNING ISSUED



DTG	SPEED	INTENSITY
0812Z	6	50
0818Z	5	55
0900Z	2	60
0906Z	1	60
0912Z	1	65
0918Z	1	75
1000Z	1	90
1006Z	2	90
1012Z	5	80
1018Z	7	75
1100Z		70

TYPHOON CARY (05W)

Typhoon Cary was the first storm of the season to be initiated by the Tropical Upper Tropospheric Trough (TUTT) in a manner similar to that described by Sadler (1976). While remaining over water its entire life, Cary distinguished itself by unusual intensity changes.

The disturbance which eventually developed into Typhoon Cary was first noticed on the 2nd of July as an area of very poorly organized convection near 18N 168E in the eastern, divergent side of a westward moving TUTT cell. During the next two days, the convection remained poorly organized as it moved to the west-southwest. Surface synoptic data indicated only easterly trades were present beneath the convection. Early on the 5th, the convection became more organized with satellite imagery indicating an anticyclone developing aloft over the system; however, due to sparse surface reports, the presence of a surface circulation could not be confirmed. Because of the improved organization, the area of convection was mentioned in the 050600Z Significant Tropical Weather Advisory (ABEH PGTW). Subsequent satellite imagery showed continued development of the convection and the ABEH was reissued at 051200Z indicating that the potential for significant tropical cyclone development was "fair" (meaning that it is likely that a TCFA will be issued during the advisory period). Early on the 6th, satellite imagery (Figure 3-05-1) showed that the convection had become comma shaped, with evidence that a surface circulation was forming. Consequently a TCFA was issued at 060317Z. During the following 21 hours the disturbance moved to the west-northwest, with no significant intensification.

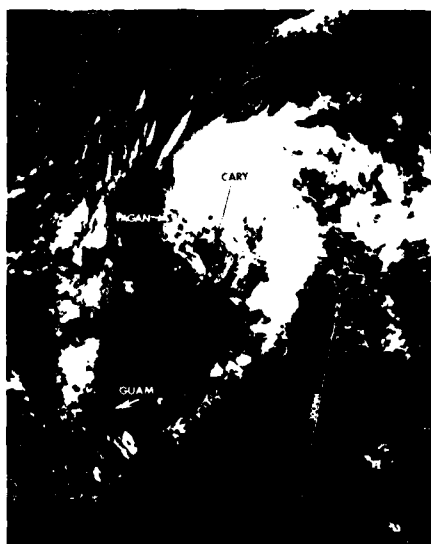


Figure 3-05-1. Satellite imagery which prompted issuance of the TCFA. Note the comma shaped convection and the exposed low-level circulation center to the southwest (060036Z July DMSP visual imagery).

Aircraft reconnaissance late on the 6th, had no trouble locating a surface circulation and reported that the disturbance had an MLSP of 1004 mb with estimated maximum surface winds of 25 kt (13 m/s). Based on this report, the first warning on Cary was issued at 0000Z on the 7th. During the next 12 hours, satellite imagery indicated the depression was slowly intensifying. This was confirmed by the next aircraft reconnaissance flight which found Cary had intensified to storm strength with a narrow band of 35 to 40 kt (18 to 21 m/s) surface winds north of its center and an MSLP of 999 mb.

Cary continued to intensify as it moved to the northwest toward an apparent break in the subtropical ridge. Due to uncertainty in the Fleet Numerical Oceanography Center (FNOC) analysis fields in the data sparse region southeast of Japan, 400 mb synoptic track missions were flown on 8 and 9 July to better define the mid-level flow north of Cary. These flights confirmed the presence of a weakness in the ridge, which indicated that forecasts for slow northwestward movement with eventual recurvature to the northeast were sound. Cary slowed as it approached the weakness in the subtropical ridge while continuing to intensify. At 091200Z, Cary was upgraded to typhoon status based on aircraft and satellite data which indicated that a 30 nm (56 km) wide eye had formed, 700 mb flight level winds were 64 kt (33 m/s), and an MSLP of 975 mb existed. During the subsequent 12 hours Cary intensified quite rapidly, reaching a maximum intensity of 90 kt (46 m/s) with an MSLP of 955 mb at 092332Z. Figure 3-05-2 shows Cary just prior to reaching maximum intensity.

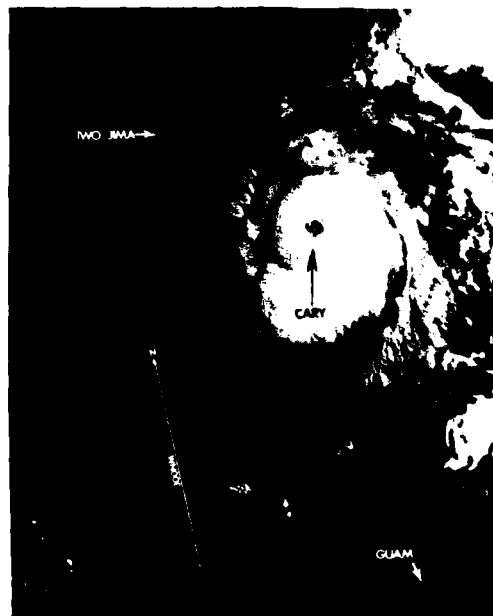


Figure 3-05-2. Typhoon Cary just prior to reaching maximum intensity (092221Z July NOAA visual imagery).

Between 0000Z on the 9th and 1200Z on the 10th, Cary moved very slowly through the ridge axis. At the same time, a mid-latitude trough was forecast to deepen in the lee of Japan, suppress the subtropical ridge further south, and allow Cary to enter the westerlies and be steered to the northeast. Acceleration, although considered, was not forecast since the strong upper-level westerlies were forecast to remain well north of 30N through the forecast period.

Recurvature to the northeast was underway by 101200Z. This was accompanied by a significant shearing of the convection in the northwest semicircle of the storm (Figure 3-05-3) resulting in a reduction of intensity to near minimum typhoon strength. Approximately 18 hours later the trough approached a blocking ridge along 170E, turned to the north, and weakened. This allowed the shearing environment over Cary to decrease resulting in a gradual increase in convection and a halt to the weakening trend. At 111118Z the ARWO reported that Cary was once again developing an eye; this time 40 nm (74 km) across. This large eye persisted for 24 hours (Figure 3-05-4) as Cary reintensified. Figure 3-05-5 shows the intensity variations of Cary. Note the weakening when Cary was being sheared followed by reintensification as the upper-level environment improved.

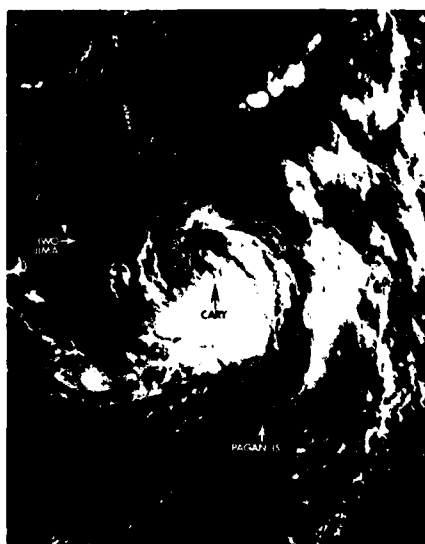


Figure 3-05-3. Typhoon Cary being sheared. Notice the complete absence of significant convection in the northwest semicircle (102156Z July NOAA visual imagery).

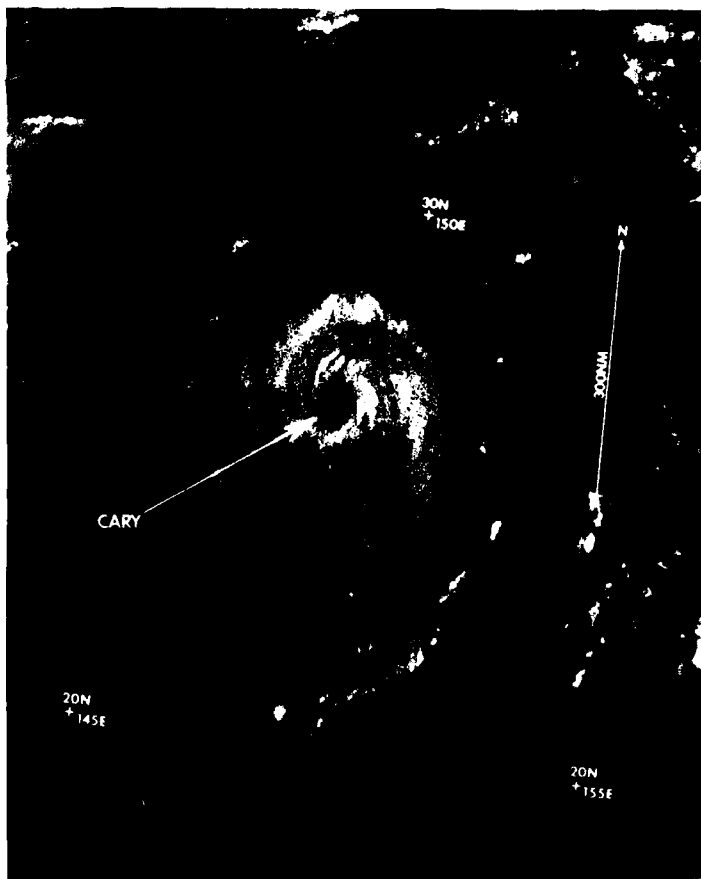


Figure 3-05-4. Typhoon Cary after reintensifying. Maximum sustained winds are 75 kt (39 m/s) (120529Z July NOAA visual imagery).

As Cary moved further north, increasing vertical shear and entrainment of cooler, drier air caused Cary to weaken and gradually become extratropical. By 140600Z Cary had completed its extratropical transition and the final warning was issued. Figure 3-05-6 shows Cary as it completed

transition to an extratropical low. The extratropical remains of Cary continued to weaken and moved west under the influence of a surface ridge northeast of Japan. Cary eventually dissipated to the south of Japan. There were no reports of injuries or damages from Cary.

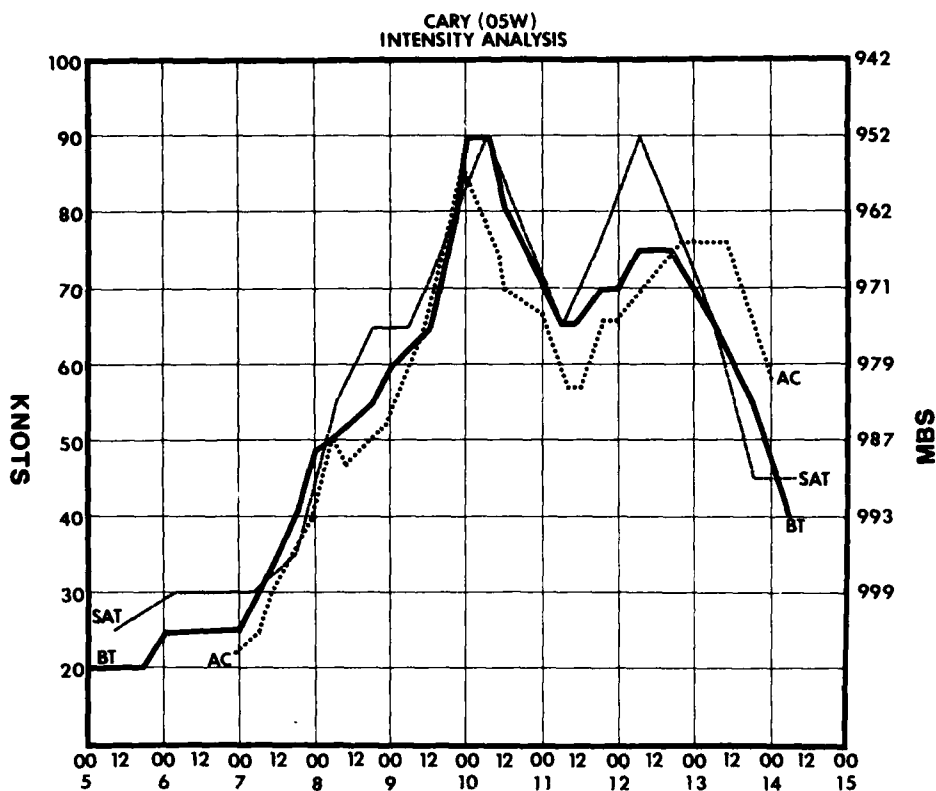
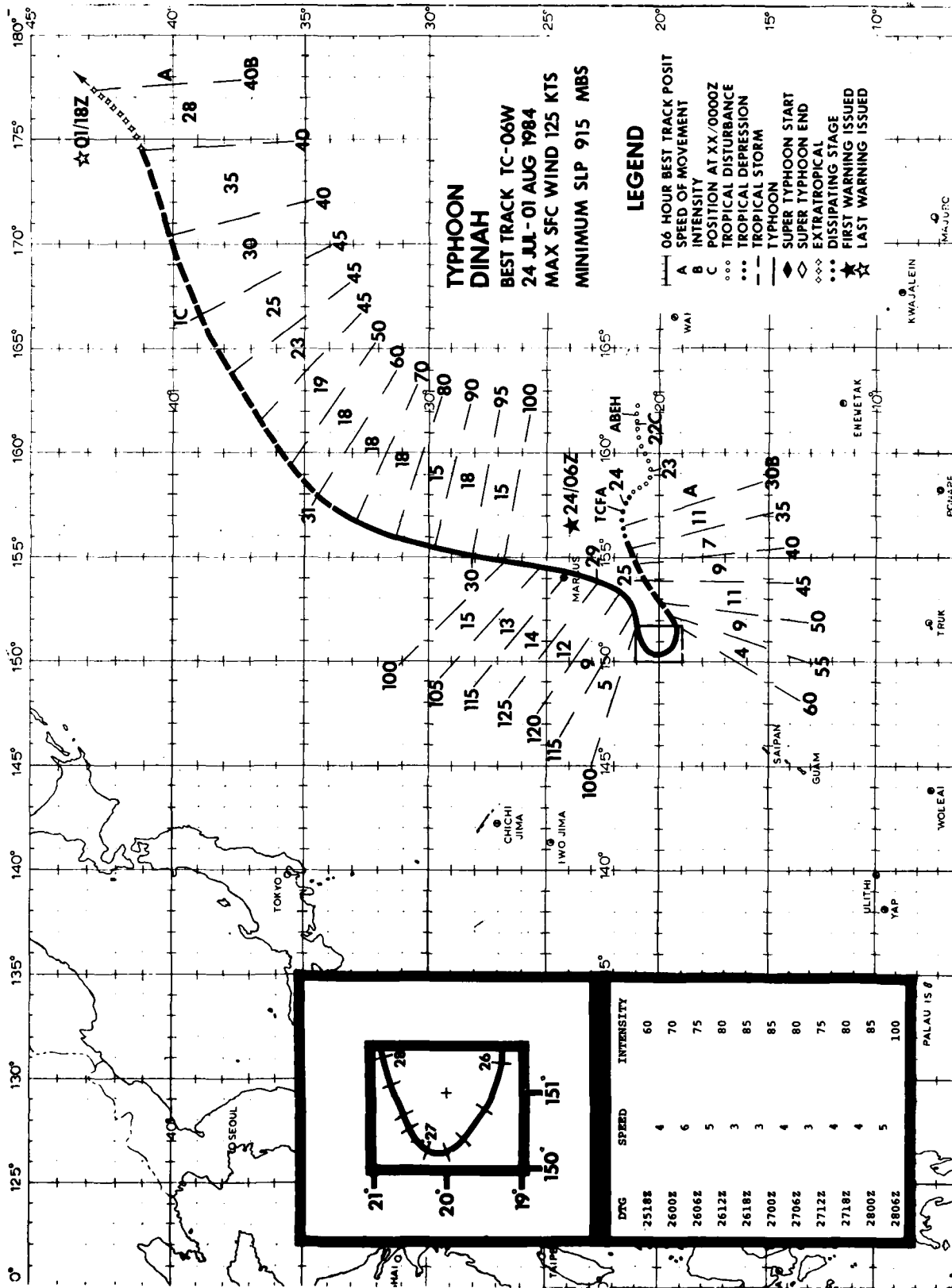


Figure 3-05-5. Satellite (Dvorak, 1973) and aircraft reconnaissance (Atkinson and Holliday, 1977) intensity estimates of Typhoon Cary. Best track intensities are shown as the solid line.



Figure 3-05-6. Cary completing extratropical transition. Note the absence of convection around the storm. Only stable stratocumulus clouds remain [140504Z July NOAA visual imagery].



TYPHOON DINAH (06W)

During much of July, the North Pacific was dominated by slow moving or stationary features. After Tropical Storm Betty dissipated over southern China, the south-west monsoon did not re-develop. Instead, surface ridging was established in the South China Sea. Gradually this ridging spread eastward, and by mid-July dominated the western North Pacific from Southeast Asia to the dateline. This anomalous ridging persisted for almost two weeks. Accompanying this ridging was an almost total absence of significant convection in the tropics. With high pressure dominating the climatologically favored area for tropical cyclone development, it was up to a cold front to provide the genesis mechanism for the next storm of the season. This front had persisted for nearly a week, extending across much of the central North Pacific southwestward to just north of Wake Island (WMO 91245). While the southern end of the associated trough had, at times, shown some convective activity, it was not until the front began to move eastward that the disturbance detached from the front and developed into Typhoon Dinah.

On the 20th and 21st, satellite imagery indicated that the trough and its associated surface front, which had been inactive for nearly a week, were finally moving east. As the trough moved eastward, an area of convection remained behind and began to show some organization. Synoptic data at 1200Z on the 21st indicated a surface circulation had formed beneath the convection, approximately

300 nm (556 km) to the northwest of Wake Island. During the next two days, the disturbance drifted slowly westward with no significant development. This lack of development and slow movement are attributed to the passage to the north of a developing mid-latitude frontal system which significantly elongated the convection.

Late on the 23rd, with the frontal system passing to the northeast and its influence lessening, the convection associated with the disturbance increased considerably. Based on the 240000Z imagery, a TCFA was issued. As the TCFA was being issued, the first aircraft reconnaissance of the disturbance was already underway. By 240250Z the aircraft had located a 1000 mb circulation center, and had observed surface winds of 30 kt (15 m/s). Since continued development was expected, the first warning on Dinah valid at 240600Z was issued.

During the next two days, Dinah tracked to the west-southwest and intensified. Late on the 25th, Dinah attained typhoon intensity with aircraft reporting that a 30 nm (56 km) wide circular eye had formed. Dinah's track to the west-southwest is attributed to the flow around a narrow mid-tropospheric ridge to its north (Figure 3-06-1). At this time, Tropical Storm Ed (soon to be Typhoon Ed) was moving southeast towards Dinah. This caused the ridge to the north to slide to the east allowing Dinah to turn to the northwest into the weakness.

Between 0000Z on the 26th and 0000Z on the 28th, Dinah and Ed were within 900 nm (1667 km) of each other, with the closest point of approach being at 262100Z when they were approximately 630 nm (1167 km) apart (Figure 3-06-2). While JTWC was warning on these systems it was thought that the major track changes to both were a result of their interaction. However, post-analysis indicates this interaction between Dinah and Ed was not nearly as great a factor as initially thought. It is now believed that the proximity of the storms did not have a major affect on their respective tracks and only a short-lived influence on Dinah's intensity.

Figure 3-06-3 shows the intensity variations of Dinah as measured by reconnaissance aircraft. After intensifying for three days, Dinah weakened for a 12 to 24 hour period on the 27th. This weakening happened after the closest point of approach between the two storms had occurred. The mechanism responsible for this temporary weakening was the well developed outflow of Ed which interacted with Dinah late on the 26th and early on the 27th. Figure 3-06-4 contains a series of three infrared satellite pictures showing the approach and interaction of Ed's outflow with Dinah. This interaction resulted in a significant shearing and suppression of the convection

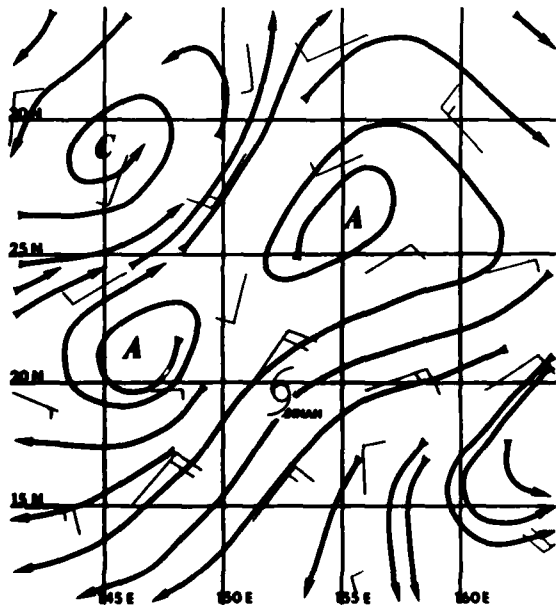


Figure 3-06-1. Mid-tropospheric wind flow which initially steered Typhoon Dinah. Note the ridge to the north with a weakness in the ridge to the northwest (FNOC 400 mb NVA analysis valid at 251200Z July).

in the northwest quadrant of Dinah, a temporary weakening of the eye and eyewall and an increase in the central pressure as observed in Figure 3-06-3. Figure 3-06-5 shows an enhanced infrared picture of Typhoon Dinah after interaction with Ed had taken place. Note that the eye is open to the northwest, and there is a lack of significant convection in the northwest quadrant. Although not verifiable, Dinah's brief turn to the east-northeast on the 27th may also be attributable to the pressure from Ed's outflow. By early on the 28th, with the distances between Ed and Dinah increasing, the shearing decreased and Dinah intensified rapidly, reaching its maximum intensity of 125 kt (64 m/s) at

0000Z on the 29th.

By now Dinah was moving to the north-northeast and increasing its forward speed as the storm tracked along the westward edge of the mid-Pacific high. At approximately 290600Z Dinah made its closest point of approach to Marcus Island (Minami Tori Shima (WMO 47991)) with an intensity of 115 kt (59 m/s). This was Dinah's only interaction with land and caused extensive damage to vegetation on the island. The Coast Guard Loran station sustained an estimated \$30,000 worth of damage to various buildings and equipment. Maximum observed winds on the island were 63 kt (32 m/s) with a peak gust to 89 kt (46 m/s).



Figure 3-06-2. View of Typhoon Dinah and the developing Tropical Storm Ed (soon to be Typhoon Ed) near the time of their closest point of approach (262213Z July NOAA visual imagery).



Figure 3-06-3. Intensity variations of Typhoon Dinah as derived from aircraft reconnaissance data.

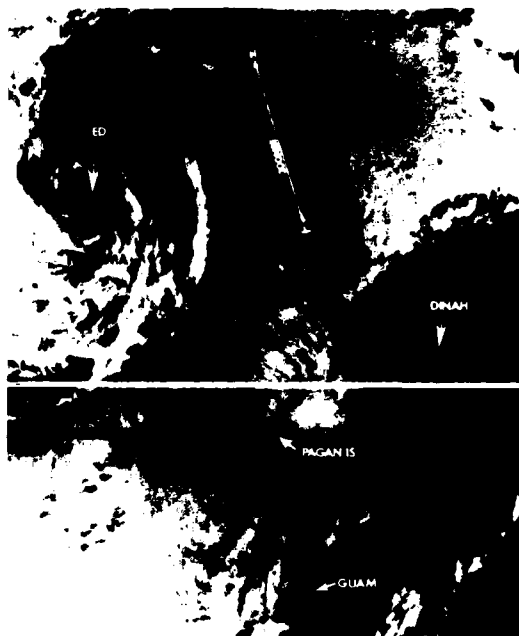
After passing clear of Marcus Island, Dinah continued to move to the north-northeast at 15 to 18 kt (28 to 33 km/hr) and weaken. Early on the 31st Dinah was downgraded to a tropical storm. A mid-latitude trough which had already been interacting with Dinah for approximately 12 hours, now started steering the storm towards the northeast. Transition to an

extratropical low, which began at about 1200Z on the 30th, was completed by 1200Z on the 1st of August.

The final warning was issued by the Joint Typhoon Warning Center at 1800Z on 1 August. The extratropical remains of Dinah continued to track eastward across the international dateline.



(a)



(b)

Figure 3-06-4. Three infrared pictures taken during a six hour period showing the approach of Ed's outflow and its interaction with Dinah (a. 261842Z July NOAA infrared imagery, b. 262214Z July NOAA infrared imagery, c. 270037Z July NOAA infrared imagery).



(c)

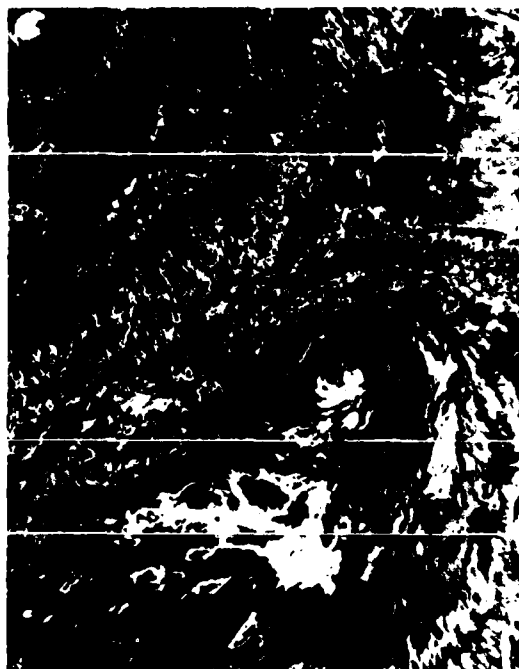


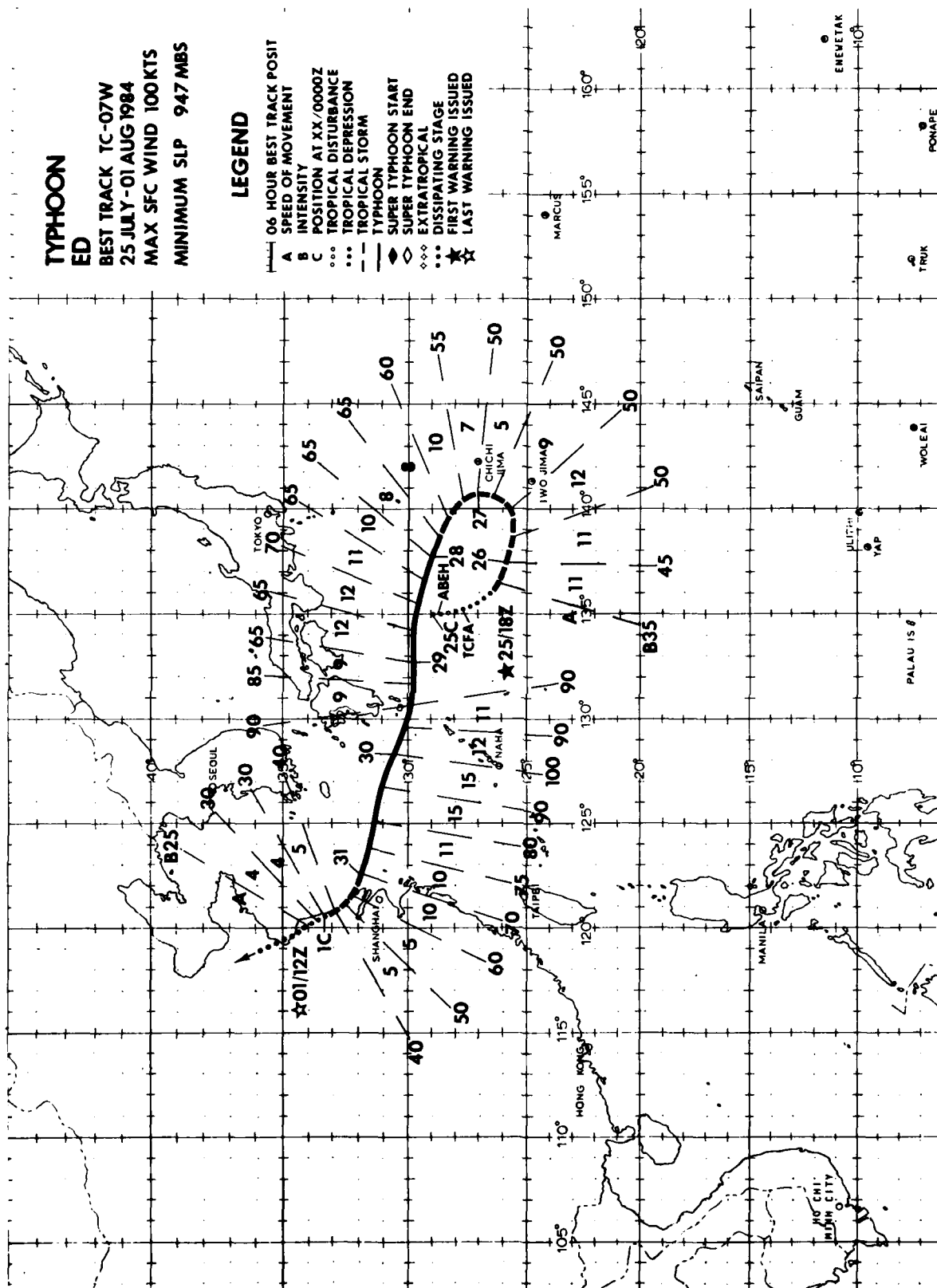
Figure 3-06-5. Enhanced infrared imagery of Typhoon Dinah after interaction with Ed (270545Z July NOAA infrared imagery).

TYPHOON ED

BEST TRACK TC-07W
25 JULY-01 AUG 1984
MAX SFC WIND 100 KTS
MINIMUM SLP 947 MBS

LEGEND

- 06 HOUR BEST TRACK POSIT
- A SPEED OF MOVEMENT
- B INTENSITY
- C POSITION AT XX/0000Z
- ... TROPICAL DISTURBANCE
- ... TROPICAL DEPRESSION
- TROPICAL STORM
- TYPHOON
- ◆ SUPER TYPHOON START
- ◇ SUPER TYPHOON END
- ... EXTRATROPICAL
- ... DISSIPATING STAGE
- ★ FIRST WARNING ISSUED
- ☆ LAST WARNING ISSUED



TYPHOON ED (07W)

Typhoon Ed, like its predecessor Typhoon Dinah, originated from a mid-latitude system. Forming just south of Japan, Ed initially moved to the southeast, a very unusual direction of movement for tropical cyclones in the northwest Pacific. After briefly interacting with Typhoon Dinah, Ed turned to the west-northwest, a course it maintained until it made landfall on the east coast of China.

The disturbance which eventually developed into Ed began as an area of convection at the southern end of a dissipating cold front transiting Japan. Although the convection was first noticed on 23 July, it was not until late on the 24th that the cloud mass became detached from the front and showed signs of becoming a tropical disturbance. At 0000Z on the 25th, synoptic data indicated a surface circulation had formed, with an MSLP near 1002 mb. Satellite imagery and synoptic data indicated an upper-level anticyclone had developed over the disturbance providing excellent outflow to the south. These developments prompted the Significant Tropical Weather Advisory (ABEH PGTW) to be reissued at 250135Z in order to include this system as a suspect area. The potential for significant tropical cyclone development was assessed as being "fair". Indeed this was an understatement. The area rapidly transitioned from an extratropical feature to a tropical depression as the convection increased and became more organized. At 250600Z, synoptic data showed surface pressures had decreased to 999 mb and Dvorak satellite intensity analysis estimated that surface winds of 30 kt (15 m/s) were present. Consequently a TCFA was issued at 250745Z. The disturbance continued to develop overnight and the first warning on Ed was issued at 1800Z on the 25th.

While Ed was developing, Typhoon Dinah located approximately 900 nm (1667 km) to the southeast, was moving to the west and intensifying. The first five warnings forecast Ed to move generally towards Dinah, remain weak and eventually be assimilated into Dinah's inflow. However, Ed did not remain weak but continued to intensify as it moved to the southeast. Aircraft reconnaissance at 252219Z found Ed had deepened to 985 mb and was supporting winds of 40 to 50 kt (21 to 26 m/s). Ed maintained a 50 kt (26 m/s) intensity during the next 24 hours as it moved closer to Dinah. Throughout this period, Ed's outflow remained very well organized and was elongating to the east towards Dinah. This outflow had a significant short term effect on Dinah's convection and intensity early on the 27th.

During the 26th, a short-wave trough moved eastward across the Sea of Japan. In response to the trough, Ed turned to the north while maintaining its intensity. By 270000Z, the trough had moved to the northeast and was weakening. Ed now came under the influence of a mid to low-level ridge east of Japan. This ridge kept building to the west and forced Ed to move to the west-northwest, a course it maintained until landfall.

While moving to the west Ed slowly intensified, reaching its peak intensity of 100 kt (51 m/s) shortly after passing south of the island of Kyushu (Figure 3-07-1). As Ed transited the East China Sea, entrainment of drier air and passage over cooler waters began to weaken the system. At 0900Z on the 31st, Ed made landfall approximately 60 nm (111 km) north of Shang-Hai (WMO 58367). Maximum sustained winds at landfall were 60 kt (31 m/s). After making landfall, Ed turned to the northwest, transited along coastal China and gradually dissipated. The final warning was issued at 1200Z on the 1st of August.

The only known damage caused by Typhoon Ed occurred to shipping. The Korean registered Ishlin Glory enroute from Pohang, South Korea to Nagoya, Japan sank in the Korea Strait on 29 July. One crew member is known dead, with eleven others reported missing.

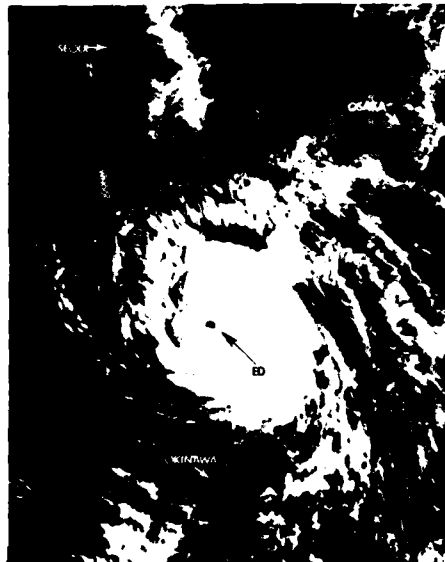


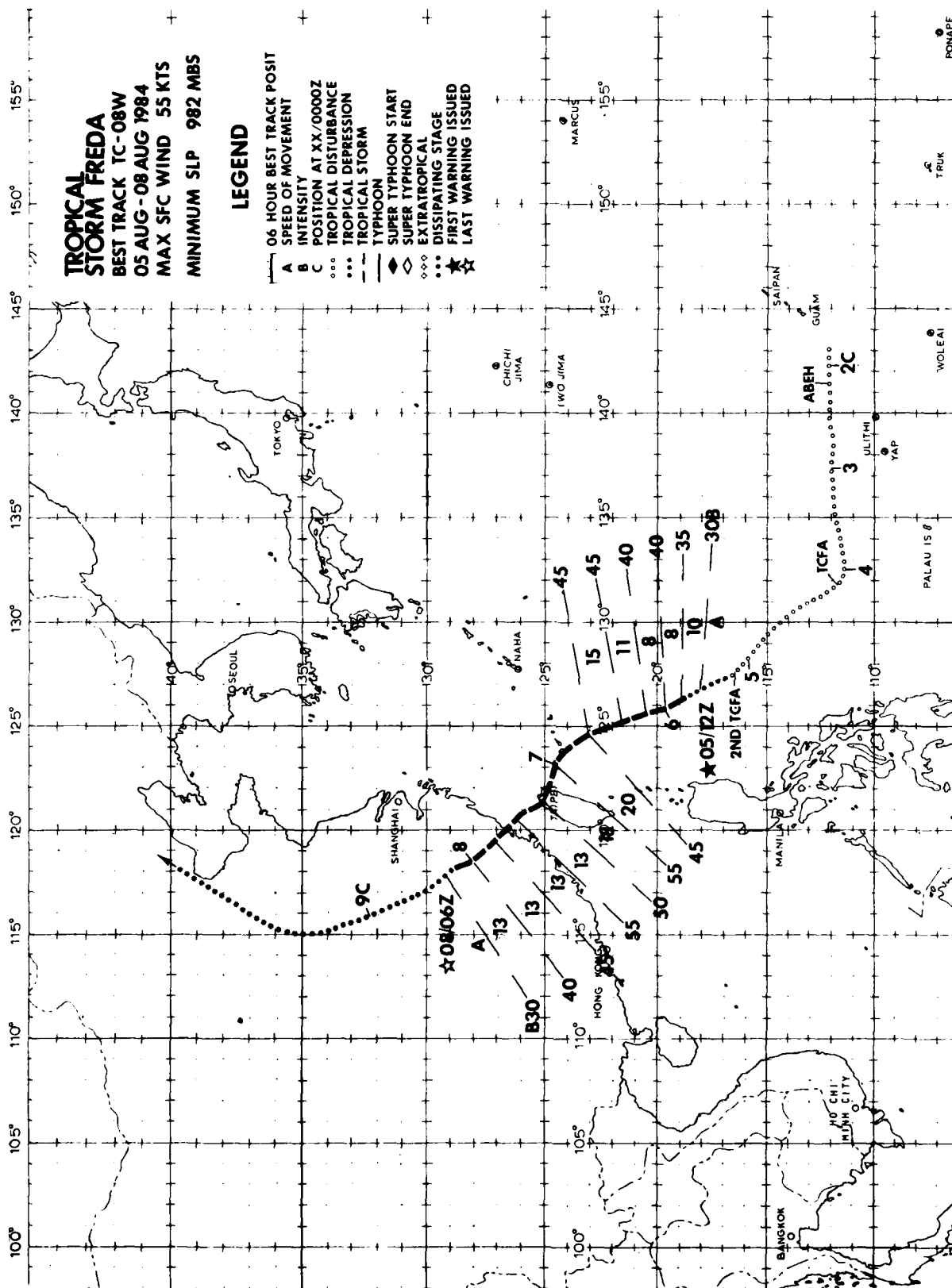
Figure 3-07-1. Typhoon Ed near maximum intensity (292242Z July NOAA visual imagery).

TROPICAL STORM FREDA

BEST TRACK TC-08W
05 AUG-08 AUG 1984
MAX SFC WIND 55 KTS
MINIMUM SLP 982 MBS

LEGEND

- 06 HOUR BEST TRACK POSIT
- A SPEED OF MOVEMENT
- B INTENSITY
- C POSITION AT XX/0000Z
- ... TROPICAL DISTURBANCE
- ... TROPICAL DEPRESSION
- ... TROPICAL STORM
- TYPHOON
- ◇ SUPER TYPHOON START
- ◇ SUPER TYPHOON END
- ◇ EXTRATROPICAL
- ... DISSIPATING STAGE
- ★ FIRST WARNING ISSUED
- ★ LAST WARNING ISSUED



TROPICAL STORM FREDA (08W)

Tropical Storm Freda was the first of seven significant tropical cyclones to develop during August. Freda began just as Typhoon Ed was dissipating over eastern China and Typhoon Dinah was completing its extra-tropical transition well to the east of Japan. In the wake of these two typhoons, the atmosphere had not yet returned to its seasonally normal condition before Freda began to show signs of developing. This situation meant that Freda would be slow to develop and take several days to pull together into a tropical cyclone.

On the 1st of August, just prior to the development of Freda, the western Pacific was dominated at the surface by a deep trough extending southwest from Dinah into a disturbance north of Guam and then southwestward into the southern Philippine Sea (Figure 3-08-1). The southwest monsoon, which had re-established itself during the

last week of July, had not yet returned to its climatological position and would not do so for several more days. The low-level convergence at the base of this trough west of Guam, was the primary genesis mechanism for Freda. By 020600Z, enough convection had developed over the area to merit inclusion of the disturbance in the Significant Tropical Weather Advisory (ABEH PGTW). At 021200Z, a closed surface circulation was first analyzed in the Philippine Sea with an estimated MSLP of 1005 mb. The ABEH was reissued shortly thereafter upgrading the potential for significant tropical cyclone development to "fair". An aircraft investigation of the area was requested for the following afternoon. Although at this time it was assumed that the disturbance would progress into a typical tropical cyclone, it would turn out that the most difficult part of warning on this storm would be locating the surface center.

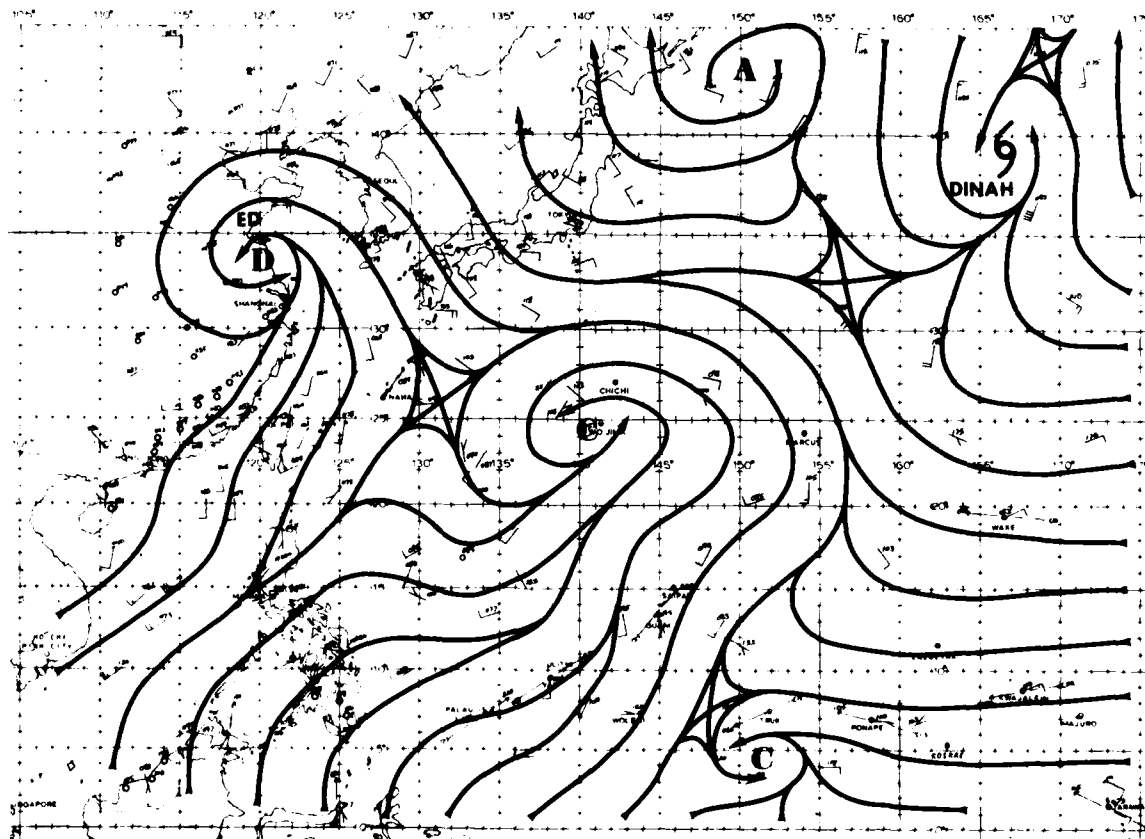


Figure 3-08-1. The 010000Z August 1984 surface/gradient level analysis. Low-level convergence at the base of the trough west of Guam was the primary genesis mechanism for Tropical Storm Freda.

Since the forecast scenario was not very difficult, and Freda followed a general track to the northwest, the remainder of the discussion will focus of Freda's development through aircraft reconnaissance and the subsequent results.

Mission number one was a resources-permitting invest on the afternoon of 3 August. It found a very broad, light and variable wind center but could not locate a definite closed circulation. The MSLP reported by the aircraft was 1003 mb. JTWC continued to watch the area and requested another invest for the following morning with a stand-by fix for later that afternoon. The second invest closed-off a 25 kt (13 m/s) circulation near 11.0N 132.7E. However, satellite imagery at that time revealed that the disturbance was developing very slowly. The MSLP observed on the second flight was 1005 mb or two millibars higher than on the previous day - not a promising sign. Since development was occurring so slowly, the afternoon stand-by fix was cancelled and the metwatch continued.

In anticipation of continued slow development during the next twenty-four hours, a TCFA was issued at 040415Z. Two fix missions were also requested for the following day. Mission number three, originally tasked as a fix mission for the morning of 5 August, could not find the system at the forecast location. Reverting to an invest pattern, the crew was still unable to locate a circulation center, although they did find a broad trough some 5 degrees further north than on the previous day. The lowest surface pressure reported was 999 mb. In rapid succession mission number four, the afternoon fix, was cancelled; the TCFA was reissued and positioned further to the northwest; and another aircraft invest was requested for the next morning with a follow-on afternoon fix. At 050716Z, Dvorak satellite intensity analysis of the imagery in Figure 3-08-2 indicated the disturbance was developing and estimated that surface winds of 30 kt (15 m/s) were now present. Based on the satellite intensity estimates, the lower pressures reported by aircraft and the forecast for continued slow intensification, JTWC issued the first warning on Freda as a tropical depression at 051200Z.

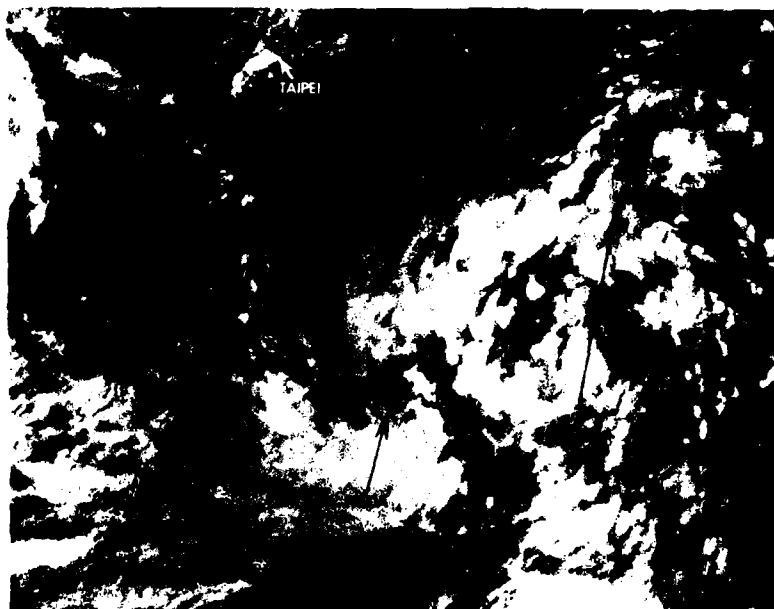


Figure 3-08-2. Dvorak intensity analysis of this imagery indicated 30 kt (15 m/s) winds were present prompting the first warning on Freda (050716Z August NOAA visual imagery).

Mission number five, an invest scheduled for NLT 060000Z, finally found a 993 mb circulation center with winds in excess of 35 kt (18 m/s) after several hours of searching. Mission number six, an afternoon fix mission, had little trouble fixing the circulation center of this now 40 kt (21 m/s) tropical storm. At last Freda was showing signs of cooperating; however, this was not to last long! The ARMO on mission number six commented, "This storm was rather weak and unorganized. It was very large and could very well have multiple centers." Indeed

this was the case. Satellite imagery indicated there were now two centers of activity - the second one developing to the north of the circulation fixed by the aircraft (Figure 3-08-3). Up until this time the fixes from both aircraft and satellite as well as the forecast emphasis had been on the southern center, but the northern area was about to assume dominance. The apparent storm movement from 060600Z to 070000Z was as much a reconsolidation around the northern center as it was a simple translation of the entire storm envelope to the northwest. This

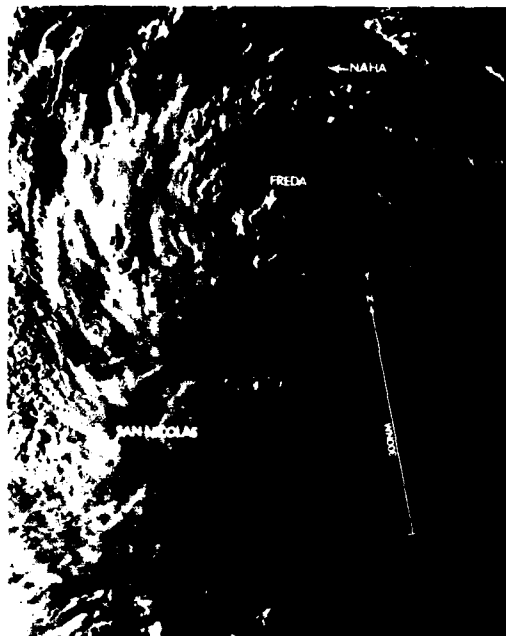


Figure 3-08-3. Tropical Storm Freda when reconsolidation about the northern center was about to commence. Note the southern area of convection, where the aircraft and satellite had been fixing the center and a second area of convection located further to the north where the new center would develop (061010Z August DMSP visual imagery)

reconsolidation was complicated by the fact that it occurred at night when only infrared satellite imagery was available. When mission number seven went into Freda the next morning, it could not find a circulation where the southern center should have been. However, when the pattern was changed to that of an invest mission they found Freda located significantly to the northwest within the northern area of convection. The MSLP had now decreased to 988 mb with maximum surface wind of 45 kt (23 m/s) being reported. Mission number eight, the last one flown into Freda, was unable to penetrate the center since the storm had moved over Taiwan.

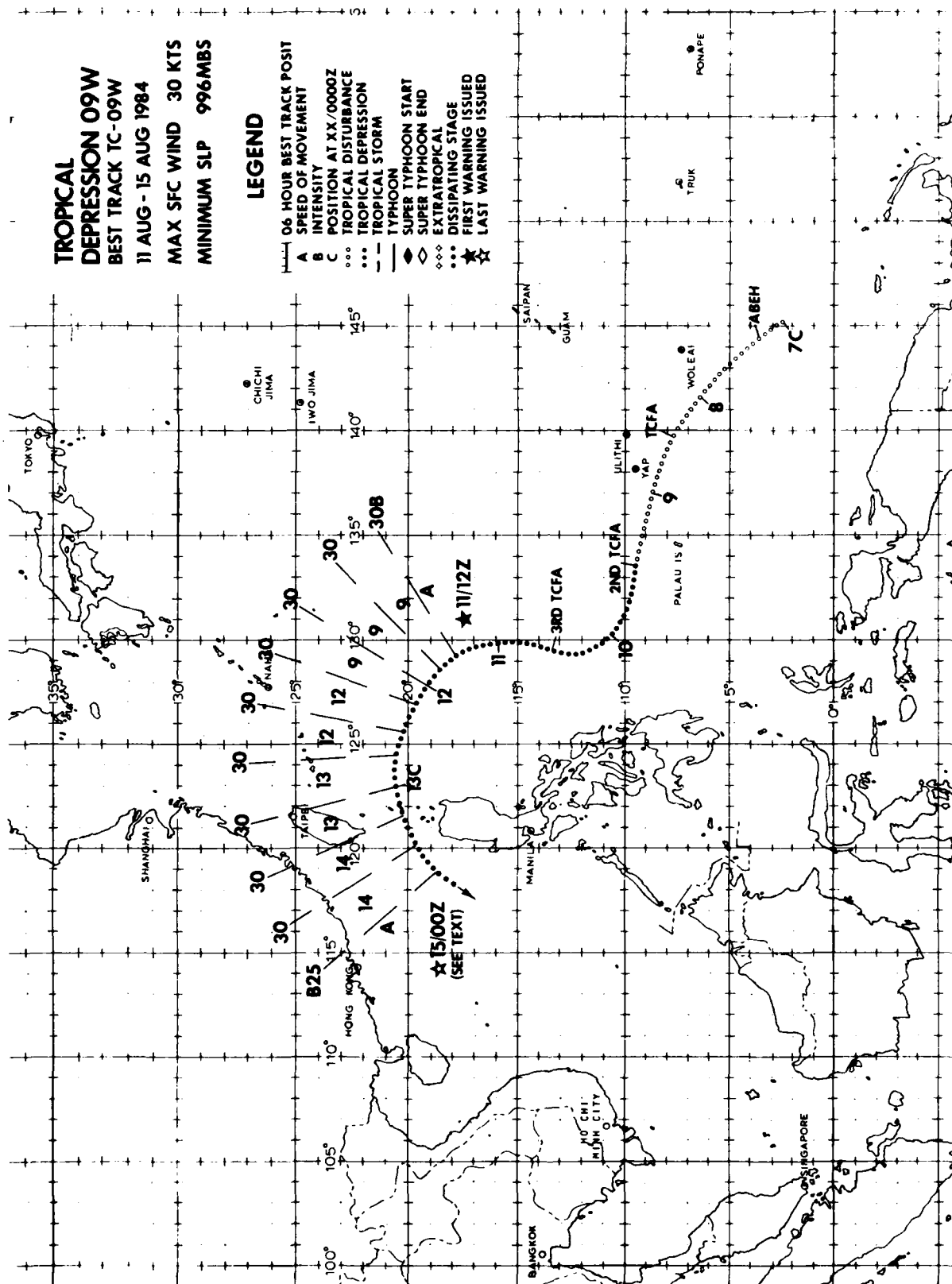
Freda quickly transited northern Taiwan and the Formosa Straits before making landfall on the Chinese mainland at approximately 071500Z. Like Typhoon Ed, a week earlier, Freda held together over land for two more days before finally dissipating.

In summary, Tropical Storm Freda was a slow developing system that exhibited two centers of action for a portion of its life. The southern center was more dominant until reconsolidation around the northern center occurred just prior to Freda crossing Taiwan. Freda tracked generally to the northwest and was identifiable over land for several days after it moved ashore.

11 AUG - 15 AUG 1984
MAX SFC WIND 30 KTS
MINIMUM SLP 996MBS

LEGEND

- 06 HOUR BEST TRACK POSITION
SPEED OF MOVEMENT
A B INTENSITY
C POSITION AT XX/0000Z
TROPICAL DISTURBANCE
TROPICAL DEPRESSION
TROPICAL STORM
TYPHOON
SUPER TYPHOON START
SUPER TYPHOON END
EXTRATROPICAL
DISSIPATING STAGE
FIRST WARNING ISSUED
LAST WARNING ISSUED



TROPICAL DEPRESSION (09W)

Tropical Depression 09W, just like its predecessor Tropical Storm Freda, was a difficult storm to warn on. The depression's low-level circulation remained weak and poorly organized which made it very difficult to locate. Extensive post-analysis indicates that JTWC warned on the mid-level circulation, which was co-located with the organized convection, rather than the ill-defined low-level center which remained well to the south of the main convection.

Tropical Depression 09W first appeared early on the 7th of August as a broad 1006 mb low in the Near-Equatorial Trough approximately 660 nm (1222 km) south of Guam. The disturbance was mentioned on the 070600Z Significant Tropical Weather Advisory (ABEH PGTW). As it moved to the northwest, the disturbance showed signs of increased organization on satellite imagery, prompting the issuance of a TCFA at 081200Z.

Aircraft reconnaissance on the afternoon of 9 August, indicated that the surface circulation associated with the disturbance was broad and weak. Only 10 to 15 kt (5 to 8 m/s) surface winds were observed with an MSLP of 1004 mb. The TCFA was reissued daily from the 9th to the 11th as the system continued to show convective organization and the presence of a surface circulation in the synoptic data. During this period, the disturbance was very slow to develop a favorable upper-level circulation. The 200 mb flow persisted in being unidirectional (easterly) over the convection. This easterly flow sheared the convection preventing the accumulation of warm, moist air at the low-to-mid levels and the attendant surface pressure drop.

The aircraft reconnaissance investigative flight on the morning of 10 August could not find a surface circulation center. By this time, the system had moved out of the Near-Equatorial Trough and had become the southeastern extension of the monsoon trough.

Between 100600Z and 110600Z, the disturbance moved almost due north. This brought the disturbance under the influence of a TUTT cell located to the northwest near Taiwan. The 200 mb flow over the system now came from the south and was diffluent north through east of the surface circulation. Satellite imagery confirms this by indicating the presence of the heaviest convection in that area. At 110729Z, aircraft reconnaissance closed-off a surface circulation center with 25 kt (13 m/s) surface winds and an MSLP of 1003 mb. Based on the improved upper-level wind flow and the closed circulation found by aircraft, the first warning on Tropical Depression 09W was issued at 111200Z.

The first six warnings on 09W forecast it to move to the northwest. These forecasts were based on objective forecast aids, including the One-Way Interactive Tropical Cyclone Model (OTCM). Upon post-analysis, these forecasts do not agree well with the synoptic situation present at the time. A low-to-middle level ridge was located to the

north of the depression. In retrospect, the more accurate and synoptically correct forecast, especially with such a weak system as Tropical Depression 09W, would have been a west-northwest to west track along the northern side of the monsoon trough.

Complicating the forecasting of Tropical Depression 09W was the difficulty in positioning the surface center. The surface circulation center was poorly organized because it was embedded in the monsoon trough. The displacement of the mid-to-upper level circulation to the north within the convection, made accurate positioning by satellite imagery of the actual low-level depression center very difficult. Figure 3-09-1 shows one of the few times that the weak, poorly defined, low-level circulation was visible on satellite imagery. Post-analysis of aircraft reconnaissance, synoptic, and satellite data, shows that the depression center, as reflected in the warning positions, was the middle-to-upper level center and not the weak and poorly defined surface circulation center which was located approximately 150 nm (278 km) to the south. JTWC warned on this mid-level feature until 150000Z when the convection finally dissipated over Taiwan and it was obvious that no significant low-level circulation persisted. It is now apparent that the surface center moved along the monsoon trough as a sheared, sometimes exposed low-level circulation from 111200Z to 131800Z and dissipated shortly thereafter as it merged with a cyclonic circulation in the northern South China Sea. This circulation would develop into Tropical Storm Gerald a few days later.

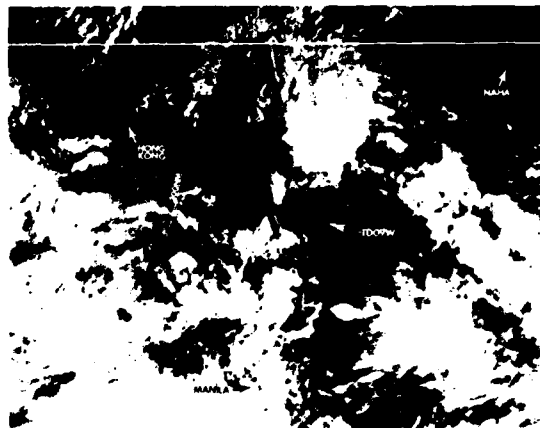


Figure 3-09-1. Tropical Depression 09W passing south of Taiwan. Note the poorly defined exposed low-level circulation located well to the south of the main convection. At the time, the depression's center was thought to be located underneath this convection. However, post-analysis now indicates the exposed low-level circulation was the actual location of the depression's center (130718Z August NOAA visual imagery).

LEGEND

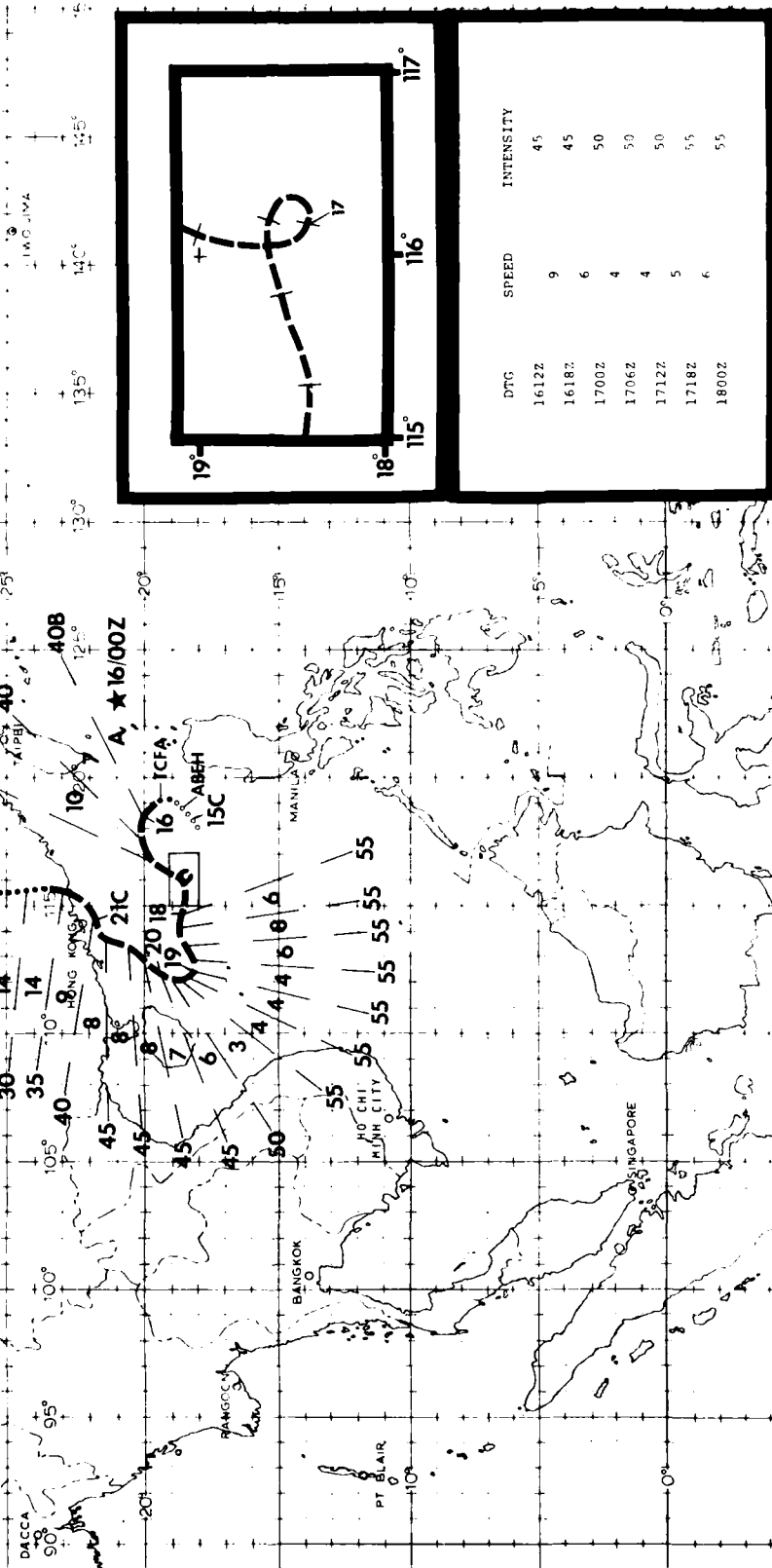
- 06 HOUR BEST TRACK POSIT
- A SPEED OF MOVEMENT
- B INTENSITY
- C POSITION AT XX/0000Z
- ... TROPICAL DISTURBANCE
- ... TROPICAL DEPRESSION
- TROPICAL STORM
- TYPHOON
- ◇ SUPER TYPHOON START
- ◇ SUPER TYPHOON END
- ... DISSIPATING STAGE
- ★ FIRST WARNING ISSUED
- ★ LAST WARNING ISSUED

**TROPICAL
STORM GERALD**
BEST TRACK TC-10W

16 AUG - 21 AUG 1984

MAX SFC WIND 55 KTS

MINIMUM SLP 979 MBS



TROPICAL STORM GERALD (10W)

Tropical Storm Gerald led a rather uneventful life. Developing in the northern South China Sea, Gerald remained embedded in the monsoon trough for five days. Its proximity to Typhoon Holly affected both its track and intensity. By the time it made landfall, it had weakened to a minimal tropical storm causing little, if any, damage.

By mid-August, the southwest monsoon had returned to its climatological position. The associated monsoon trough now extended from northern Vietnam across the northern South China Sea and then southeast to just south of Guam. As Tropical Depression 09W developed east of the Luzon Straits, the trough deepened. By the 12th of August, synoptic data indicated a closed surface circulation had formed in the northern South China Sea near 18N 117E with an MSLP near 1001 mb. The circulation continued to develop and at 131200Z the MSLP had decreased to 998 mb with winds near the center of 10 to 20 kt (5 to 10 m/s); 20 to 30 kt (10 to 15 m/s) winds were located south of the circulation center associated with the southwest monsoon.

By 141800Z the convection associated with remnants of Tropical Depression 09W near Taiwan, had nearly dissipated. Up to this point there was very little significant convection in the northern South China Sea. The convection that was present showed no real organization. Between 141800Z and 150000Z, the convection in the northern South China Sea increased considerably. Surface pressures had now decreased to 997 mb. However, winds near the center were light - only 5 to 15 kt (3 to 8 m/s), while

the 20 to 30 kt (10 to 15 m/s) winds still persisted further south - a classic monsoon depression.

The entire monsoon trough had been discussed on the Significant Tropical Weather Advisory (ABEH PGTW) since 130600Z. However, with improved convective organization and lower pressures being observed in the northern South China Sea, this disturbance finally warranted inclusion on its own merits in the 150600Z ABEH.

Synoptic data at 151200Z indicated a broad circulation still persisted, but now 15 to 30 kt (8 to 15 m/s) winds were being reported much closer to the center. This prompted the issuance of a TCFA at 151327Z. Less than 12 hours later the first aircraft reconnaissance mission found the system had deepened to 991 mb and was supporting 40 kt (21 m/s) winds near the center. The first warning on Gerald, valid at 160000Z, followed shortly.

During the next three days, Gerald moved erratically on a generally westward course, remaining embedded in the monsoon trough. Gerald continued to intensify reaching its maximum intensity of 55 kt (28 m/s) at 171800Z. Gerald then maintained this intensity for the next two days. The inability of Gerald to intensify beyond 55 kt (28 m/s) was due to a strong shear over the storm primarily from the outflow of Typhoon Holly which had developed east of Taiwan on 16 August and persisted throughout most of Gerald's life. This shearing occasionally resulted in the low-level circulation being exposed east of the convection (Figure 3-10-1).

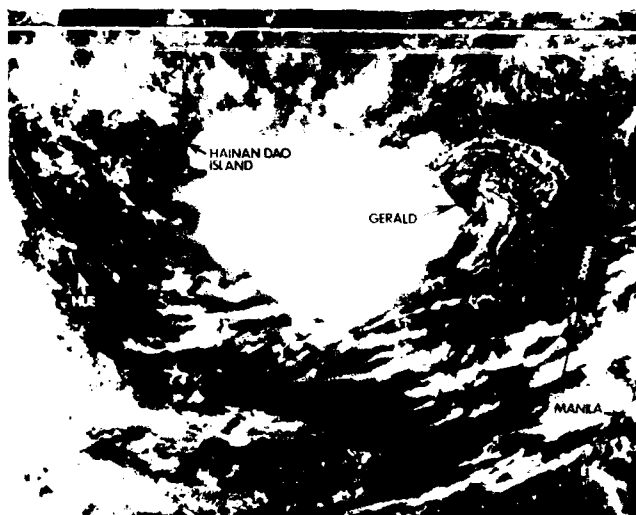


Figure 3-10-1. Example of the partially exposed low-level circulation of Tropical Storm Gerald which was observed periodically during the storm's lifetime. Note the strong easterly flow aloft shearing the convection to the west. This shear was caused by the outflow of Typhoon Holly located far to the northeast (170200Z August DMSP visual imagery).

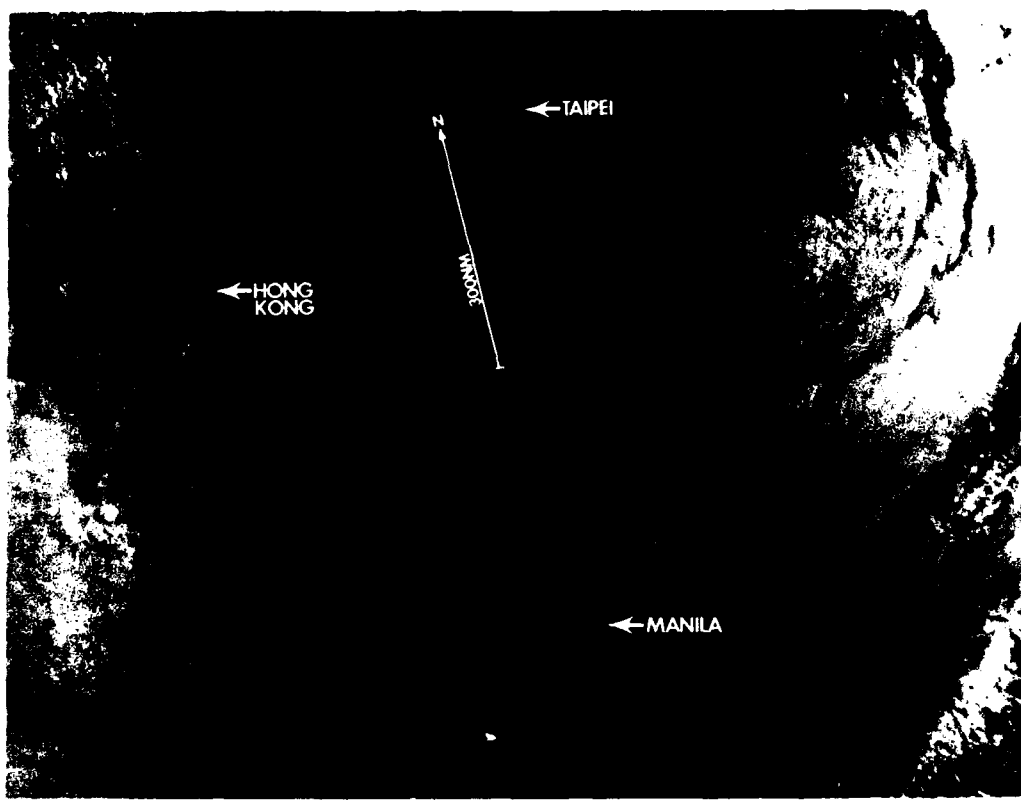


Figure 3-10-2. Tropical Storm Gerald and the developing Typhoon Holly near the time of their closest point of approach. At this time they were approximately 800 nm (1482 km) apart (172327Z August NOAA visual imagery).

Forecasting Gerald's movement proved to be difficult. Initially most forecast aids and JTWC's official forecast aid called for the storm to move northwest and make landfall over China. However, as Holly intensified and moved west Gerald slowed its westward movement, doing a small cyclonic loop early on the 17th. When Gerald slowed and moved to the south, the forecast scenario changed and called for Gerald to remain quasi-stationary for twelve to twenty-four hours, and then move slowly northeast under the influence of the inflow pattern of the developing Typhoon Holly. Figure 3-10-2 shows Tropical Storm Gerald and the developing Typhoon Holly near their closest point of approach. However, after completing its loop, Gerald once again resumed its westward course as Holly turned to the northwest.

Starting at 191800Z, Gerald turned to the northeast as the very large mid-level circulation of Typhoon Holly, now located

in the East China Sea, again affected Gerald. Accompanying this turn to the northeast was a decrease in the convection as the shearing increased. This began a weakening trend which continued until dissipation.

Gerald accelerated to the northeast and weakened making landfall at 210400Z approximately 50 nm (93 km) east-northeast of Hong Kong (WMO 45005). The closest point of approach to Hong Kong was at 210100Z when Gerald passed 30 nm (56 km) to the southeast.

After making landfall, Gerald turned to the north and weakened rapidly as Holly's influence decreased. Reports from the coastal stations along southern China indicated winds of 20 to 30 kt (10 to 15 m/s) accompanied Gerald as it made landfall. There were no reports of damages as Gerald moved inland over China and dissipated.

TYPHOON

HOLLY

BEST TRACK TC-11W

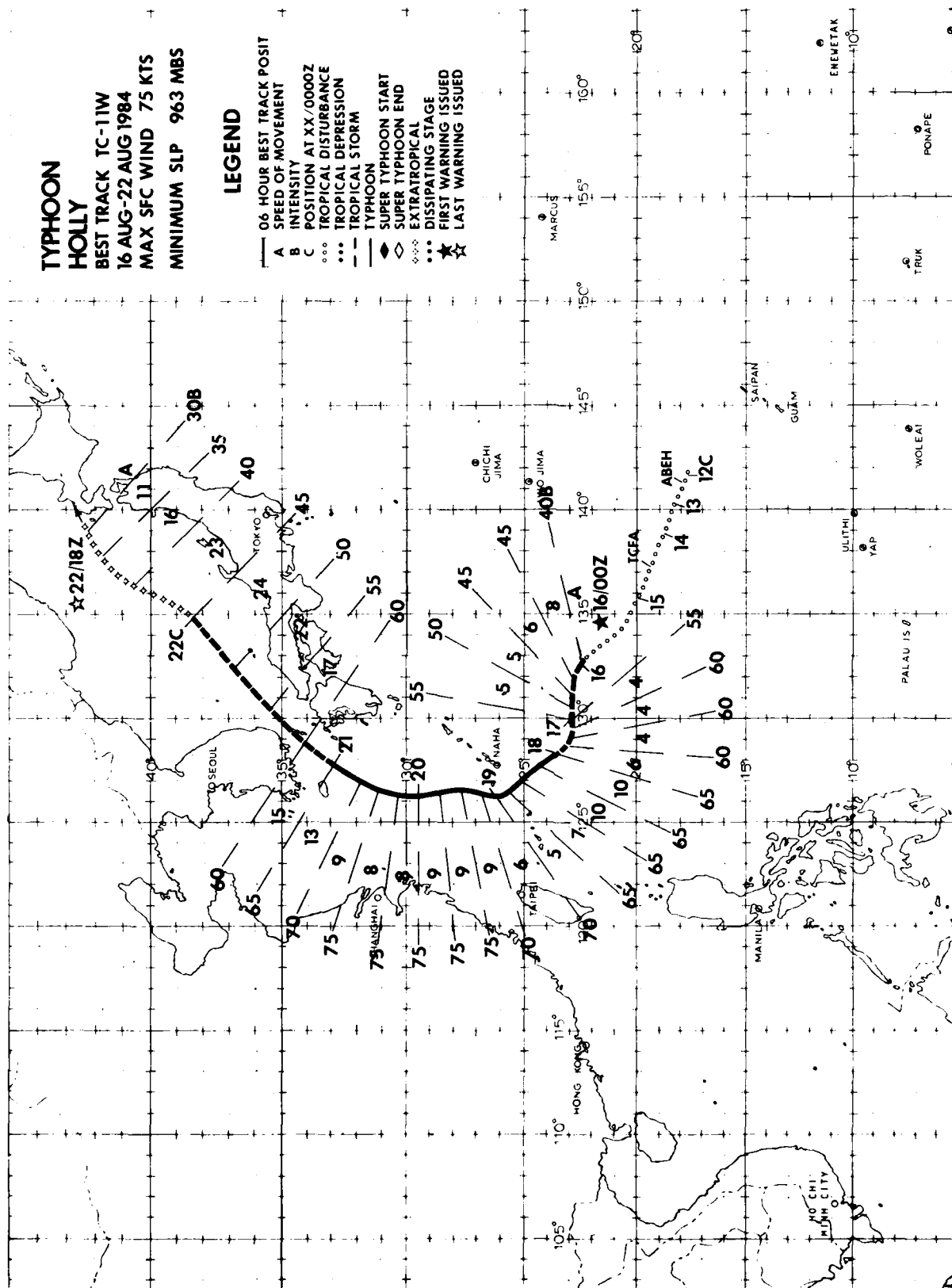
16 AUG-22 AUG 1984

MAX SFC WIND 75 KTS

MINIMUM SLP 963 MBS

LEGEND

- 06 HOUR BEST TRACK POSIT
- A SPEED OF MOVEMENT
- B INTENSITY
- C POSITION AT XX/0000Z
- ... TROPICAL DISTURBANCE
- ... TROPICAL DEPRESSION
- TROPICAL STORM
- TYPHOON
- ◆ SUPER TYPHOON START
- ◇ SUPER TYPHOON END
- ... EXTRATROPICAL
- ... DISSIPATING STAGE
- ★ FIRST WARNING ISSUED
- ☆ LAST WARNING ISSUED



TYPHOON HOLLY (11W)

Typhoon Holly formed in the eastern extension of the monsoon trough at the same time that Tropical Storm Gerald was forming in the South China Sea. It was the fourth significant tropical cyclone to develop in the trough in less than two weeks. Holly was unusual in that it never was, by definition, a tropical depression. Because it evolved from a very active monsoon trough, Holly was already at tropical storm strength when it finally attained a closed circulation. Despite only reaching a maximum intensity of 75 kt (39 m/s), Holly significantly affected much of the western North Pacific due to its large wind field.

Even as Tropical Depression 09W was transiting the Luzon Straits, synoptic data indicated that a very active trough with poorly organized convection persisted to the east. At 131200Z the monsoon trough extended from the weakening Tropical Depression 09W eastward to just northwest of Guam. By 141200Z the eastern end of the trough had moved northwest and become sharper. Synoptic data indicated the trough had deepened with an MSLP near 1000 mb. Numerous 20 to 35 kt (10 to 18 m/s) ship reports existed south of the trough axis in the active southwest monsoon. Organization of the convection over the trough also improved during this period, and suggested that a surface circulation was forming. These developments prompted the issuance of the first of two TCFAs at 141515Z.

The first aircraft reconnaissance mission into the disturbance at 0000Z on the

15th found only a sharp trough with 25 kt (13 m/s) surface winds and an MSLP of 998 mb. At 151200Z synoptic data indicated that the southwest monsoon along with a tight pressure gradient between the monsoon trough and the subtropical ridge to the northeast, were now generating gale force winds both north and south of the trough axis. This occurred before any closed circulation was analyzed. These areas of gale force winds were contained in a NAVOCEANCOMCEN Guam (WWPN PGTW) extratropical wind warning bulletin.

The second aircraft investigative mission into the disturbance closed-off a circulation center at 160225Z and found that the MSLP had decreased to 992 mb. Gale force winds were observed within two degrees of the center. The first warning, valid at 160000Z, was issued shortly thereafter with Holly at tropical storm strength.

Determination of the initial intensities of Holly and its associated 30 kt (15 m/s) wind radii were difficult since the gale force monsoon flow extended for hundreds of miles to the south and east of the storm. At first, the monsoon flow was included as a gale area in the NAVOCEANCOMCEN Guam extratropical wind warnings. However, as Holly developed, it took the monsoon flow into its circulation and subsequently became a very large storm. Figure 3-11-1, the 180600Z surface analysis, shows the very large area influenced by Holly. Aircraft and satellite data also indicated that Holly was abnormally large.

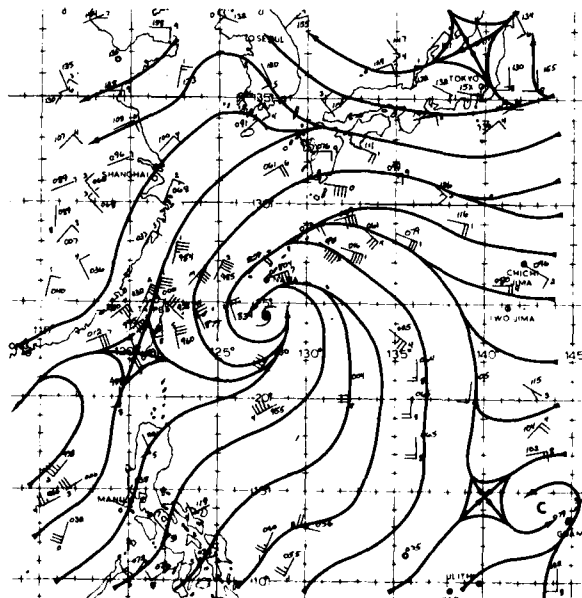


Figure 3-11-1. Surface analysis at 180600Z showing the large circulation of Typhoon Holly. Holly was still consolidating the monsoonal flow into its circulation at this time.

Figure 3-11-2 shows the wind field associated with Holly as reported by reconnaissance aircraft on 18 August. This flight was representative of the data obtained on many of the missions while Holly was a typhoon. The center was characterized by a large area of lighter winds. It was not until the aircraft was more than 60 nm (111 km) from the center that it encountered winds above 50 kt (26 m/s). Generally throughout the life of Holly, the highest winds were found in a band 60 to 150 nm (111 to 278 km) from the center. Within this band, the strongest winds were usually observed in the northern and eastern portions of the storm. The winds observed at Kadena AB, Okinawa confirmed the aircraft reports. The strongest winds observed at Kadena were

in two different periods: from 171300Z to 180900Z and from 190200Z to 191700Z when gusts above 50 kt (26 m/s) were reported. Lighter winds, corresponding to the passage of the huge center, were reported between these periods. The maximum sustained wind reported at Kadena was 50 kt (26 m/s) at 191355Z with a peak gust to 72 kt (37 m/s) at 190850Z. Fortunately, despite the strong winds and the 16.76 in (425 mm) of rain, there were no deaths or serious damage reported on Kadena AB. However, some 16,000 air and ferry travelers were stranded on the island during Holly's passage. Figure 3-11-3 shows Holly as it passed west of Okinawa. Notice the very large area covered by Holly's circulation.

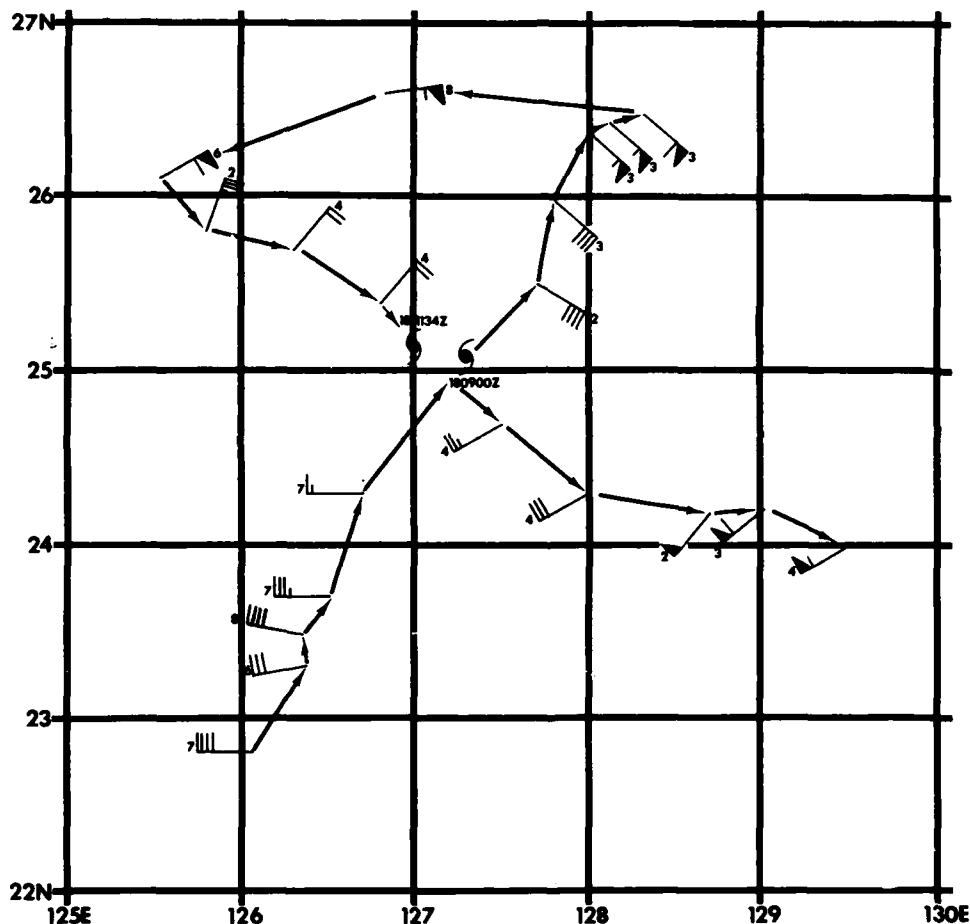


Figure 3-11-2. Plot of aircraft reconnaissance data from the seventh mission into Typhoon Holly. Holly's center was fixed at 180900Z and 181134Z August. Wind barbs are the measured 700 mb winds. The tens digit in the wind direction is plotted with the wind barb.

Holly initially moved to the west under the influence of the subtropical ridge, reaching typhoon intensity at 180000Z. At that time Holly had turned to the northwest, a course it maintained for almost 30 hours. After passing west of Okinawa, Holly turned to the north as it moved around the western periphery of the weakening subtropical ridge. Holly plodded to the north for the next twenty-four hours with no significant intensity changes. At this point the westerlies began to influence the storm. Holly was steered to the northeast and began to accelerate. Holly's forward speed peaked at 24 kt (49 km/hr) just prior to its transition to an extratropical low.

As Holly passed through the Korean Strait, it inflicted considerable damage on the Korean peninsula and the Japanese Island of Kyushu. News reports indicated at least one person killed, nine missing and eleven injured. Property damage was estimated initially at one million dollars. Heavy rainfall accompanied the storm. Miyazake (WMO 47830) on Kyushu recorded 15 inches (381 mm) of rain during a twenty-four hour

period. Extensive flooding and landslides were also reported.

Holly weakened as it transited the Korean Strait due to interaction with the rugged terrain. As Holly entered the Sea of Japan, it began transitioning to an extratropical system. Figure 3-11-4 shows Holly shortly after completing the extratropical transition. What little convection remains is associated with the front while the exposed low-level circulation is composed of stable stratocumulus clouds. The final warning was issued at 221800Z as Holly neared the island of Hokkaido.

Overall, the JTWC forecasts on Typhoon Holly provided good decision assistance to JTWC's customers. Kadena AB was provided the time needed to evacuate its planes, and South Korea and Japan had sufficient warning time to prepare and thus minimize damage. Even though Holly was not one of the strongest storms of the season, it definitely had a major impact on much of the northwest Pacific.

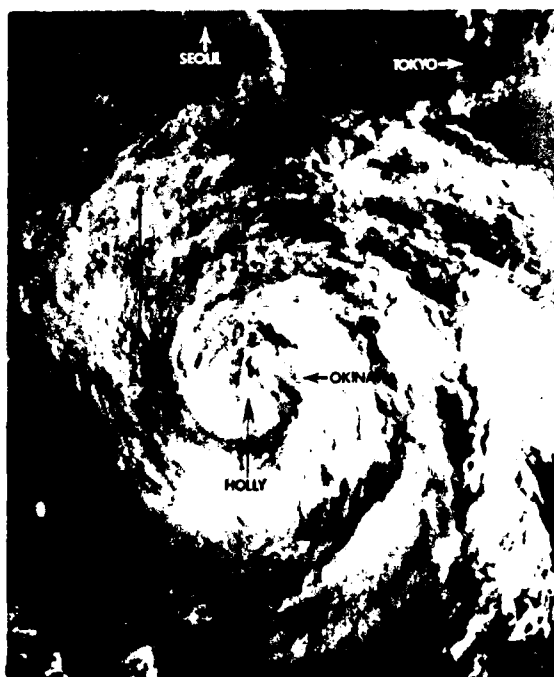


Figure 3-11-3. Typhoon Holly passing just west of Okinawa. Notice the large area covered by Holly's circulation (182303Z August NOAA visual imagery).

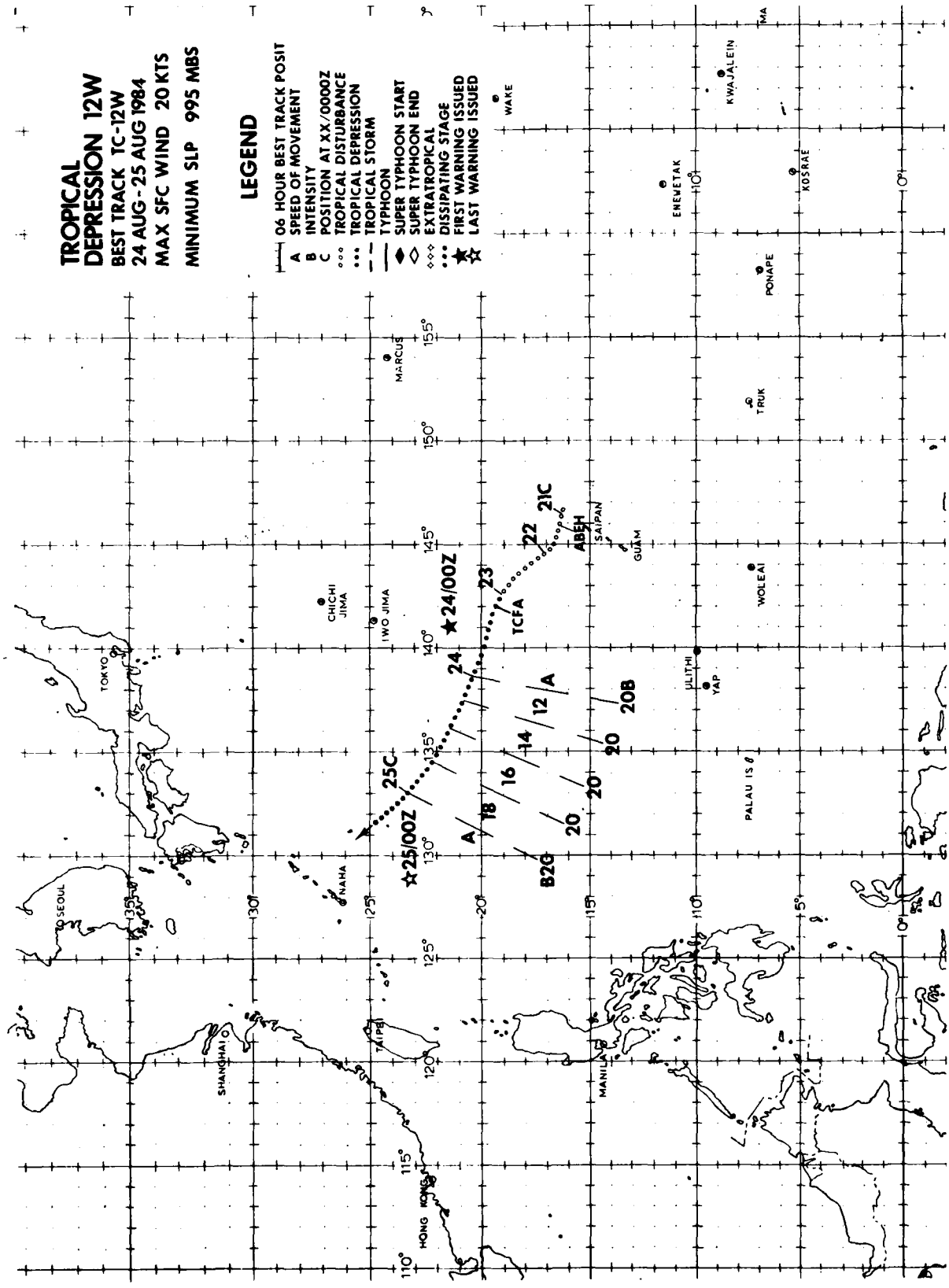


Figure 3-11-4. Holly after completing its extratropical transition. The low-level center is surrounded by stable stratocumulus clouds. What little convection remains is located southeast of the center and is due to the frontal system and orographic affects (220526Z August NOAA visual imagery).

**TROPICAL
DEPRESSION 12W**
BEST TRACK TC-12W
24 AUG - 25 AUG 1984
MAX SFC WIND 20 KTS
MINIMUM SLP 995 MBS

LEGEND

- 06 HOUR BEST TRACK POSIT
- A SPEED OF MOVEMENT
- B INTENSITY
- C POSITION AT XX/0000Z
- ... TROPICAL DISTURBANCE
- ... TROPICAL DEPRESSION
- ... TROPICAL STORM
- TYPHOON
- ◆ SUPER TYPHOON START
- ◇ SUPER TYPHOON END
- ... EXTRATROPICAL
- ... DISSIPATING STAGE
- ★ FIRST WARNING ISSUED
- ★ LAST WARNING ISSUED



TROPICAL DEPRESSION (12W)

Tropical Depression 12W developed in the eastern periphery of the monsoon trough, a favorable position for development, but had a very brief existence. Although this system was located in an area of highly convergent low-level flow, the upper-level support, while initially favorable for development was unable to maintain itself and contributed to the depression's dissipation. The combination of a weak low-level circulation and ill-defined mid and upper-level features made satellite fixing difficult, resulting in a wide disparity between fixes. Aircraft reconnaissance also experienced difficulty in fixing this weak system.

The southwest monsoon was slow to re-develop in the wake of Typhoon Holly. Late on 20 August, with a broad trough extending across the northern Philippine Sea, an area of convection began to develop at the eastern end of the trough just to the north of Guam. Synoptic data at 210000Z indicated that a weak 1011 mb closed circulation had formed approximately 200 nm (370 km) north-northeast of Guam. These developments prompted a discussion of the disturbance in the 210600Z Significant Tropical Weather Advisory (ABEH PGTW). The disturbance tracked generally to the northwest during the next two days, and slowly consolidated.

Satellite imagery at 230000Z showed that the disturbance was separating from the trough. Dvorak satellite intensity analysis estimated that surface winds of 25 kt (13 m/s) were now associated with the system. The first aircraft reconnaissance mission was already underway, but could only find a broad weak circulation. No winds greater than 20 kt (10 m/s) were observed. During this time, a weak, upper-level anticyclone developed over the convection. Its development was aided by a TUTT cell located approximately 6 degrees to the west which provided good divergence aloft. These factors contributed to the issuance of a TCFA at 230500Z.

During the following 18 hours the disturbance showed little change. An aircraft reconnaissance mission the next morning fixed a broad wind and pressure center, with an MSLP of 999 mb. Once again no winds greater than 20 kt (10 m/s) were observed within 250 nm (463 km) of the center. Dvorak satellite intensity estimates now indicated that maximum sustained winds of 30 kt (15 m/s) were present and forecasted 35 kt (18 m/s) winds in 24 hours. Synoptic data revealed that 30 kt (15 m/s) winds were indeed present, but they were located approximately 250 nm (463 km) northeast of the disturbance's center, and were associated with the tight pressure gradient between the subtropical ridge located north of Marcus Island (Minami Tori-Shima (WMO 47991)) and the disturbance. However, upper-level support remained favorable for some intensification which meant that the disturbance would pose a threat within 36 hours to the military and civilian populations on the Ryukyu Islands. Accordingly, the first warning on Tropical Depression 12W was issued at 240000Z.

The favorable upper-level support proved to be short-lived. Visual satellite imagery at first light the next morning (Figure 3-12-1) revealed an exposed low-level circulation with the associated convective activity displaced several hundred miles to the north. Upper-level synoptic data indicated the TUTT cell had moved northwest to near Taiwan, and the convection had sheared to the north, remaining in the divergent region east of the TUTT cell. There was no longer any evidence of an upper-level anticyclone over the depression. The upper-level flow pattern over Tropical Depression 12W was now dominated by 30 to 50 kt (15 to 26 m/s) easterly winds from a large anticyclone which had been present near Japan for several days. This flow was sufficient to prevent the redevelopment of any significant convection near the low-level circulation center. With further development now

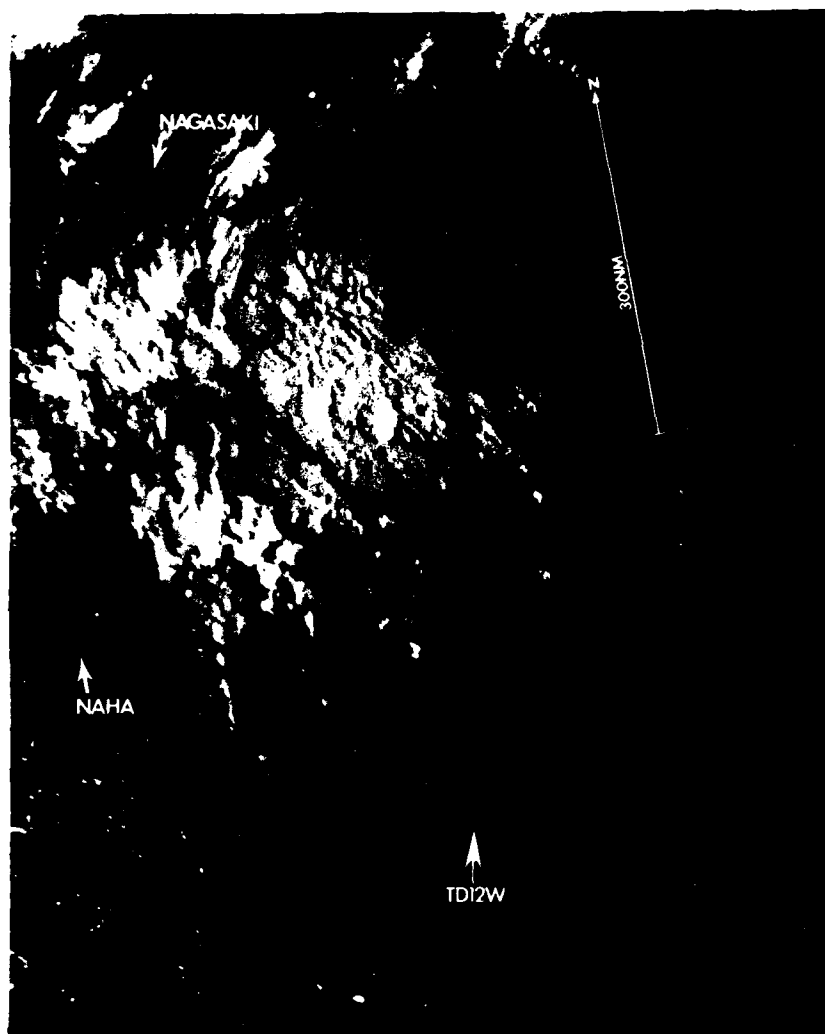


Figure 3-12-1. Exposed low-level circulation of Tropical Depression 12W. The convection which was colocated with the low-level circulation 24 hours earlier is now displaced to the north (242219Z August NOAA visual imagery).

unlikely, the final warning was issued at 0000Z on the 25th.

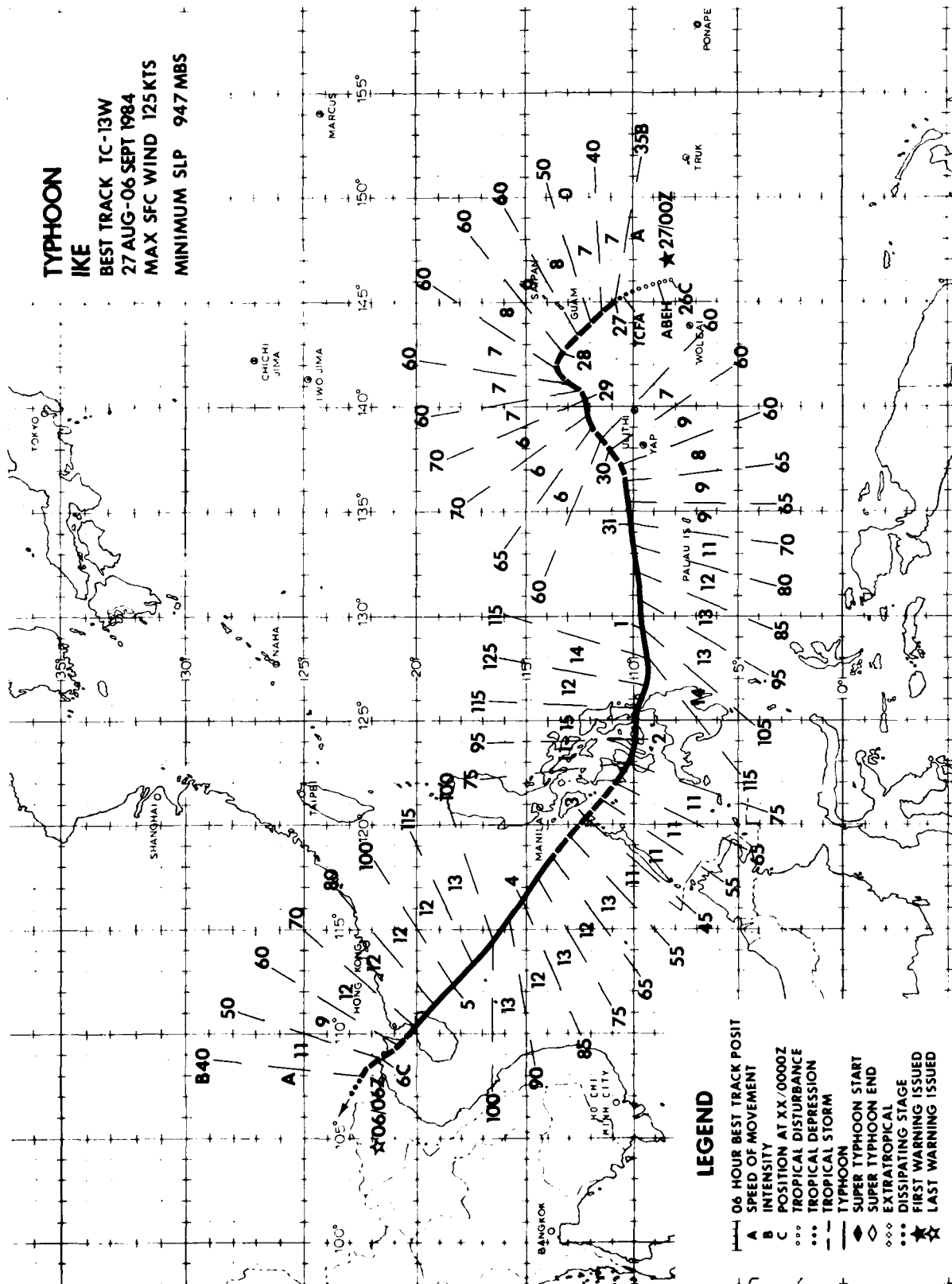
There were a total of four aircraft reconnaissance missions flown into this system, but only two could fix a center, and both of these had large meteorological and navigational errors. The maximum surface or 1500 ft (457 m) winds found within 200 nm (320 km) of the center were 20 kt (10 m/s). The minimum sea-level pressure found by aircraft was 995 mb at 240708Z which could support 35 kt (18 m/s) winds according to

Atkinson and Holliday (1977). However, no such winds were observed with Tropical Depression 12W.

The exposed low-level circulation, completely void of convection, was tracked northwest after the final warning was issued with 15 to 20 kt (8 to 10 m/s) winds and pressures near 1000 mb being reported. This circulation crossed the Ryukyu Islands near Okinawa before merging with a weak mid-latitude front in the northern East China Sea late on 26 August.

TYPHOON IKE

BEST TRACK TC-13W
27 AUG-06 SEPT 1984
MAX SFC WIND 125 KTS
MINIMUM SLP 947 MBS



LEGEND

- 06 HOUR BEST TRACK POSIT
- A SPEED OF MOVEMENT
- B INTENSITY
- C POSITION AT XX/0000Z
- TROPICAL DISTURBANCE
- ... TROPICAL DEPRESSION
- TROPICAL STORM
- TYPHOON
- ◆ SUPER TYPHOON START
- ◇ SUPER TYPHOON END
- ... EXTRATROPICAL
- ... DISSIPATING STAGE
- ★ FIRST WARNING ISSUED
- ★ LAST WARNING ISSUED

TYPHOON IKE (13W)

The deadliest typhoon to strike the Philippines this century began innocently enough as a weak disturbance on the eastern end of the monsoon trough. After passing Guam as a developing tropical storm, Ike turned to the west-southwest and gradually intensified. Four days later, Ike attained an intensity of 125 kt (64 m/s) and crossed the central Philippines causing extensive damage and over 2000 deaths. After wrecking havoc on the Philippines, a weakened Ike moved into the South China Sea where it reintensified to 115 kt (59 m/s) before making landfall and finally dissipating over mainland China.

As early as 21 August, a weak surface circulation was being analyzed southeast of Guam on the eastern extension of the monsoon trough. From the 21st through the 25th, various Trust Territory of the Pacific Islands reporting stations and ship observations indicated that a weak 1009 mb low persisted in this area. The lack of development of this circulation during this period was attributed to the strong winds aloft from the same anticyclone that sheared Tropical Depression 12W.

Late on the 25th the upper-level shearing began to decrease. This resulted in a rapid increase in the convection over the low-level circulation center. By 260000Z the disturbance, which was to develop into Ike, began to show continuity. Synoptic data at 261200Z indicated the disturbance was intensifying with 20 to 35 kt (10 to 18 m/s) winds being reported on the southern periphery of the circulation center. The MSLP of the disturbance was estimated to be near 1006 mb.

At 2100Z on the 26th, a TCFA was issued based on the earlier mentioned synoptic reports and satellite imagery which showed rapid development of a compact circulation (Figure 3-13-1). Due to the persistent improvement in organization and the proximity of the disturbance to Guam, the first warning on Ike was issued a few hours later at 270000Z.

The initial forecast track called for Ike to move to the northwest. This forecast was based on persistence and the One-Way Interactive Tropical Cyclone Model (OTCM), the best forecast aid currently available to the Joint Typhoon Warning Center. Based on the location of the system and the forecast track, Guam was placed in Condition of Readiness III at 270530Z. This was the first time since 1 December 1982 that Guam had been in other than Condition of Readiness IV. (At that time Typhoon Pamela was approaching from the east.)

The first aircraft reconnaissance flight into Ike fixed the center at 270510Z approximately 120 nm (222 km) south of Guam with an MSLP of 997 mb and estimated the maximum surface winds at 35 kt (18 m/s). Ike continued moving to the northwest at a speed of 7 to 9 kt (13 to 17 km/hr) during the next 24 hours and intensified. The storm remained compact as it passed 90 nm (167 km) southwest of Guam. At its closest point of approach to Guam, Ike supported winds of 50 to 60 kt (26 to 31 m/s) but due to the compact circulation, Guam suffered no ill effects from the storm. The Naval Oceanography Command Center (NAVOCEANCOMCEN) on Nimitz Hill recorded only 15 kt (8 m/s) sustained winds with a peak gust to 21 kt (11 m/s) during Ike's passage. Guam returned to Condition of Readiness IV at 272130Z based on the 271800Z warning position and forecast track.

After passing to the southwest of Guam, Ike continued tracking to the northwest for the next 12 hours. At approximately 0600Z on the 28th, Ike reached the northern most latitude it would attain in the Philippine Sea. At that time Ike was located 160 nm (296 km) due west of Guam. For the next four days Ike would track towards the Philippines on a west-southwest course.



Figure 3-13-1. Early morning picture of Ike at the time the TCFA was issued. A developing upper-level anticyclone is providing good outflow channels to the south and west (262131Z August NOAA visual imagery).

This change in track was due to the effects of the subtropical ridge south of Japan. From the 26th to the 28th, this ridge was orientated from east to west. However, as Tropical Storm June (which developed over the western Philippine Sea on 18 August) moved westward, the ridge built south in June's wake and took on a more north-south orientation. This forced Ike on a generally west-southwest course until it neared the central Philippines. Between 271800Z and 281800Z, Ike did not increase in intensity due to strong shearing of the convection from the north.

Late on the 28th, the shearing decreased slightly which allowed Ike to intensify to typhoon strength. During this intensification the Atkinson and Holliday (1977) pressure-wind relationship did not hold. For example, at 282341Z aircraft reconnaissance reported surface and flight level winds of 75 kt (39 m/s), yet the MSLP was only 991 mb. This would normally be expected to support winds of 45 kt (23 m/s), some 30 kt (15 m/s) less than what was being observed. After moving almost due west for 12 hours, Ike again turned to the southwest. During this time Ike weakened to below typhoon force due to the persistent strong shearing aloft. However, this weakening was to be temporary.

As Ike turned more to the west on the 30th, the upper-level anticyclone over Ike redeveloped and the weakening trend ceased. By 301200Z Ike had regained typhoon intensity. During this second intensification

period the pressure-wind relationships were in better agreement. At 302310Z aircraft reconnaissance found the MSLP had decreased to 971 mb and reported 700 mb flight level winds of 65 kt (33 m/s). This was in much better agreement with the 70 kt (36 m/s) winds expected by Atkinson and Holliday (1977). During this second intensification, Ike's circulation became larger - more typical of a WESTPAC typhoon.

For the next two days Ike tracked toward the central Philippines at an average speed of 12 kt (22 km/hr) and doubled in intensity. Figure 3-13-2 shows Ike as it neared the Philippines. On the 1st of September just prior to hitting the Philippines, the last aircraft reconnaissance flight was made. The lowest MSLP found was 947 mb at 010845Z and 700 mb flight level winds of 117 kt (60 m/s) were measured in the eyewall of a 25 nm (46 km) circular eye. The maximum surface winds were estimated at 120 to 130 kt (62 to 67 m/s).

For the next 30 hours Ike cut a path of death and destruction across the central Philippine Islands that is unequalled in recent history (Figure 3-13-3). In the wake of its path, Ike left a reported 1026 people dead, with 1147 people missing and presumed dead. Published figures for the number of people left homeless in the central Philippines range from 200,000 to 480,000. The worst hit region was the Surigao del Norte Province of Northern Mindanao where approximately 1000 people died (Figure 3-13-4).

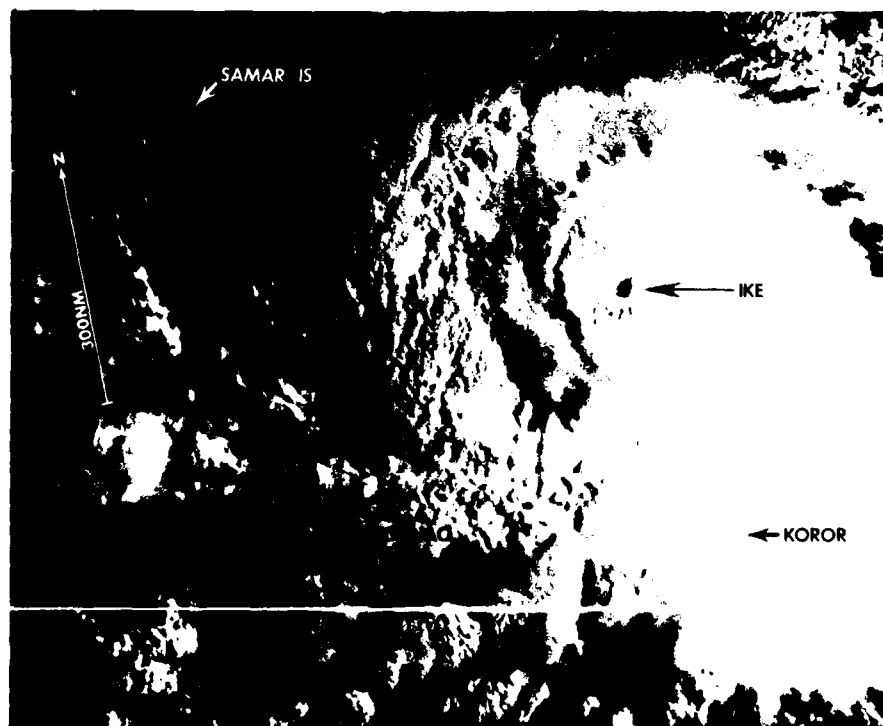


Figure 3-13-2. Typhoon Ike intensifying as it nears the Philippines. At this time Ike was supporting winds of about 105 kt (54 m/s) (312252Z August NOAA visual imagery).

Ike tracked to the west-northwest and then to the northwest at an average speed of 11 kt (20 km/hr) as it crossed the Philippines and weakened. At 0000Z on the 3rd of September Ike had weakened to 45 kt (23 m/s). Ike quickly reintensified as it moved into the South China Sea attaining typhoon intensity by 031200Z. Aircraft reconnaissance penetrating the 30 nm (56 km) wide eye at 030843Z found 65 kt (33 m/s) winds at the surface and 68 kt (35 m/s) winds at 700 mb. Ike continued to track steadily to the northwest at 12 to 13 kt (22 to 24 km/hr) reaching an intensity of 115 kt (59 m/s) at 041800Z. Ike gradually lost intensity from this point on, due to the proximity of land restricting the inflow, and shearing from a trough passing to the north.

Ike transited across Hainan Island on 5 September still packing winds of 70 to 80 kt (36 to 41 m/s). Shortly after 0000Z on the 6th, Ike crossed the coast of mainland China, as a tropical storm, approximately 60 nm (111 km) south-southeast of Nan-Ning (WMO 59431). News reports indicate Ike was responsible for at least 13 deaths in China. Extensive flooding and crop damage were also reported as Ike moved inland and dissipated.

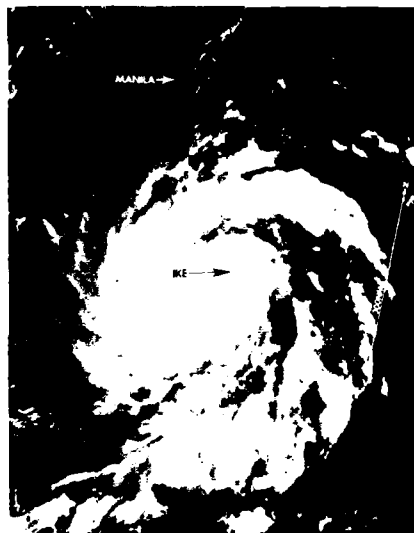


Figure 3-13-3. Ike as it crossed the central Philippines. At this time Ike was supporting winds of about 90 kt (46 m/s) (020141Z September DMSP visual imagery).

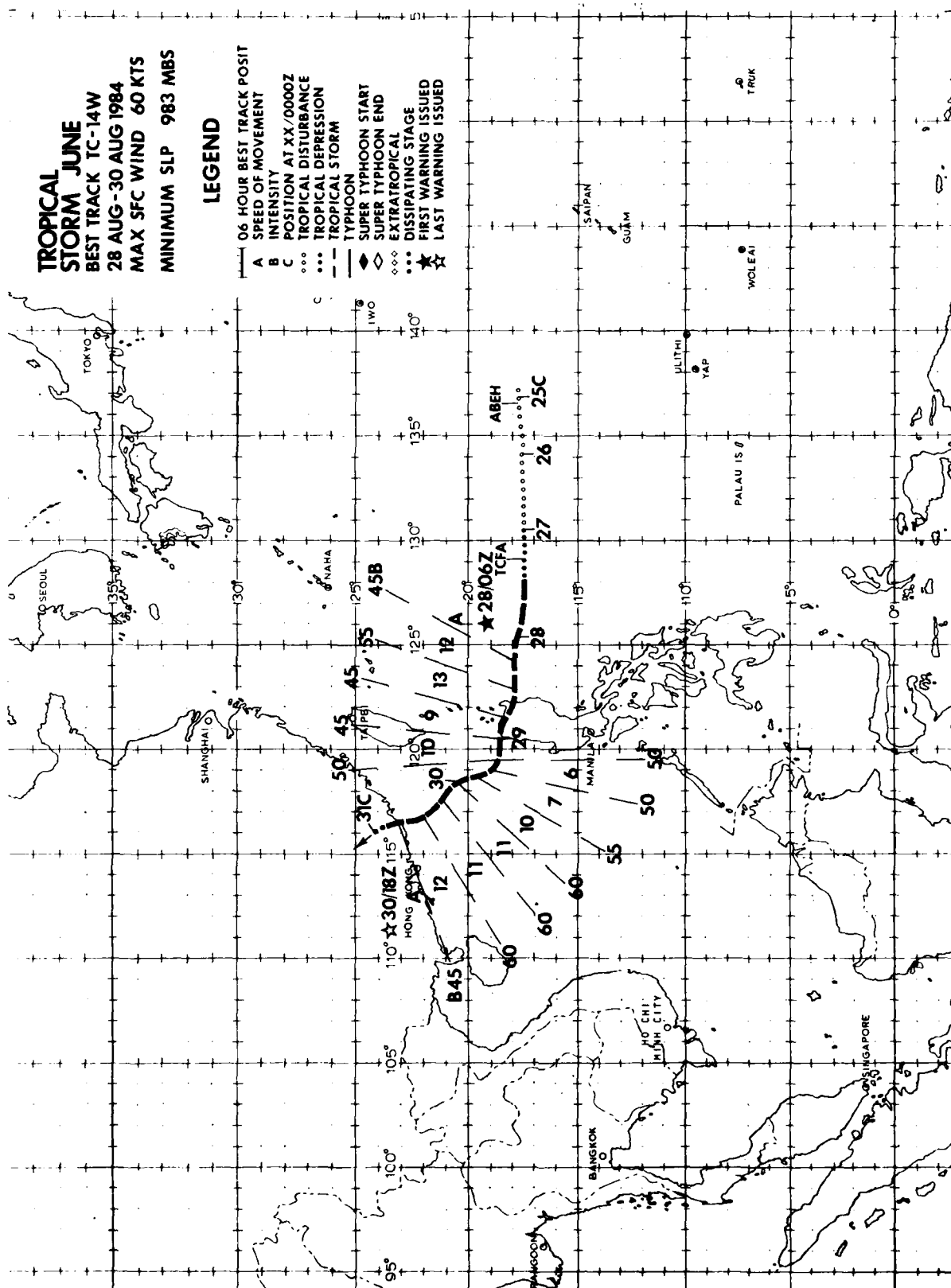


Figure 3-13-4. Aerial reconnaissance photo of a town in Northern Mindanao showing some of the damage caused by Typhoon Ike. (Photo provided by CDR M. McCallister, Naval Oceanography Command Facility, Cubi Point).

TROPICAL STORM JUNE
BEST TRACK TC-14W
28 AUG-30 AUG 1984
MAX SFC WIND 60 KTS
MINIMUM SLP 983 MBS

LEGEND

- 06 HOUR BEST TRACK POSIT
- A SPEED OF MOVEMENT
- B INTENSITY
- C POSITION AT XX/0000Z
- ... TROPICAL DISTURBANCE
- ... TROPICAL DEPRESSION
- TROPICAL STORM
- TYPHOON
- ◆ SUPER TYPHOON START
- ◇ SUPER TYPHOON END
- ... EXTRATROPICAL
- ... DISSIPATING STAGE
- ★ FIRST WARNING ISSUED
- ☆ LAST WARNING ISSUED



TROPICAL STORM JUNE (14W)

Tropical Storm June, the last of seven significant tropical cyclones to develop during August, originated in the monsoon trough like most of the other storms before it. June would also be typical of several other storms during the month, in that the most difficult part of warning on the system would be in locating the actual surface center.

Even as the final warning was being issued on the exposed low-level circulation of Tropical Depression 12W, satellite imagery indicated a large area of convection persisted further south over the active monsoon trough (Figure 3-14-1). At 1200Z on the 25th of August, synoptic data indicated a closed 1000 mb circulation had formed in the trough. During the next two days this circulation drifted westward as the associated convection tried to consolidate. Strong upper-level shearing, from the same anticyclone which sheared Tropical Depression 12W, inhibited development on the 25th and 26th. But early on the 27th, an upper-level anticyclone began to form over the disturbance making conditions more favorable for development. Although synoptic data clearly indicated a surface circulation was present during this time, the low-level center was not consistently locatable on satellite imagery within the broad area of convection. This problem would plague JTWC throughout the life of Tropical Storm June.

The first aircraft reconnaissance mission into the disturbance at 270651Z found a closed 30 kt (15 m/s) circulation with a light and variable wind center 50 nm (93 km) in diameter. Based on this information and indications from satellite imagery that the convection was becoming more organized, a TCFA was issued at 270800Z. As typical with most monsoon disturbances, the strongest winds were observed south of the circulation center and associated with the southwest monsoon.

During the following 18 hours, synoptic data indicated the disturbance continued to intensify. However, the convection failed to show the expected increase in organization. During much of this time satellite imagery actually indicated multiple circulation centers were present! Although JTWC wanted to go to warning status on this disturbance as early as 271200Z, the inability to accurately position the surface center made this impossible. The area of gale force winds, however, were covered in the NAVOCEANCOMCEN Guam, extratropical wind warning bulletin (WWPN PGFW).

Between 280000Z and 280600Z the disturbance finally consolidated into a single circulation center (Figure 3-14-2). Aircraft and satellite fixes now began to consistently agree on the location of that center. This prompted the issuance of the first warning on June as a tropical storm at 280600Z.

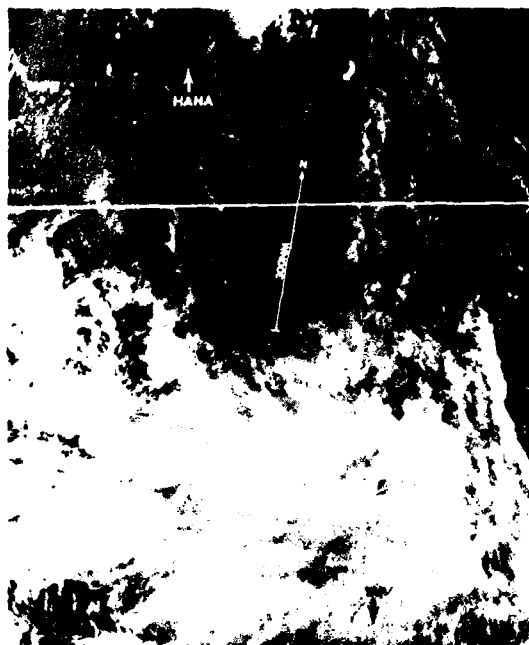


Figure 3-14-1. Active area of convection in the northern Philippine Sea associated with the southwest monsoon which would later develop into Tropical Storm June. Note the exposed low-level circulation further north which is the remnants of Tropical Depression 12W (250630Z August NOAA visual imagery).

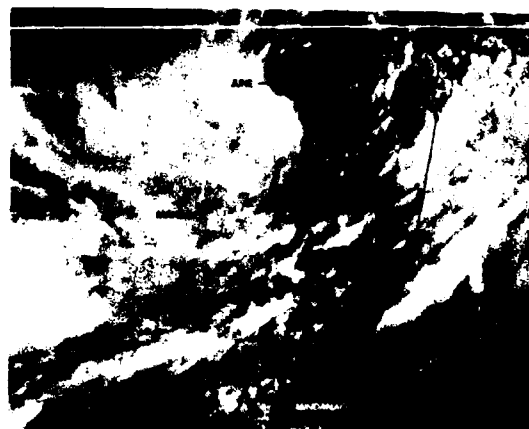


Figure 3-14-2. The developing Tropical Storm June east of the Philippines. At this time June was consolidating about a single circulation center (280734Z August NOAA visual imagery).

At the time of the first warning, Tropical Storm June was located 110 nm (204 km) east of Luzon. June was a broad circulation with the strongest winds in a band 60 to 150 nm (111 to 278 km) from the center. During the next 12 hours June headed west steered by the flow along the south side of a mid to low-level subtropical ridge. The storm made landfall on the east coast of northern Luzon at about 281500Z.

After landfall synoptic data indicated the surface circulation of June apparently

tracked to the west-northwest following the low-level terrain over northern Luzon and re-emerged on the northwest coast at approximately 290000Z. However, the mid-level circulation and nearly all of the convection continued to move almost due west. Since the passage over Luzon occurred at night when only infrared imagery was available, accurate positioning of the low-level center from satellite imagery was impossible.

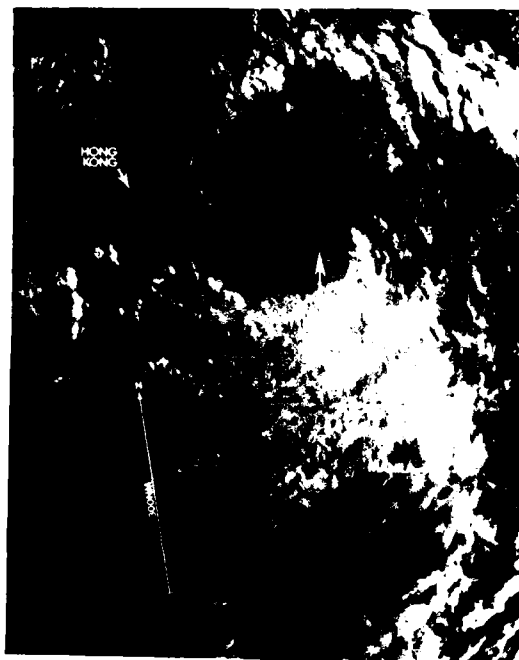
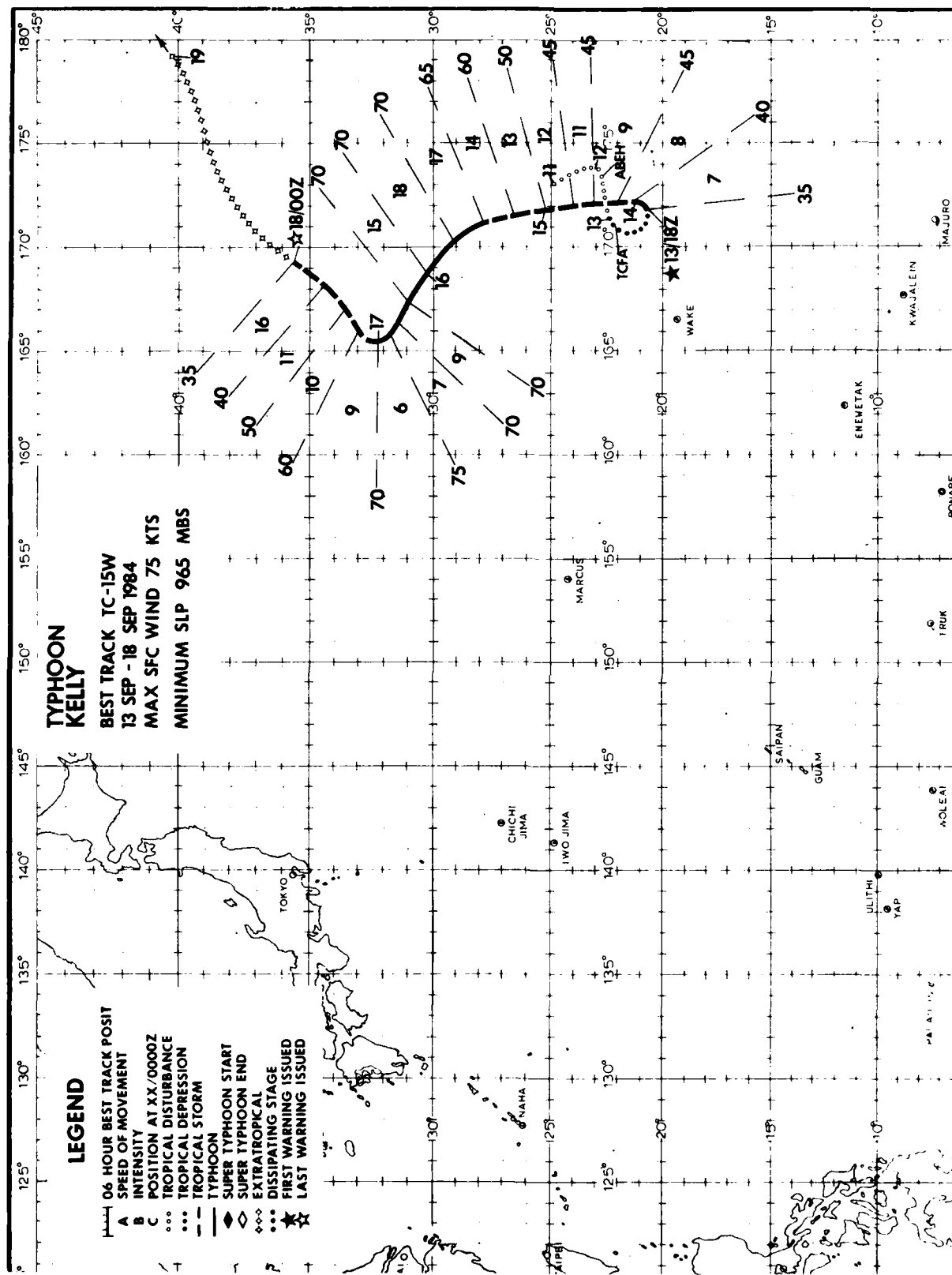


Figure 3-14-3. Tropical Storm June in the northern South China Sea. The broad surface circulation is located north of the convection. This is one of the few times that satellite imagery would be able to accurately fix the low-level circulation of June as it transited the South China Sea (292340Z NOAA visual imagery).

As June emerged in the northern South China Sea a mid-latitude trough moved across eastern China and weakened the subtropical ridge. This allowed June to turn to the northwest. June made landfall at approximately 301700Z on the coast of mainland China 130 nm (241 km) east of Hong Kong (WMO 45005). Although June did intensify to 60 kt (31 m/s) as it transitted the northern South China Sea, the storm remained poorly organized (Figure 3-14-3). During this time aircraft and radar were the only accurate and consistent means of locating the circulation center.

Tropical Storm June was the first named

tropical cyclone of the 1984 season to directly strike the Philippines. Heavy rains from the combination of June and the southwest monsoon caused extensive flooding throughout much of Luzon, particularly along the west coast and in river valleys. At least 67 deaths were attributed to the storm. The deaths resulted primarily from heavy rains, flooding and the accompanying landslides. In addition to extensive damage to crops and vegetation, over 25,000 families lost their homes. However, despite the considerable damage caused by June, it was relatively minor compared to the death and destruction Typhoon Ike brought to the central Philippines only four days later.



TYPHOON KELLY (15W)

Typhoon Kelly was quite representative of the first half of the 1984 season which was characterized by numerous high latitude, fast-moving systems. This typhoon developed at the southern end of a shear line and displayed some erratic movement during its formative stages before accelerating to the north-northwest towards a mid-level cut-off low. During the last phase of its life, Kelly recurved very sharply to the northeast and transitioned into an extratropical system.

During the first week of September, a strong frontal system moved across the North Pacific Ocean and left in its wake a quasi-stationary shear line extending between 20N 170E and 35N 180E. On 11 September the southern portion of the shear line became detached and began to take on tropical characteristics.

During the next two days the disturbance slowly developed as the associated convection increased in organization. At 0000Z on the 13th, an exposed low-level circulation was observed on satellite imagery west-northwest of the main convection. Dvorak intensity analysis of the 130000Z imagery estimated that 30 kt (15 m/s) surface winds were present near the center. Sparse synoptic data indicated a 20 to 25 kt (10 to 13 m/s) circulation was present. Based on this information, a TCFA was issued at 130435Z and an aircraft investigative mission was requested for the following morning. Throughout the evening the system continued to develop with the convection showing a

considerable increase in organization. This prompted the issuance of the first warning at 131800Z. While this was occurring in the south, a mid-level cold core low was developing further north on the northern remnants of the shear line. This cut-off low and the mid-latitude westerlies just north of it would be the principal steering mechanisms for Kelly.

As long as Kelly stayed below tropical storm strength it moved slowly. Satellite fixes on the 13th indicated Kelly moved in a cyclonic loop about its point of origin. However, after it became a named storm, Kelly accelerated to the north and eventually to the northwest as it was caught in the southerlies between the mid-Pacific high and the inflow pattern about the cut-off low. Because of its relatively high latitude, Kelly entrained cold air into its circulation almost from the start, and was slow to intensify. By 141800Z there was a noticeable "dry slot" forming and the storm took on a north-south orientation (Figure 3-15-1).

As Kelly approached the cold low (Figure 3-15-2) it slowed and reached maximum intensity. Then suddenly, under the influence of the mid-latitude westerlies just to the north, it abruptly turned and accelerated to the northeast. Although JTWC forecasts indicated recurvature to the northeast would occur, it was not forecast to begin until Kelly reached 35N. It now appears the westerlies were located further south than Figure 3-15-2 indicates. Kelly

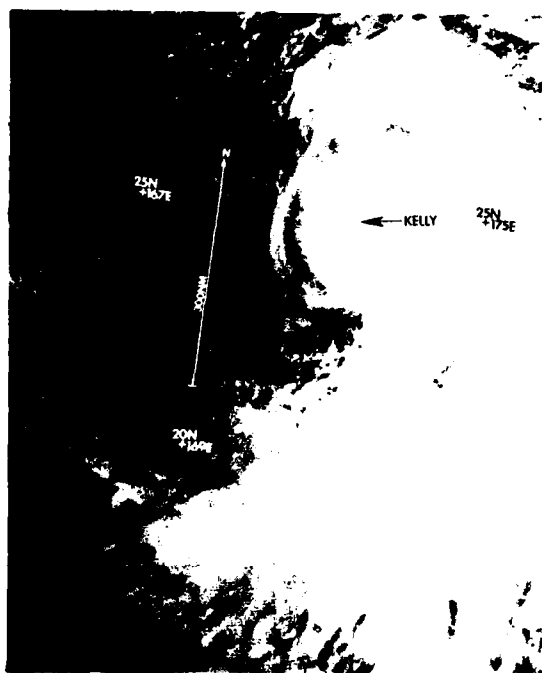


Figure 3-15-1. Kelly as an intensifying tropical storm. Kelly was accelerating to the north-northwest at this time (142259Z September DMSP visual imagery).

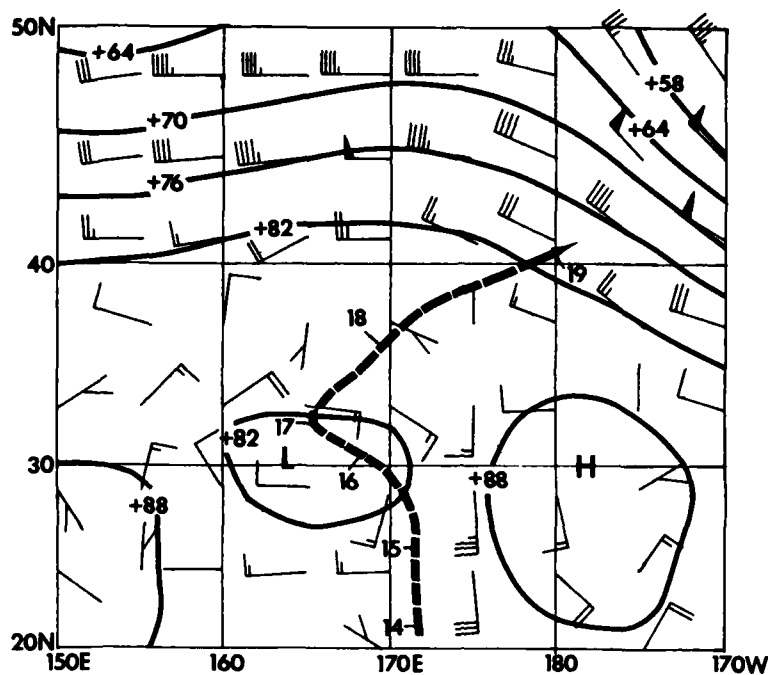


Figure 3-15-2. Mid-level tropospheric flow representative of the conditions present during the time Kelly was accelerating to the north and at the time of recurvature to the northeast. The simplified track of Typhoon Kelly is the dashed line (160000Z September 500 mb FNOC NOGAPS analysis).

weakened very rapidly after recurvature as the convection began to be sheared. By 171200Z the storm had started to lose its tropical characteristics.

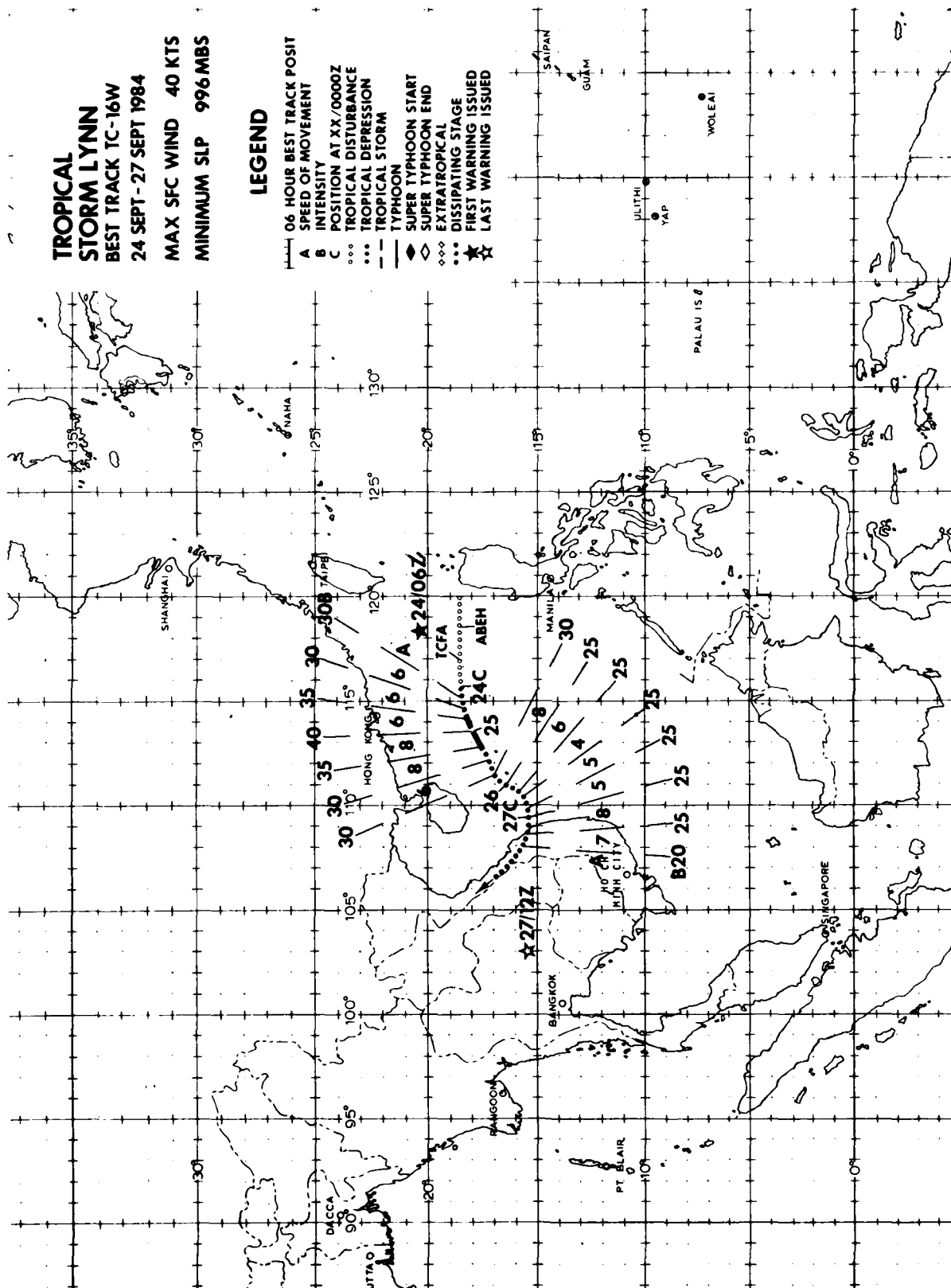
In this phase, Kelly began to demonstrate intensity anomalies frequently observed in storms becoming extratropical. The low central pressures observed did not correspond well with the relatively weak winds found by aircraft reconnaissance. On

the other hand, since the central convection had nearly disappeared, the Dvorak intensity model estimated winds significantly lower than what was observed by aircraft. By 180000Z Kelly had completed its extratropical transition and the final warning was issued. The remnants of Kelly continued to the northeast and were locatable on satellite imagery until the 21st. By then the system was east of the International Dateline and moving into the Gulf of Alaska.

**TROPICAL
STORM LYNN**
BEST TRACK TC-16W
24 SEPT - 27 SEPT 1984
MAX SFC WIND 40 KTS
MINIMUM SLP 996MBS

LEGEND

- 06 HOUR BEST TRACK POSIT
- A SPEED OF MOVEMENT
- B INTENSITY
- C POSITION AT XX/0000Z
- ... TROPICAL DISTURBANCE
- TROPICAL DEPRESSION
- TROPICAL STORM
- TYPHOON
- ◆ SUPER TYPHOON START
- ◇ SUPER TYPHOON END
- ... EXTRATROPICAL
- ... DISSIPATING STAGE
- ★ FIRST WARNING ISSUED
- ☆ LAST WARNING ISSUED



TROPICAL STORM LYNN (16W)

After Typhoon Ike moved inland over China early on 6 September, strong surface ridging from the subtropical ridge kept easterlies across much of the tropical Northwest Pacific. By mid-September, the ridging began to give way to the southwest monsoon. This helped set the stage for the development of Tropical Storm Lynn.

The disturbance that would eventually become Lynn was first noticed as an area of poorly organized convection near Guam on 19 September. During the following three days the area of convection moved west across the northern Philippine Sea with little development noted. The convection was apparently associated with a westward moving TUTT cell. As the TUTT cell weakened east of Luzon, divergence from an upper-level anticyclone north of Guam, which was ridging westward, maintained the convection. By the 22nd, a second upper-level anticyclone had developed just northeast of Luzon near the disturbance and the convection began to increase. During this entire time, surface synoptic data indicated only convergent easterly trades were present beneath the convection.

At 230000Z, the convection entered the South China Sea. At the same time, a lee side low-level cyclonic circulation formed in the monsoon trough just west of Luzon, apparently the result of persistent easterly flow across the mountainous terrain of northern Luzon. This provided the low-level circulation which would accelerate the development of Tropical Storm Lynn.

During the next several hours the disturbance rapidly consolidated. Ship reports indicated the surface circulation had 10 to 20 kt (5 to 10 m/s) winds with an MSLP estimated at 1003 mb. The associated convection showed a significant increase in development as it tried to organize near the low-level circulation. In addition, a cut-off low over southern China was enhancing the outflow from the anticyclone northeast of Luzon. Based on this collective information, the Significant Tropical Weather Advisory (ABEH PGTW) was reissued at 231000Z to include this disturbance as a suspect area. The potential for significant tropical cyclone development was assessed as "fair".

During the next nine hours, the tropical disturbance continued to show signs of increased organization on satellite imagery. At 231800Z, imagery indicated that a central area of intense convection had formed. Synoptic data showed the disturbance now had winds of 20 to 30 kt (10 to 15 m/s). Based on these developments a TCFA was issued at 231900Z.

The first warning on Lynn as a tropical depression was issued at 240600Z when satellite imagery indicated that the convection was moving over the low-level circulation center and intensifying. The first few warnings forecast Lynn to slowly intensify and move to the west-northwest. This forecast track was based on guidance from the One-Way Interactive Tropical

Cyclone Model (OTCM). During the next 18 hours Lynn did intensify some, reaching tropical storm strength at 241800Z and peaking at 40 kt (21 m/s) at 250000Z. After that point in time, since Lynn had been moving slowly west-southwest away from the upper-level anticyclone northeast of Luzon, it lost its upper-level outflow and entered a shearing environment. This resulted in a displacement of the convection to the north of the low-level circulation center and the start of a weakening trend (Figure 3-16-1). In addition to the shearing, the enhancement of the anticyclonic outflow by the cut-off low over southern China had now ceased as the low dissipated at about 250000Z.

At 0600Z on the 25th, it was apparent that Lynn had become a sheared system and that no further intensification would likely occur. The closest convection was located more than 120 nm (222 km) to the northeast. Lynn was now expected to follow a west-southwest track along the northern periphery of the low-level monsoon trough until it dissipated over central Vietnam. Tropical Storm Lynn posed no further forecast problems after that except for the difficulty in positioning the exposed low-level circulation center at night.

During the twenty-four hours prior to landfall, Lynn did experience a flare-up of its convection. Synoptic data at 0000Z on the 27th showed that the upper-level anticyclone had reformed near Hainan Island and that the flow over Lynn had become weak but diffuent. Also possibly contributing to this convective flare-up prior to landfall was convergence of the low-level flow and orographic lifting; both caused by the mountainous terrain inland of the Vietnam coast. After making landfall 50 nm (93 km) southeast of Da Nang (WMO 48855) Lynn turned northwest dissipating along the Vietnam/Laos border after 271800Z. There were no reports of damage or injuries from Tropical Storm Lynn.



Figure 3-16-1. Tropical Storm Lynn being sheared. The exposed low-level circulation is southwest of the main convection (250223Z September DMSP visual imagery).

TROPICAL STORM MAURY

BEST TRACK TC-17W

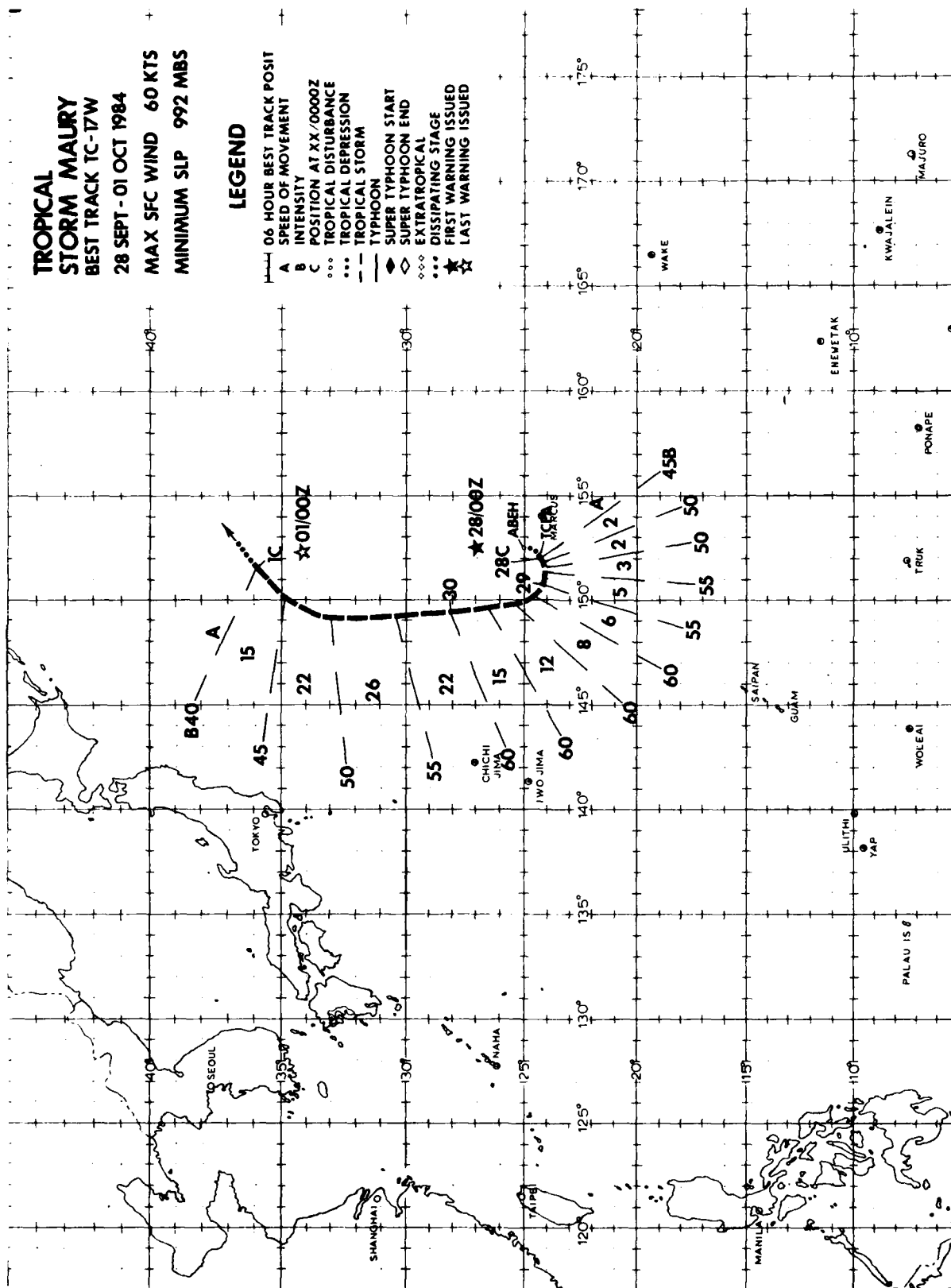
28 SEPT - 01 OCT 1984

MAX SFC WIND 60 KTS

MINIMUM SLP 992 MBS

LEGEND

- 06 HOUR BEST TRACK POSIT
- A SPEED OF MOVEMENT
- B INTENSITY
- C POSITION AT XX/0000Z
- ... TROPICAL DISTURBANCE
- ... TROPICAL DEPRESSION
- TROPICAL STORM
- TYPHOON
- ◇ SUPER TYPHOON START
- ◇ SUPER TYPHOON END
- ◇ EXTRATROPICAL
- ◇ DISSIPATING STAGE
- ★ FIRST WARNING ISSUED
- ★ LAST WARNING ISSUED



TROPICAL STORM MAURY (17W)

During a four week period extending from the last week of September until the middle of October, a large amplitude long wave trough persisted in the western North Pacific. This trough weakened the subtropical ridge and displaced it to the east of its climatological position. As a result, tropical cyclones developing in the western North Pacific would accelerate to the north and recurve almost as soon as they developed. Tropical Storm Maury was the first of five storms to develop in the western North Pacific during this period. As would be the case with the four storms after it, Maury failed to show any significant westward movement prior to accelerating to the north and recurving.

Tropical Storm Maury formed near Marcus Island (Minami Tori-Shima (WMO 47991)) at approximately the same time that Tropical Storm Nina was developing some 700 nm (1296 km) to the west-southwest. Nina's proximity would ultimately have a significant influence on Maury's future.

Maury was originally detected early on 27 September as an area of developing convection on the northeast extension of the monsoon trough. Initially the trough was linked to the trailing end of a mid-latitude front and this may have supplied some low-level vorticity which aided in the

rapid development of the system.

The disturbance was first discussed on the 270600Z Significant Tropical Weather Advisory (ABEH PGTW) as one of several weak circulations embedded in the trough. During the next 10 hours it became evident that only two circulations would dominate. Consequently the ABEH was reissued at 271600Z to indicate this concern. These two circulations would soon develop into Maury and Nina respectively.

The disturbance continued to develop at a rapid pace; much faster than JTWC anticipated. Dvorak intensity analysis performed on the 271800Z imagery indicated that 25 kt (13 m/s) winds were present. The imagery over the area two hours later showed that a well-defined compact low-level circulation center had developed. Consequently, a TCFA was issued at 272300Z. At 272341Z, Dvorak analysis of Figure 3-17-1 indicated that 35 kt (18 m/s) winds were now present in this rapidly developing system. Based on the satellite intensity analysis, JTWC issued the first warning on Maury as a 35 kt (18 m/s) tropical storm at 280000Z. Synoptic data during this period was unable to shed any light on the true intensity of Maury.

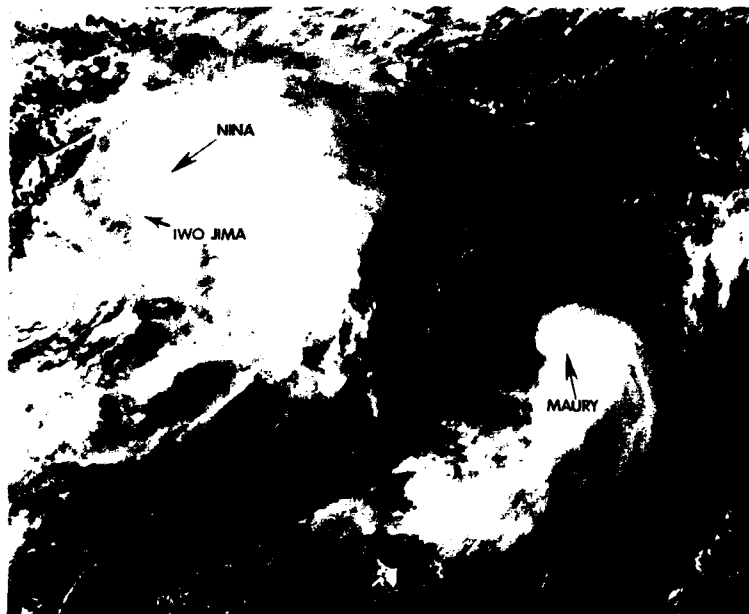


Figure 3-17-1. A compact Tropical Storm Maury just prior to issuance of the first warning. Dvorak intensity analysis of this imagery indicated that 35 kt (18 m/s) surface winds were present. This prompted JTWC to warn on this storm. The much larger Tropical Storm Nina is developing to the west (272341Z September DMSP visual imagery).

The first aircraft reconnaissance, conducted early on the 28th, quickly found the well-defined circulation center at 280303Z and reported that Maury was stronger than expected. Maximum surface winds of 50 kt (26 m/s) were found both southwest and northeast of the center. Consequently, the 280000Z warning was amended to reflect these higher wind speeds.

During the next 30 hours, Maury moved slowly west, then northwest and further intensified reaching its peak intensity of 60 kt (31 m/s) at 290600Z. From now on the movement and intensity of Maury would be governed primarily by the much larger Tropical Storm Nina.

The upper-level anticyclone which was located just east of Nina exerted considerable pressure on Maury's convection from the start. The large anticyclone brought strong northerly upper-level winds over Maury which displaced the convection to the south. As a result, Maury's low-level circulation center was consistently located near the northwest edge of the convection (Figure 3-17-1). This strong wind shear prevented Maury from ever attaining typhoon strength.

In addition to affecting Maury's intensity, these strong winds aloft may also have been responsible for preventing Maury from turning to the north on 27 and 28

September. It is likely that the outflow from the anticyclone descended and generated a weak mid-level induced ridge north of Maury which temporarily prevented any significant movement of the storm until Nina had moved further north.

On 29 September, Nina began to move northeast and approach Maury. This brought Maury under the influence of Nina's large low-level inflow. As a result, the weak ridge eroded and Maury began to accelerate to the north. As Maury accelerated to the north, the strong upper-level winds continued to displace Maury's convection away from the low-level center. This caused Maury's low-level circulation to become exposed (Figure 3-17-2) and marked the start of the weakening trend. The subtropical ridge located to the east of Maury was also a factor contributing to the acceleration. With these two factors combined, Maury reached a top speed of 26 kt (48 km/hr) between 300600Z and 301200Z.

The presence of the subtropical ridge dominated the JTWC forecast philosophy from the start. Maury was forecast to move around the ridge and recurve to the northeast. The actual movement was fairly close to the predicted track, although forecasting the speed of movement and the latitude of recurvature was difficult due to the influence of Nina.

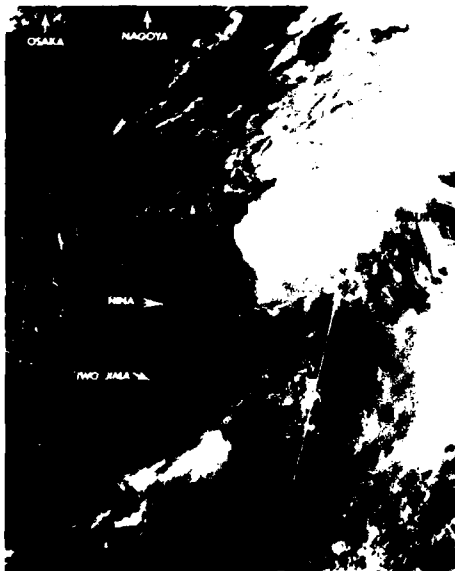


Figure 3-17-2. The exposed low-level circulation of Maury is now located just northwest of the main convection. Nina which by now had weakened to 30 kt (15 m/s), is located almost due west (300042Z September DMSP visual imagery).



Figure 3-17-4. Imagery of Tropical Storm Nina just after the reconnaissance flight in Figure 3-17-3 was conducted. Maury is not locatable (010022Z October DMSP visual imagery).

At 301200Z, Maury was approximately 320 nm (593 km) northeast of Nina. Both storms were now moving to the northeast around the subtropical ridge. Instead of accelerating to the northeast like storms normally do, Maury slowed since it had entered Nina's larger circulation. With Nina moving to the northeast at 28 kt (52 km/hr) it took less than 12 hours to catch Maury and assimilate it into its circulation.

Maury was no longer identifiable on satellite imagery after 301831Z; however, aircraft reconnaissance several hours later was still able to locate both Maury and Nina (Figure 3-17-3). Satellite imagery at this time however, showed that only one storm, Nina, was present (Figure 3-17-4). At 010000Z, with Maury's continuation as a separate system highly unlikely, the final warning was issued.

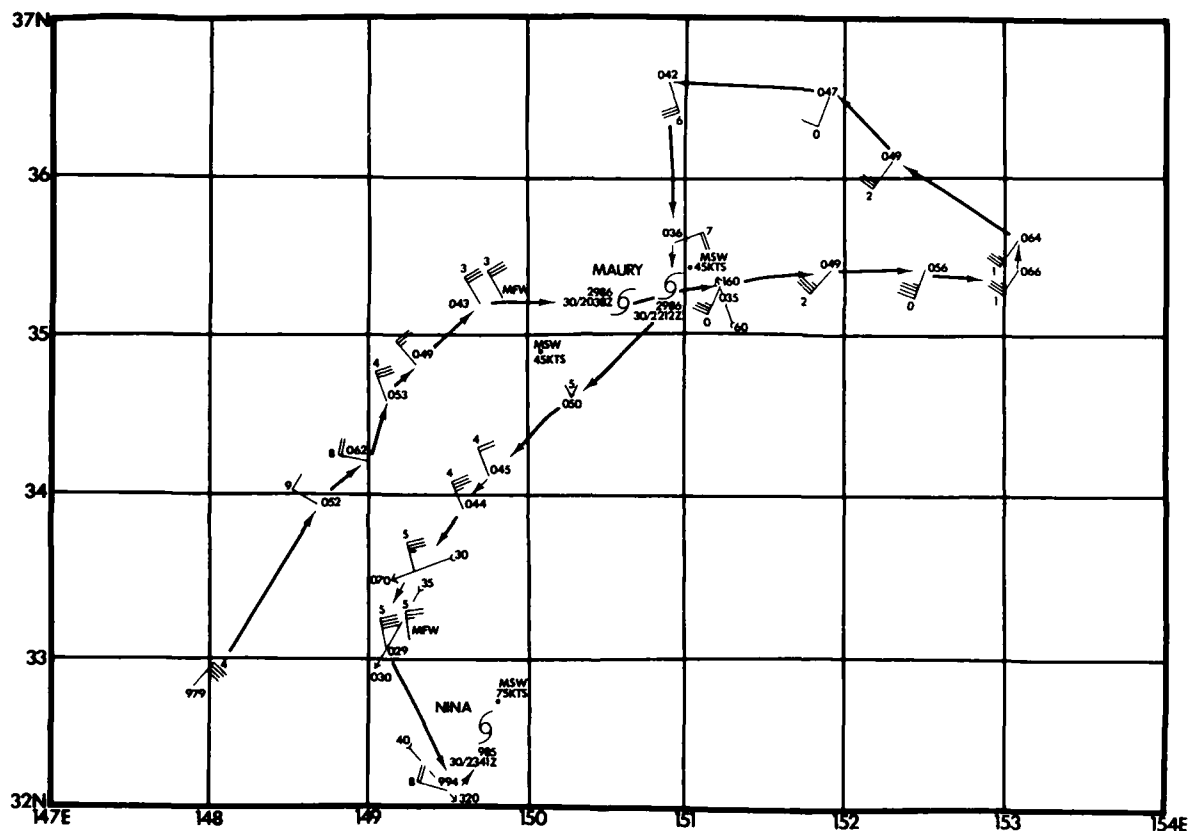


Figure 3-17-3. Although Tropical Storm Maury was no longer identifiable on satellite imagery, aircraft reconnaissance late on the 30th was still able to locate the storm's center. Wind and height data are from the 700 mb level. "MFW" represents the maximum observed flight level winds and "MSW" represents the maximum observed surface winds. The arrows with wind direction and speed represent the surface winds at that point. The number on the wind barb represents the tens digit of the 700 mb wind direction.

TROPICAL

STORM NINA

BEST TRACK TC-18W

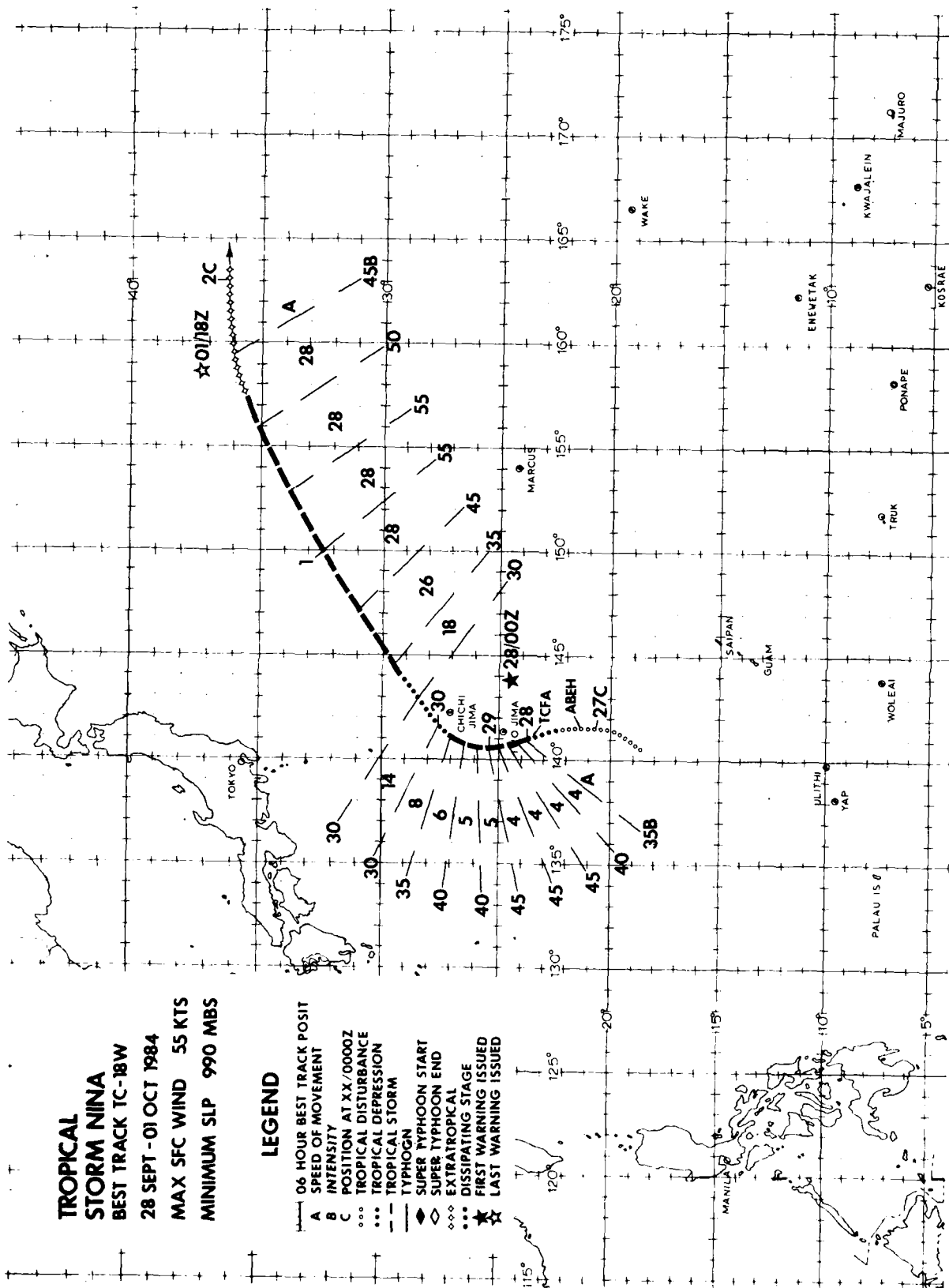
28 SEPT - 01 OCT 1984

MAX SFC WIND 55 KTS

MINIMUM SLP 990 MBS

LEGEND

- 06 HOUR BEST TRACK POSIT
- A SPEED OF MOVEMENT
- B INTENSITY
- C POSITION AT XX/0000Z
- ... TROPICAL DISTURBANCE
- TROPICAL DEPRESSION
- TROPICAL STORM
- TYPHOON
- ◇ SUPER TYPHOON START
- ◇ SUPER TYPHOON END
- ◇ EXTRATROPICAL
- ◇ DISSIPATING STAGE
- ★ FIRST WARNING ISSUED
- ☆ LAST WARNING ISSUED



TROPICAL STORM NINA (18W)

Tropical Storm Nina was the third tropical storm to develop in the monsoon trough during the latter half of September. Despite originating in a region favorable for cyclogenesis, Nina never intensified beyond 55 kt (28 m/s). This was due to the inability of an upper-level anticyclone to persist over the storm. The last phase of Nina's life was noteworthy due to the storm's reintensification and assimilation of Tropical Storm Maury into its circulation.

On the 25th of September, a mid-latitude frontal system moved across the western North Pacific. As the front passed north of the monsoon trough, the trough was pulled to the northeast on the 26th. At 270000Z, the trough extended from the central Philippine Sea northeast to near Marcus Island (Minami Tori-Shima (WMO 47991)) where it became connected with the trailing edge of the cold front. Embedded in this trough were several weak circulations; most noticeable were the ones northeast and northwest of Guam. These would later develop into Tropical Storms Maury and Nina respectively.

Synoptic data at 270000Z indicated a closed 1004 mb circulation had formed 500 nm (926 km) north-northwest of Guam. The convection associated with the disturbance was poorly organized, but a large upper-level anticyclone north of Guam was providing good outflow channels to the south and east.

During the following twelve hours the circulation and the associated convection moved north and consolidated. At 271200Z numerous ship reports indicated the system had intensified and was detaching from the trough. Tropical cyclone development during the next 24 hours now became a distinct possibility. Consequently, the Significant Tropical Weather Advisory (ABEH PGTW) was reissued at 271600Z upgrading the potential for development of this disturbance to "fair". This was followed by a TCFA at 272030Z based on satellite imagery which showed the disturbance was consolidating and becoming comma shaped.

The first aircraft reconnaissance flight into Nina took place late on the 27th and found only a sharp trough oriented northeast to southwest with an MSLP of 998 mb. However, a band of 30 to 40 kt (15 to 20 m/s) winds were observed south of the trough axis. This prompted the issuance of the first warning at 280000Z.

During the following 24 hours, Nina moved slowly north reaching an intensity of 45 kt (23 m/s) at 281200Z. Nina failed to develop a central dense overcast (CDO) as would be expected with normal tropical cyclone development. Instead, due to the displacement of the upper-level anticyclone to the east of the low-level circulation,



Figure 3-18-1. The broad exposed low-level circulation of Tropical Storm Nina (290102Z September NOAA visual imagery).

Nina more closely resembled a subtropical system. The convection was located poleward and eastward of the low-level center, and the radius of maximum winds was removed from the center. In addition, reconnaissance aircraft found only slight temperature increases at the center.

This displacement of the convection north and east of the low-level center introduced uncertainty in the storm's position on the night of 28 September when the low-level circulation was poorly defined. Analysis of satellite imagery indicated that the upper-level circulation center passed east of Iwo-Jima (WMO 47981), but the surface winds at Iwo-Jima remained from the southeast until about 281800Z. This clearly indicates the surface circulation passed west of the island. During this time, synoptic data was essential in fixing the surface center since

the low-level center was not locatable on satellite imagery.

Early on the 29th, Nina entered the westerlies and the convection was displaced even further to the east remaining under the strongest upper-level diffluence. This resulted in a weakening of the storm. The broad low-level circulation was now continuously exposed, generally 100 to 180 nm (185 to 333 km) west of the main convection (Figure 3-18-1).

By early on the 30th, Nina had weakened to depression strength with reconnaissance aircraft unable to locate the low-level circulation center and satellite imagery indicating several possible low-level circulation centers. Nina was now forecast to dissipate over water during the next 12 to 24 hours. However, this weakening was to be temporary.

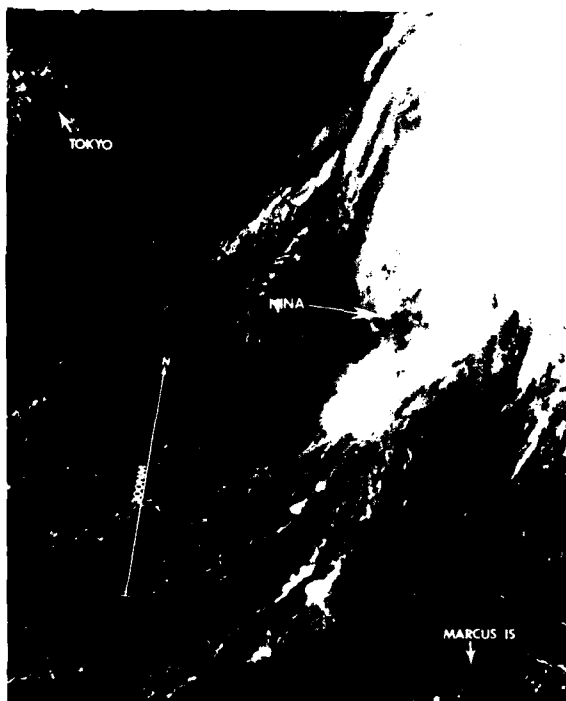
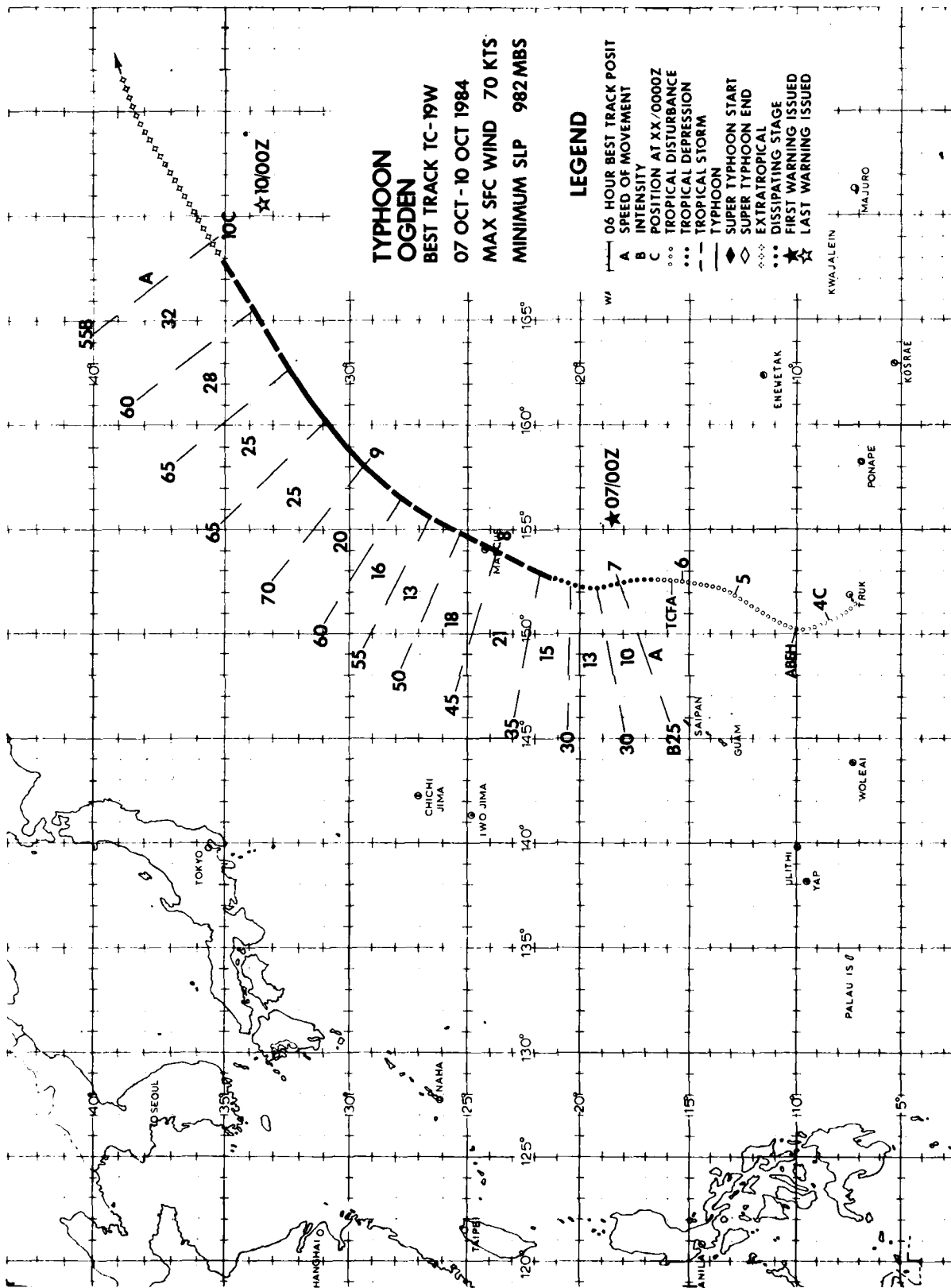


Figure 3-18-2. Tropical Storm Nina at maximum intensity. Maury is now assimilated into Nina's circulation (010022Z October DMSP visual imagery).

Between 300600Z and 301800Z, the low-level circulation moved rapidly northeast under the active convection resulting in a rapid reintensification of Nina. During this intensification, Tropical Storm Maury became incorporated into the larger circulation of Nina. However, there is no evidence to indicate that this intensification was due to the presence of Maury. At 0000Z on 1 October, Nina reached maximum

intensity of 55 kt (28 m/s) (Figure 3-18-2).

Early on the first of October, extratropical transition began. The convection rapidly decreased during the day as Nina continued to the northeast. Nina became extratropical between 011200Z and 011500Z, with the final warning being issued at 011800Z.



TYPHOON OGDEN (19W)

Typhoon Ogden was the first of a series of eight tropical cyclones during the month of October which established a new record for northwest Pacific tropical cyclone activity for that month. Ogden like the two storms before it, moved almost due north from the time it developed until it began to recurve. Ogden had great difficulty in becoming vertically aligned and would probably never have attained typhoon intensity if it had not accelerated after recurvature thereby adding the translation speed of movement to the storm's wind field.

The disturbance that developed into the eighth typhoon of the season was initially detected as a weak surface circulation west of Truk (WMO 91334) on the 3rd of October. No significant convection directly associated with the circulation was evident on satellite imagery at the time. The disturbance moved to the northwest over the next 18 hours and became part of the eastward extension of the resurging southwest monsoon trough. Synoptic data at 040000Z indicated a 10 to 20 kt (5 to 10 m/s) surface circulation was present, with an MSLP near 1008 mb. The persistence of the circulation prompted its inclusion in the 040600Z Significant Tropical Weather Advisory (ABEH PGW).

The monsoon trough began to extend northwestward on the 4th as it had a week earlier when Tropical Storms Maury and Nina developed. As the circulation became embedded in the trough, the disturbance followed the trough orientation and tracked to the northeast. Some poorly organized convection associated with the surface circulation could now be detected on satellite imagery. Upper-level flow up to this time was weak but generally diffluent.

On 5 October, the convection indicated a further improvement in organization and was now consolidating in the northeast

periphery of the monsoon trough, several degrees northeast of the surface circulation. An upper-level anticyclone was also observed to be developing over the disturbance. Early on the 6th, the convection moved slightly southwest and continued to increase in size and organization. This brought the low-level circulation in closer proximity to the mid and upper-level features.

It was determined from sparse synoptic data at 060000Z that the circulation had turned more northward with an MSLP likely below 1004 mb. This led to the issuance of a TCFA at 060400Z. At 060600Z, a ship near the disturbance's center reported a 1002 mb pressure to confirm the earlier analysis.

The first of seven aircraft reconnaissance flights into Ogden occurred early on 6 October. A surface center was not located but a sharp low-level trough oriented northeast to southwest with an MSLP of 1000 mb was evident. Maximum sustained winds of 20 kt (10 m/s) were reported southeast of the trough axis. The second aircraft reconnaissance mission closed-off a circulation center at 062227Z with an MSLP of 999 mb and reported 15 kt (8 m/s) winds near the broad center. Winds of 35 kt (18 m/s) were found approximately 170 nm (315 km) east-northeast of the center associated with the tight pressure gradient between the developing Ogden and the subtropical ridge to the northeast. Intensity estimates from satellite analysis at this time indicated surface winds of 25 kt (13 m/s) were present. Although the disturbance was still located within the monsoon trough, satellite data indicated the system was moving north and separating from the trough. This in combination with the aircraft data prompted the issuance of the first warning on Ogden as a 25 kt (13 m/s) tropical depression at 070000Z (Figure 3-19-1).

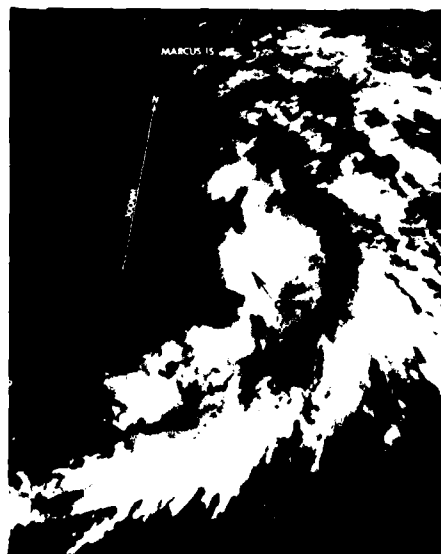


Figure 3-19-1. Ogden at the time the first warning was issued. Dvorak intensity analysis indicated that 25 kt (13 m/s) surface winds were present (070000Z October DMSP visual imagery).

Over the next 24 hours, Ogden tracked around the southwest periphery of the mid-Pacific ridge. The ridge was retreating eastward in advance of a mid-latitude trough approaching from Japan. Although the first four JTWC warnings forecast eventual recurvature to the northeast, the actual recurvature was much sharper than anticipated, with significant acceleration occurring during the first twenty-four hours of the forecast period. This was due to the mid-latitude trough moving east faster than anticipated, resulting in a more rapid retreat of the mid-Pacific ridge. This quickly put Ogden under a southwesterly steering flow.

At approximately 071600Z, Ogden obtained tropical storm intensity. At this time, Ogden was already accelerating to the northeast. Part of the storm's intensification during the next 30 hours would be a result of the forward translational speed being added to the true wind speed. This would consistently put the stronger winds in the southeast semicircle.

The only land affected by Ogden was Marcus Island (Minami Tori-Shima (WMO

47991)). Ogden passed just to the east of the island at approximately 080200Z. The island was subjected to the weaker, north-west semicircle of the storm, and as a result, no damage was reported. The highest known wind occurred at 080000Z when northeast winds of 27 kt (14 m/s) were observed. At the same time the sea-level pressure was 990.3 mb. Only two hours earlier, aircraft reconnaissance reported an MSLP in Ogden of 993 mb. This suggests that the intensifying surface center passed very close to the island.

At 1200Z on 8 October, the mid-latitude westerlies began to accelerate Ogden to the northeast in earnest and Ogden began its transition to an extratropical low as it attained typhoon intensity (Figure 3-19-2). A combination of the extratropical transition and a 20 kt (37 km/hr) northeast movement contributed to an expanded asymmetric wind field and to the typhoon force winds in the southeast semicircle. Aircraft reconnaissance at 082132Z reported 70 kt (36 m/s) surface winds 30 nm (56 km) from the surface center in the southwest and southeast quadrants.

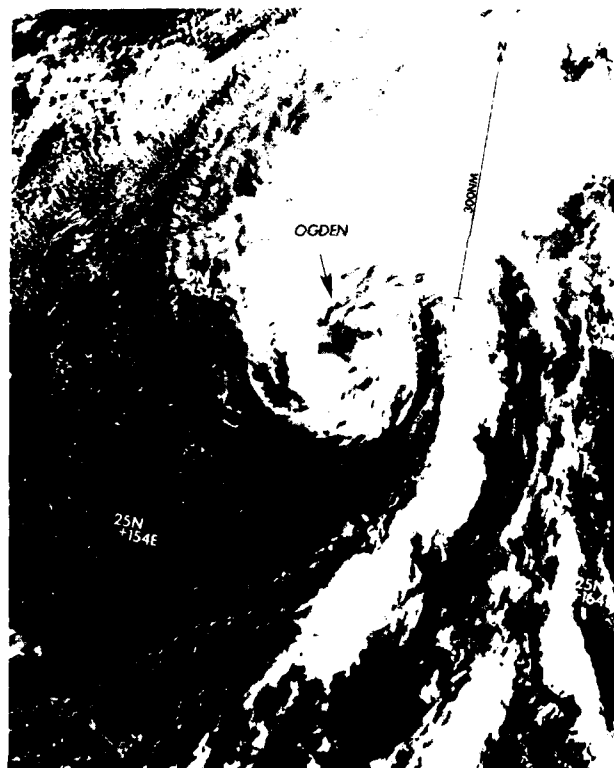


Figure 3-19-2. Typhoon Ogden near maximum intensity. Ogden was already beginning its extratropical transition at this time (082321Z October DMSP visual imagery).

The ARWO also verified that extratropical transition had commenced. Stratiform clouds were observed in the surface center and a 10 nm (19 km) northeast tilt was present from the surface to the 700 mb center. In addition, the measured MSLP was only 993 mb. This would normally support winds of 55 kt (28 m/s) according to Atkinson-Holliday (1977) pressure-wind curve. This discontinuity is often observed during extratropical transition.

The southwesterlies continued to shear Ogden as it accelerated to the northeast, further separating the 700 mb and upper-level centers from the surface center. Ogden weakened to tropical storm strength approximately twenty-four hours after it obtained typhoon strength, even though

maximum sustained winds of 77 kt (40 m/s) were indicated from satellite imagery. The satellite intensity estimates at this time were based on the Dvorak model of a subtropical system. Consequently, Ogden's 25 kt (46 km/hr) movement was directly added to the initial model intensity. It was apparent on satellite imagery at 0000Z on 10 October that Ogden had lost all convection and had completed its extratropical transition. It still supported 55 kt (28 m/s) winds and had a 32 kt (59 km/hr) northeast movement. At this time, the final warning was issued. The upper-level center was located more than one degree northeast of the surface center based on satellite imagery. The remains of Ogden continued northeast towards the International Dateline as an extratropical storm.

TYPHOON PHYLLIS

BEST TRACK TC-20W

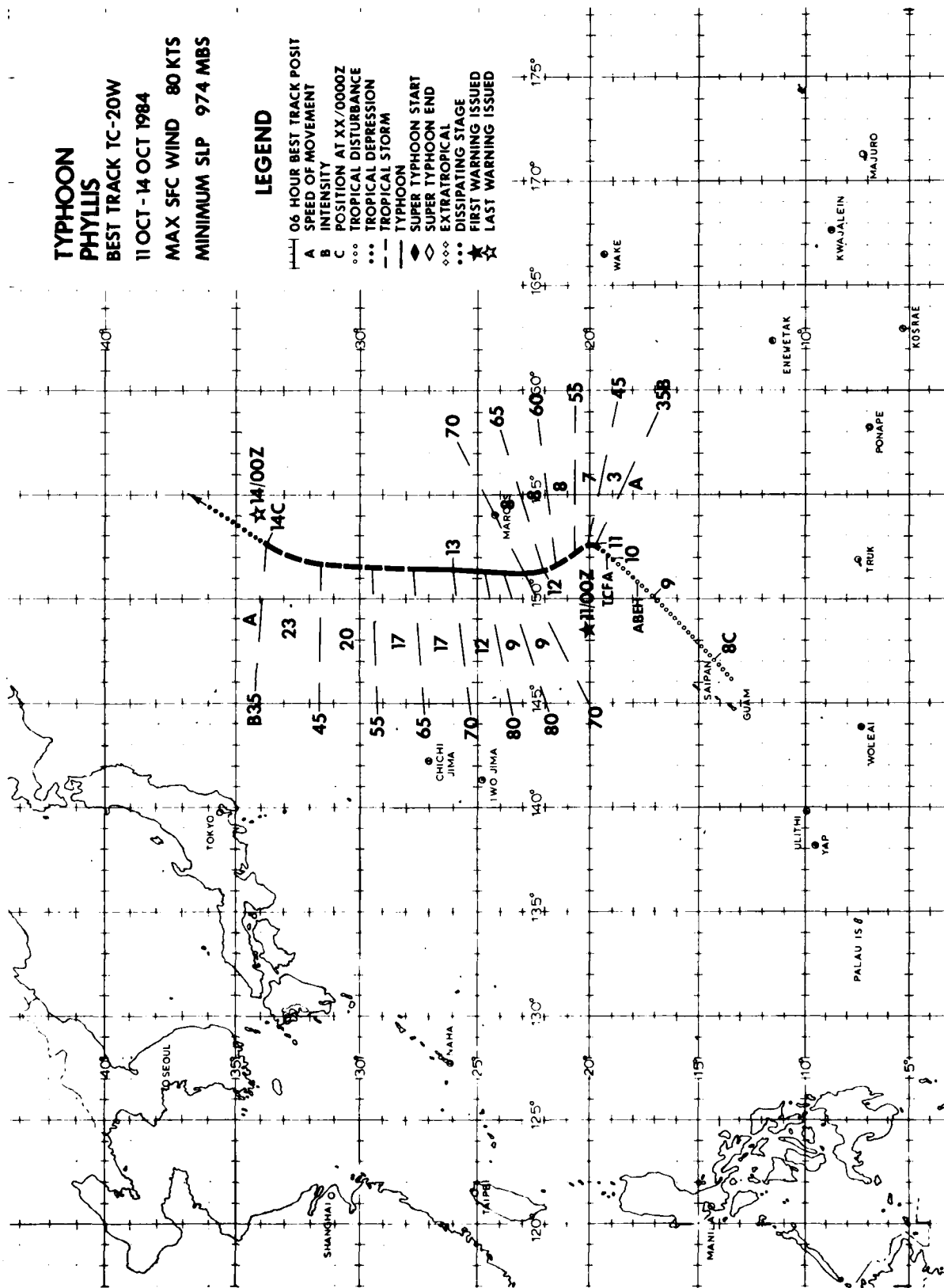
11 OCT - 14 OCT 1984

MAX SFC WIND 80 KTS

MINIMUM SLP 974 MBS

LEGEND

- 06 HOUR BEST TRACK POSIT
- A SPEED OF MOVEMENT
- B INTENSITY
- C POSITION AT XX/0000Z
- ... TROPICAL DISTURBANCE
- ... TROPICAL DEPRESSION
- TROPICAL STORM
- TYPHOON
- ◇ SUPER TYPHOON START
- ◇ SUPER TYPHOON END
- ... EXTRATROPICAL
- ... DISSIPATING STAGE
- ★ FIRST WARNING ISSUED
- ☆ LAST WARNING ISSUED



TYPHOON PHYLLIS (20W)

Typhoon Phyllis was the first of four significant tropical cyclones to develop in the monsoon trough during a two day period. Three of these would form in WESTPAC, with the fourth, Tropical Cyclone 02B developing in the Bay of Bengal. Of the four, Phyllis was by far the strongest, reaching a maximum intensity of 80 kt (41 m/s). However, despite its strength, Phyllis caused no reported damage as it remained over water throughout its life.

As an intensifying Typhoon Ogden began to accelerate to the northeast on 7 October, a broad area of troughing and low-level convergence persisted in its wake. By late on the 7th, the seedling of Phyllis was being analyzed as a weak surface circulation embedded in the trough east of Guam. During the next day-and-a-half, the disturbance

drifted to the northeast with no significant development noted. Figure 3-20-1 depicts the surface situation at 090000Z as Phyllis finally began to develop. A broad trough extends southwest from Typhoon Ogden across Guam and into the Philippine Sea. Embedded in this trough are two circulations; one to the northeast and one to the southwest of Guam. These would later develop into Typhoon Phyllis and Tropical Storm Roy respectively.

Although surface synoptic data was sparse near the circulation northeast of Guam, satellite imagery during the 9th and into the 10th indicated that a compact circulation was developing. This resulted in a TCFA being issued at 100630Z. At the time the TCFA was issued, Dvorak intensity analysis indicated that surface winds of 25 kts (13m/s) were present.

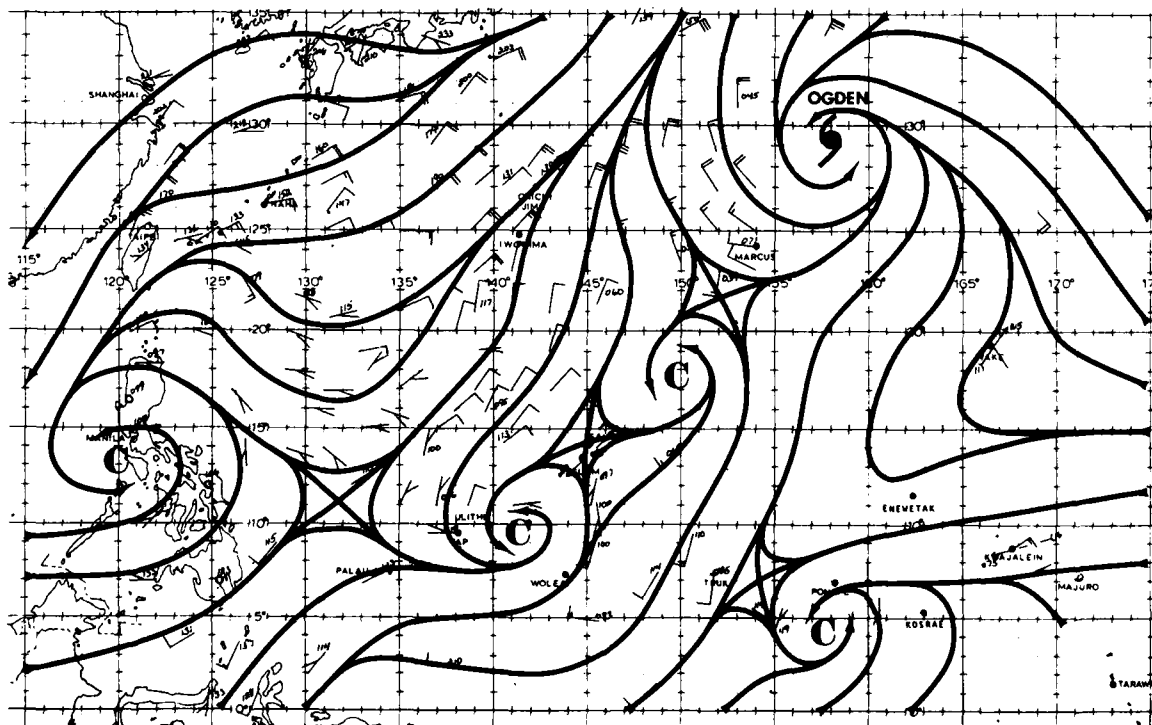


Figure 3-20-1. Surface analysis at the time Typhoon Phyllis and Tropical Storm Roy began to develop (090000Z October 1984).

The first warning on Phyllis was issued at 110000Z after satellite imagery indicated the disturbance had intensified further and now supported winds of 35 kt (18 m/s). By now Phyllis had nearly detached from the trough and would soon begin to accelerate to the north. During the next twenty-four hours Phyllis intensified rapidly reaching typhoon strength by 120000Z. The upgrade to typhoon status was based upon reports from reconnaissance aircraft and from Dvorak intensity analysis of Figure 3-20-2.

Phyllis continued to strengthen reaching a maximum intensity of 80 kt (41 m/s) twelve hours later at 121200Z. At the time Phyllis attained its peak intensity, it was located under a well-defined synoptic scale anticyclone (Figure 3-20-3). This anticyclone provided good outflow to all quadrants of the storm. As Phyllis moved north, however, the anticyclone would remain quasi-stationary

near Marcus Island (Minami Tori-Shima (WMO 47991)). As a result, less than twelve hours later Phyllis would enter the 50 to 70 kt (26 to 39 m/s) westerly flow and begin to shear and weaken.

Typhoon Phyllis maintained a predominantly northward track from the time it separated from the monsoon trough until it began to dissipate. The initial movement northward was a result of Typhoon Ogden weakening and displacing the subtropical ridge to the east. As Phyllis began to move north, a digging mid-latitude shortwave formed a vigorous cut-off low south of Honshu. This allowed the ridge east of Phyllis to rapidly build back northward, keeping Phyllis under a strong southerly steering flow. This southerly flow resulted in Phyllis accelerating to the north and prevented the typhoon from following a more typical recurvature track to the northeast.

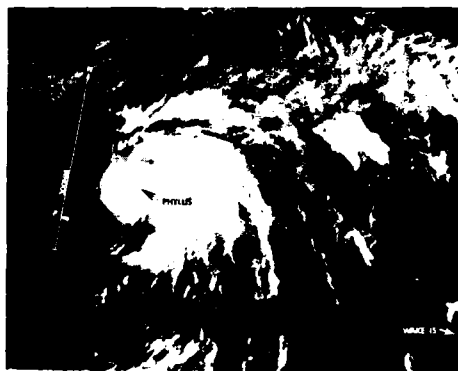


Figure 3-20-2. Phyllis at the time it was upgraded to typhoon intensity. Dvorak intensity analysis of this imagery indicated that surface winds of 65 kt (33 m/s) were present (120002Z October DMSF visual imagery).

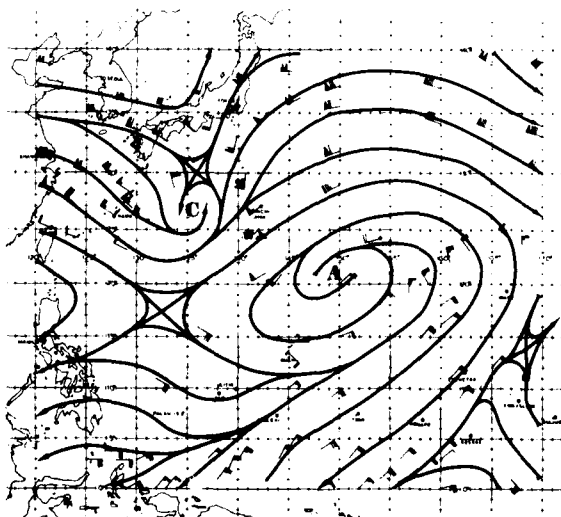


Figure 3-20-3. 200 mb analysis at the time Typhoon Phyllis attained maximum intensity. The synoptic scale anticyclone is located directly over Phyllis. The mid-level cut-off low south of Honshu extended through the 200 mb level (121200Z October 1984).

As Phyllis passed north of 25N, the cut-off low with its associated frontal system began to accelerate to the northeast. At the same time, Phyllis began to encounter the strong upper-level westerlies and the convection was displaced to the east of the low-level circulation (Figure 3-20-4). Phyllis responded by weakening at an even faster rate than it had earlier intensified.

The last aircraft reconnaissance mission was flown into Phyllis late on 13 October and found only a trough at the 700 mb level where less than twelve hours earlier, a well-developed circulation existed. At the surface, however, the

aircraft still found a 999 mb surface circulation. Satellite imagery at nearly the same time showed a broad low-level circulation center defining the remnants of Phyllis (Figure 3-20-5). All the convection had been displaced to the northeast. At 140000Z, the final warning was issued as Phyllis became indistinct from the cold front transiting through the region. There were no reports of damage from Phyllis although Marcus Island (Minami Tori-Shima (WMO 47991)) did report 20 to 30 kt (10 to 15 m/s) winds for almost two days as Phyllis passed some 150 nm (278 km) to the west.

Figure 3-20-4. Typhoon Phyllis as it began to weaken under strong upper-level wind shear. Note the extratropical low with its associated frontal system to the west (122342Z October DMSP visual imagery).

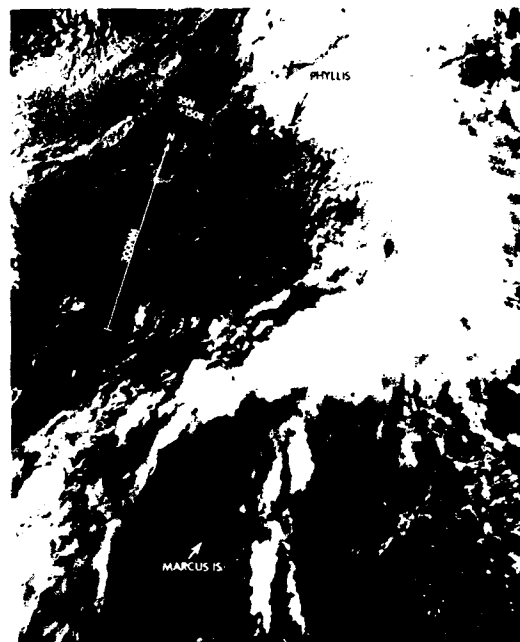


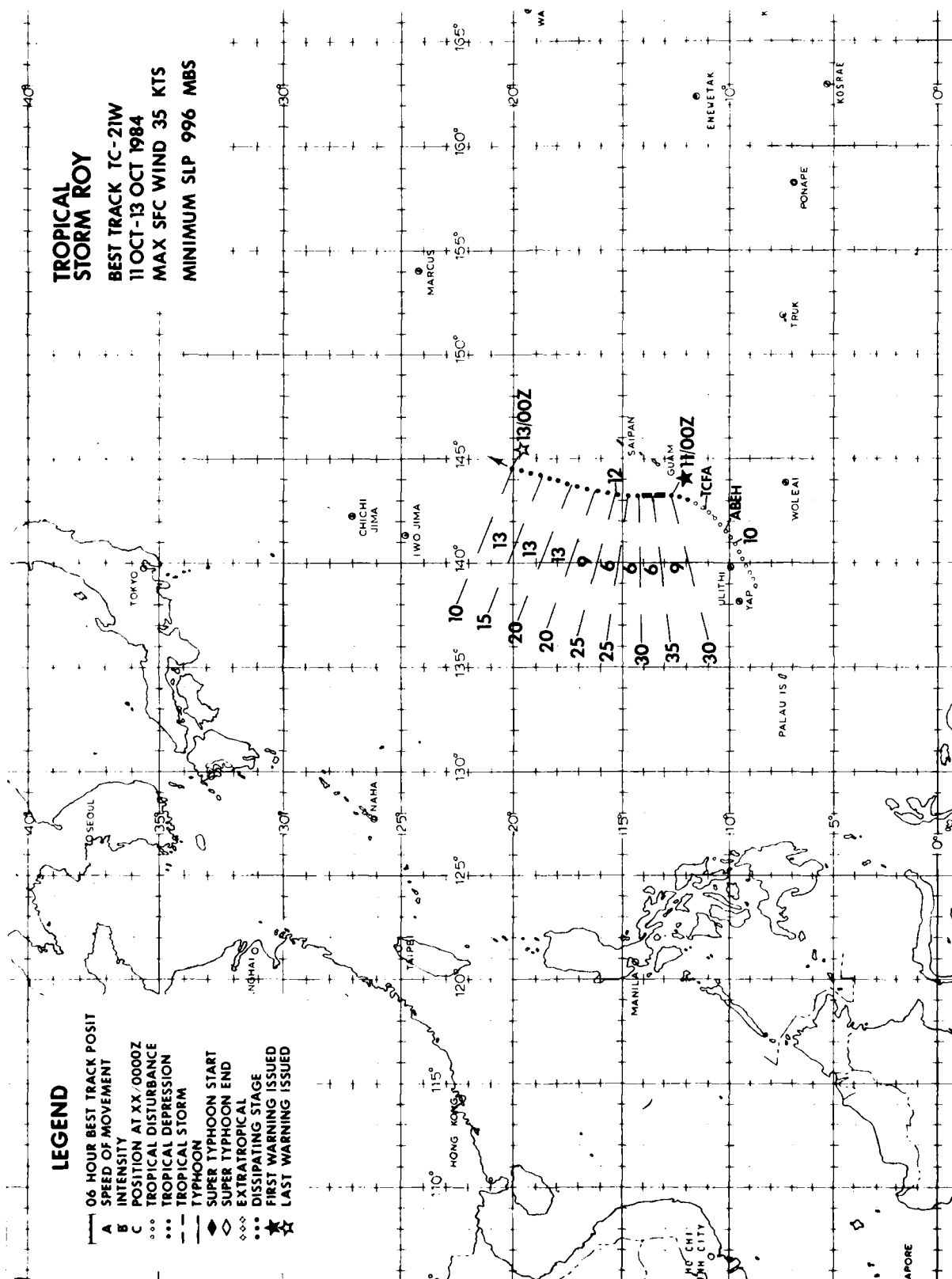
Figure 3-20-5. Phyllis as it merged with and became indistinct from a cold front. All that remained of Phyllis was a broad low-level circulation center (132321Z October DMSP visual imagery).

LEGEND

- 06 HOUR BEST TRACK POSIT
- A SPEED OF MOVEMENT
- B INTENSITY
- C POSITION AT XX/0000Z
- ... TROPICAL DISTURBANCE
- ... TROPICAL DEPRESSION
- ... TROPICAL STORM
- ... TYPHOON
- ◆ SUPER TYPHOON START
- ◇ SUPER TYPHOON END
- ◇◇◇ EXTRATROPICAL
- ... DISSIPATING STAGE
- ★ FIRST WARNING ISSUED
- ☆ LAST WARNING ISSUED

TROPICAL STORM ROY

BEST TRACK TC-21W
11 OCT-13 OCT 1984
MAX SFC WIND 35 KTS
MINIMUM SLP 996 MBS



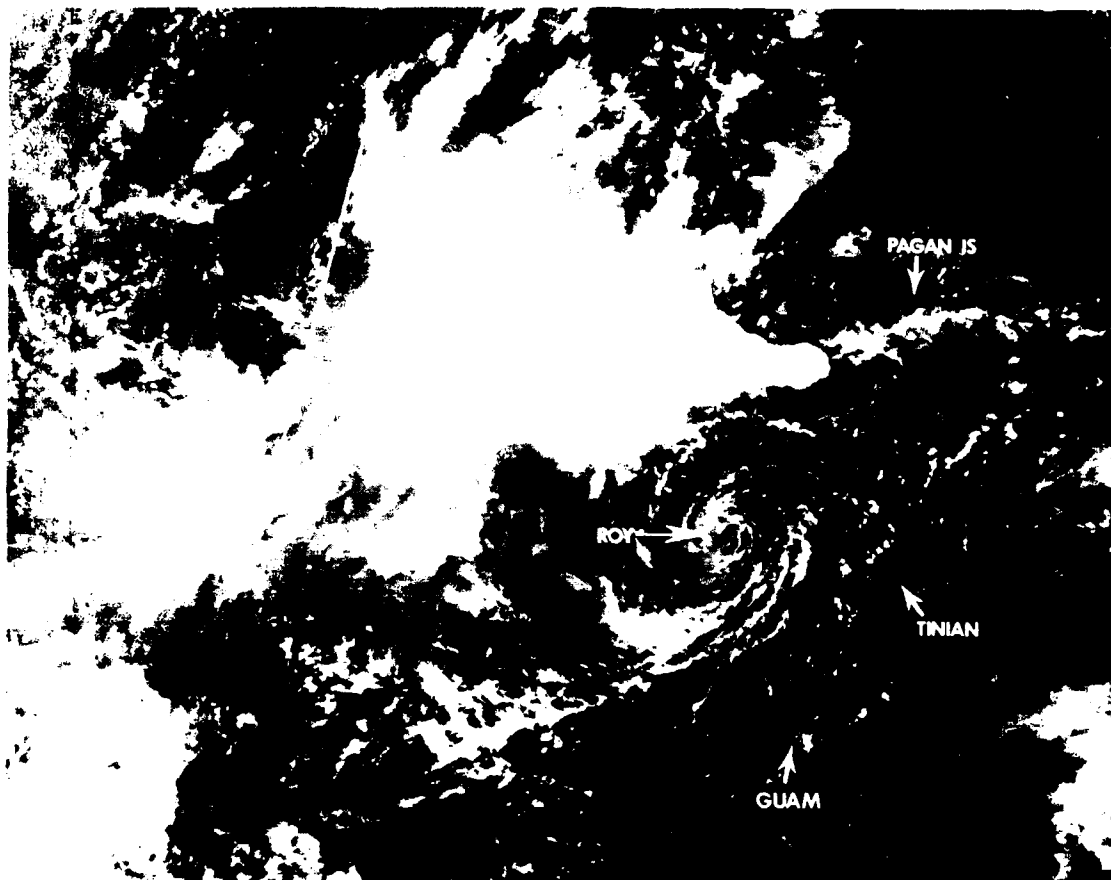


Figure 3-21-2. Tropical Storm Roy as an exposed low-level circulation center is located southeast of the convection (120002Z DMSP visual imagery).

AD-A153 395

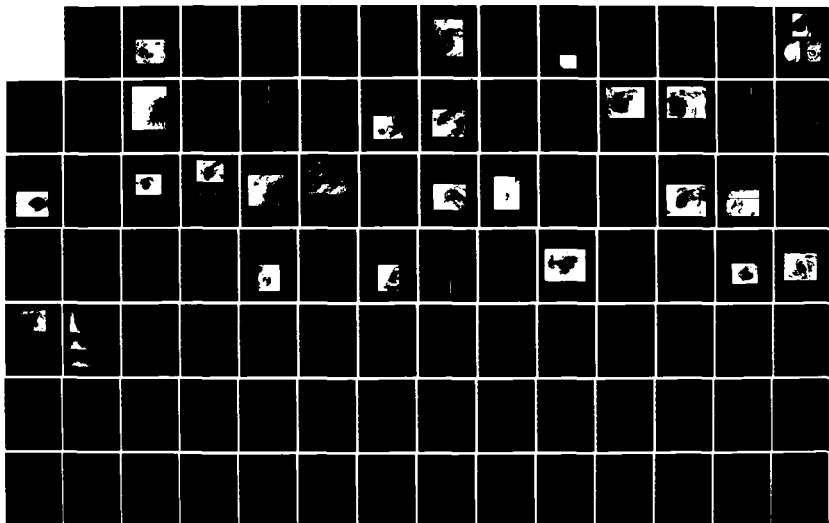
1984 ANNUAL TROPICAL CYCLONE REPORT(U) NAVAL
OCEANOGRAPHY COMMAND CENTER/JOINT TYPHOON WARNING
CENTER FPO SAN FRANCISCO 96638 K G HINMAN ET AL. 1984

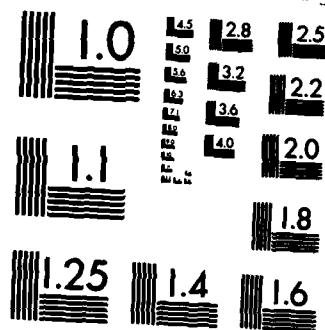
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MICROCOPY RESOLUTION TEST CHART
NATIONAL BUREAU OF STANDARDS-1963-A

TROPICAL STORM ROY (21W)

Tropical Storm Roy developed in the monsoon trough southwest of Guam at the same time that Typhoon Phyllis was developing further to the northeast. Despite forming in an area climatologically favorable for tropical cyclone development, Roy was unable to persist. Strong upper-level wind shear resulted in a rapid weakening and eventual dissipation of the storm after only two days in warning status.

Early on 9 October, a weak circulation was first analyzed in the monsoon trough southwest of Guam. Development of the disturbance was slow during the next twenty-four hours due to strong wind shear from the upper-level outflow of Typhoon Ogden. By early on the 10th, Ogden's influence had lessened which resulted in the convection over the disturbance increasing and becoming more organized. At 100400Z, Dvorak intensity analysis of the convective banding indicated that 25 kt (13 m/s) surface winds were present. This prompted the issuance of a TCFA at 100700Z.

During the development stage no upper-level anticyclone was detected over the disturbance, although the flow did become diffluent. As it turned out, Roy never

developed an upper-level anticyclone. This inability to develop a good outflow pattern would ultimately be responsible for Roy's quick dissipation.

The first aircraft reconnaissance mission into the system found a small 1000 mb center at 110046Z located approximately 90 nm (167 km) west-southwest of Guam. Winds of 15 kt (8 m/s) were found around most of the center except for a small area of 30 kt (15 m/s) winds in the southeast quadrant. The aircraft position of the disturbance's center confirmed what satellite imagery indicated - that the system had turned to a more northerly heading from the steady northeast course of the previous two days. This meant Roy would pass safely to the west of Guam.

Based on the data obtained by reconnaissance aircraft and the expectation for further intensification, the first warning was issued at 110227Z, valid at 110000Z (Figure 3-21-1). Later that afternoon the second reconnaissance flight found Roy had indeed intensified. The MSLP had decreased to 998 mb and minimal tropical storm force winds existed 20 to 30 nm (37 to 56 km) from the center.

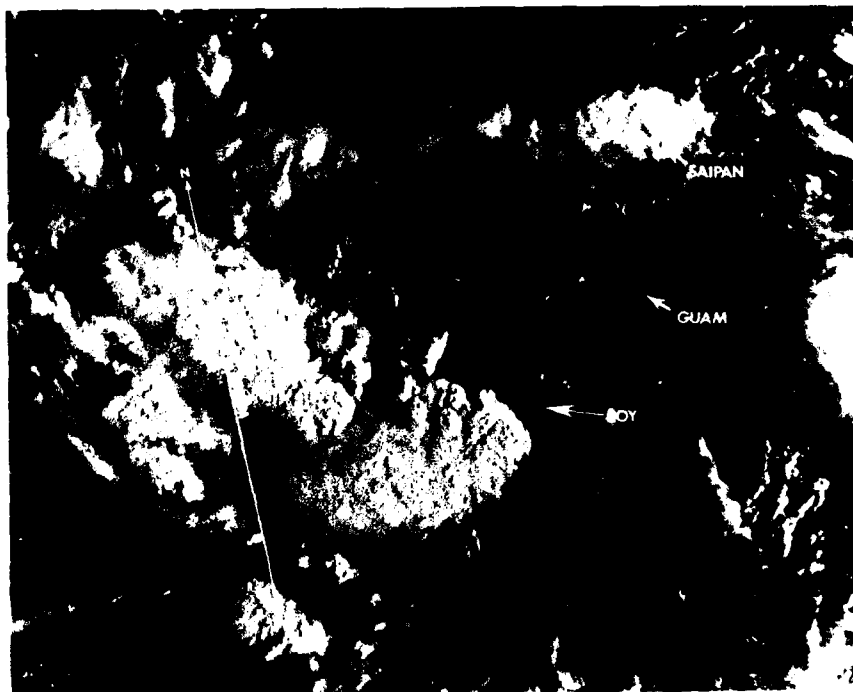


Figure 3-21-1. Roy just before the first warning was issued. The partially exposed low-level circulation center is visible on the eastern edge of the main convection. The island of Guam located 110 nm (204 km) to the northeast is completely cloud-free (102152Z October NOAA visual imagery).

As it turned out, these would be the strongest winds observed in Roy. Roy passed 80 nm (148 km) west of Guam as a minimal tropical storm, but caused no damage to the island. The Naval Oceanography Command Detachment (NOCD) at Brewer Field, NAS Agana, recorded maximum winds of only 14 kt (7 m/s) during Roy's passage.

As Roy moved to the north-northeast, strong easterlies from the synoptic scale anticyclone that was nearly co-located with the developing Typhoon Phyllis began to shear the storm. In addition, much of the monsoon flow which had earlier been directed into Roy was now feeding into the stronger Typhoon Phyllis. This began a weakening trend which continued until Roy's dissipation less than 36 hours later.

During the next twenty-four hours, Roy

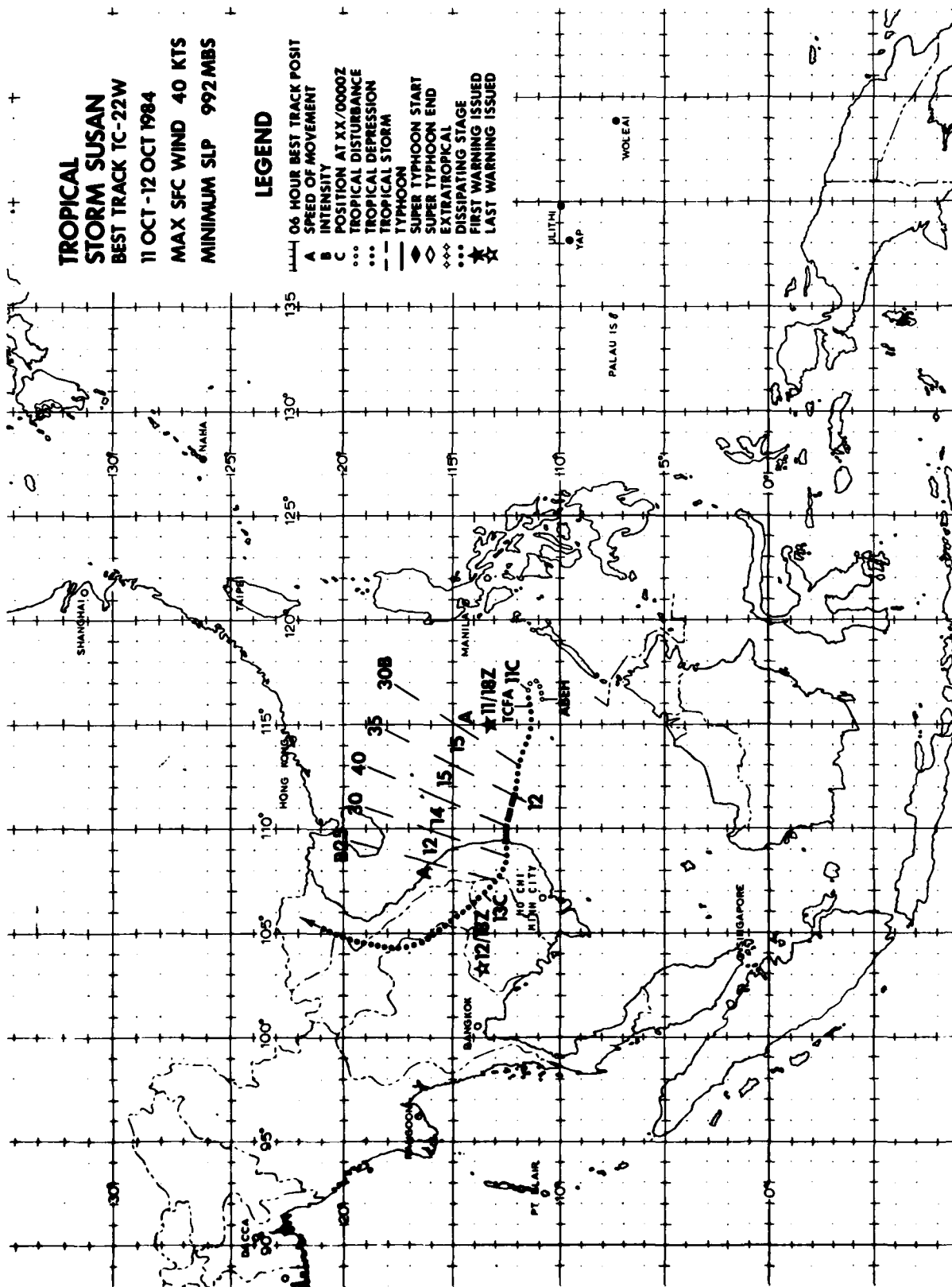
did make several attempts to redevelop its convection about the low-level circulation center, but due to the strong shear, every attempt was doomed to fail. By the 12th, Roy had become an exposed system with the overall convection decreasing (Figure 3-21-2). However, it was at this time that the lowest MSLP was observed. At 120531Z, reconnaissance aircraft recorded an MSLP of 996 mb. Despite the lower pressures, no surface winds above 20 kt (10 m/s) were reported.

Late on the 12th, the last mission into the dissipating Roy was flown. It was unable to locate any circulation center and observed surface winds of 5 to 15 kt (3 to 8 m/s). This prompted the final warning to be issued at 130000Z as Roy dissipated over water.

**TROPICAL
STORM SUSAN**
BEST TRACK TC-22W
11 OCT - 12 OCT 1984
MAX SFC WIND 40 KTS
MINIMUM SLP 992 MBS

LEGEND

- 06 HOUR BEST TRACK POSIT
- A SPEED OF MOVEMENT
- B INTENSITY
- C POSITION AT XX/0000Z
- ... TROPICAL DISTURBANCE
- ... TROPICAL DEPRESSION
- TROPICAL STORM
- TYPHOON
- SUPER TYPHOON START
- SUPER TYPHOON END
- EXTRATROPICAL
- DISSIPATING STAGE
- ★ FIRST WARNING ISSUED
- ☆ LAST WARNING ISSUED



TROPICAL STORM SUSAN (22W)

Tropical Storm Susan was the third of four significant tropical cyclones to develop in the monsoon trough in less than two days. During a brief existence Susan caused considerable damage to central Vietnam despite only intensifying to 40 kt (21 m/s).

Occasionally, when a typhoon is active in the Philippine Sea a "sympathetic" storm will form in the South China Sea. Recent examples of such storm pairs are Abby/Carmen and Orchid/Percy from the 1983 season. The mechanism at work in these cases is a combination of excess vorticity and convergence at low-levels, found around circulation centers embedded in the monsoon trough, and upper-level ventilation due to the divergence in the outflow downstream (west) of the dominant typhoon in the Philippine Sea. These "sympathetic" storms often exhibit erratic movement and are the victims of significant upper-level shearing. Intensification beyond minimal typhoon strength is unusual.

As a first impression, one might

assume that this scenario was valid in the case of Tropical Storm Susan. The surface situation present as Susan was forming is shown in Figure 3-22-1. The monsoon trough extends from the Marshall Islands across Micronesia, the Philippines, Southeast Asia and into the Bay of Bengal. Embedded within this trough is the precursor of Tropical Cyclone 02B in the Bay of Bengal, the depression that is soon to be Susan in the South China Sea and the short-lived Tropical Storm Roy just west of Guam. Tropical Storm Phyllis (soon to be typhoon Phyllis) had recently separated from the trough and was accelerating to the north. The first impression, however, is incorrect in this case. Susan was not a sympathetic storm induced by either of the storms to the east, but was instead a completely independent system. The inflow patterns about Roy and Phyllis disrupt each other whereas the flow around Susan dominates the entire South China Sea and controls much more mass than the other two. Given time and more open ocean, Susan would probably have become the most intense of the four systems.

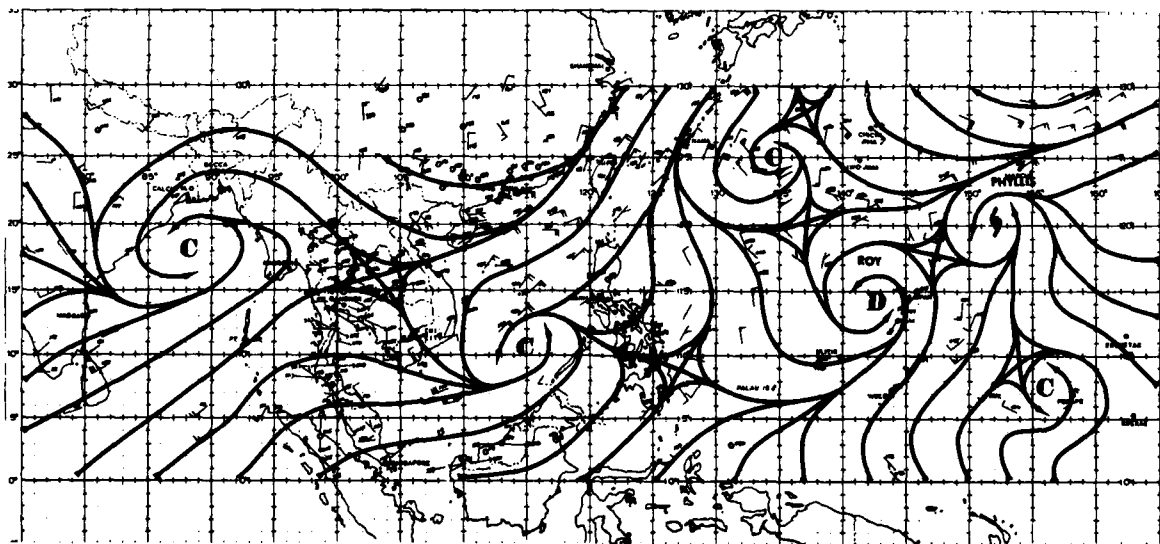


Figure 3-22-1. The 111200Z October surface/gradient level analysis during the formative stage of Tropical Storm Susan.

The upper-air pattern present during the development stage of Susan is shown in Figure 3-22-2. The anticyclone over the South China Sea is well-formed and distinct from one northeast of Guam. In fact, the upper-level anticyclone over the Pacific Ocean does not resemble the typical outflow pattern from a tropical storm. The system is much more representative of the climatological synoptic scale high. The overall pattern shows clearly that Susan developed on its own merits and not as a result of a "sympathetic" reaction.

The disturbance, which would later develop into Susan, was first noticed on 10 October as a loosely defined but very broad low-level circulation in the central South China Sea. Synoptic data showed that winds of 10 to 20 kt (5 to 10 m/s) were present

with the disturbance. The inflow pattern covered a very large area and was slow to consolidate. During this consolidation period the system remained nearly stationary.

By 110600Z the system had started to accelerate to the west along the axis of the monsoon trough. The convection and organization had both increased significantly, resulting in the issuance of a TCFA at 110730Z. By now winds near the center were 20 to 25 kt (10 to 13 m/s). The storm continued to develop as it moved quickly to the west-northwest, with the first warning issued at 111800Z. Susan made landfall as a 35 to 40 kt (18 to 21 m/s) tropical storm just north of Nha Trang, Vietnam (WMO 48877) some 16 hours later (Figure 3-22-3). After landfall, Susan turned northwest and

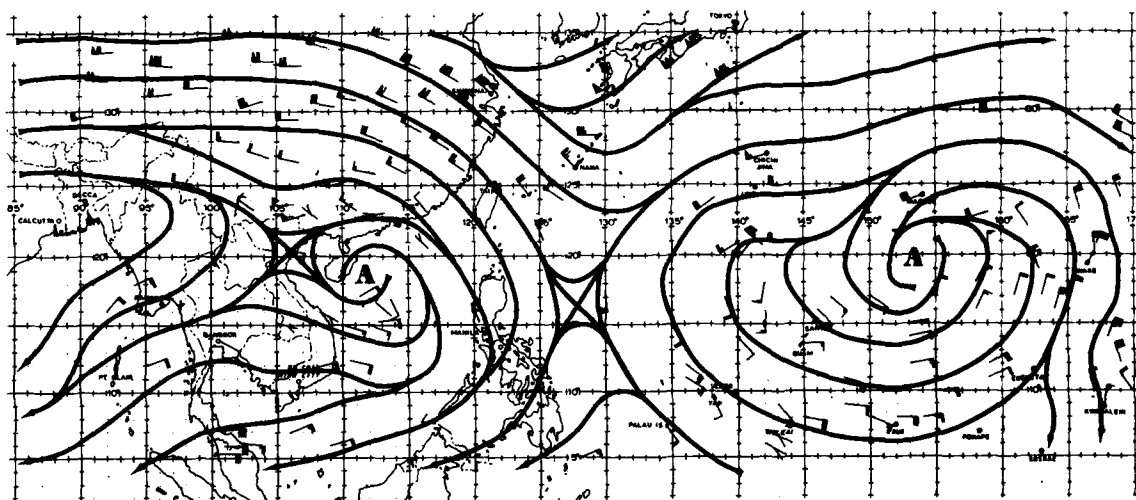


Figure 3-22-2. The 110000Z October 200 mb analysis. The upper-level anticyclone over the South China Sea is an independent system. It was not formed by the outflow pattern of the two tropical storms near Guam. (The 111200Z 200 mb analysis had insufficient data to conduct a meaningful analysis).

transited up the Mekong Valley. Even though Susan dissipated as a significant tropical cyclone at 130000Z, its remnants were still evident three days later as an area of convection just to the west of Hanoi (WMO 48820). Initial reports indicate 33 people were killed and some 68,000 families left homeless due to the heavy rains and floods which accompanied Susan. Thousands of hectares of ripening autumn rice were also reported destroyed.

In summary, although Susan was simultaneously active with three other tropical cyclones, analysis proves that it was not a sympathetic storm induced by the inflow/outflow patterns of its companions. Susan started as a very broad system embedded in the monsoon trough and stayed in the axis of the trough as it moved inland over Vietnam. Once over land it recurved to the north but was identifiable for several more days.

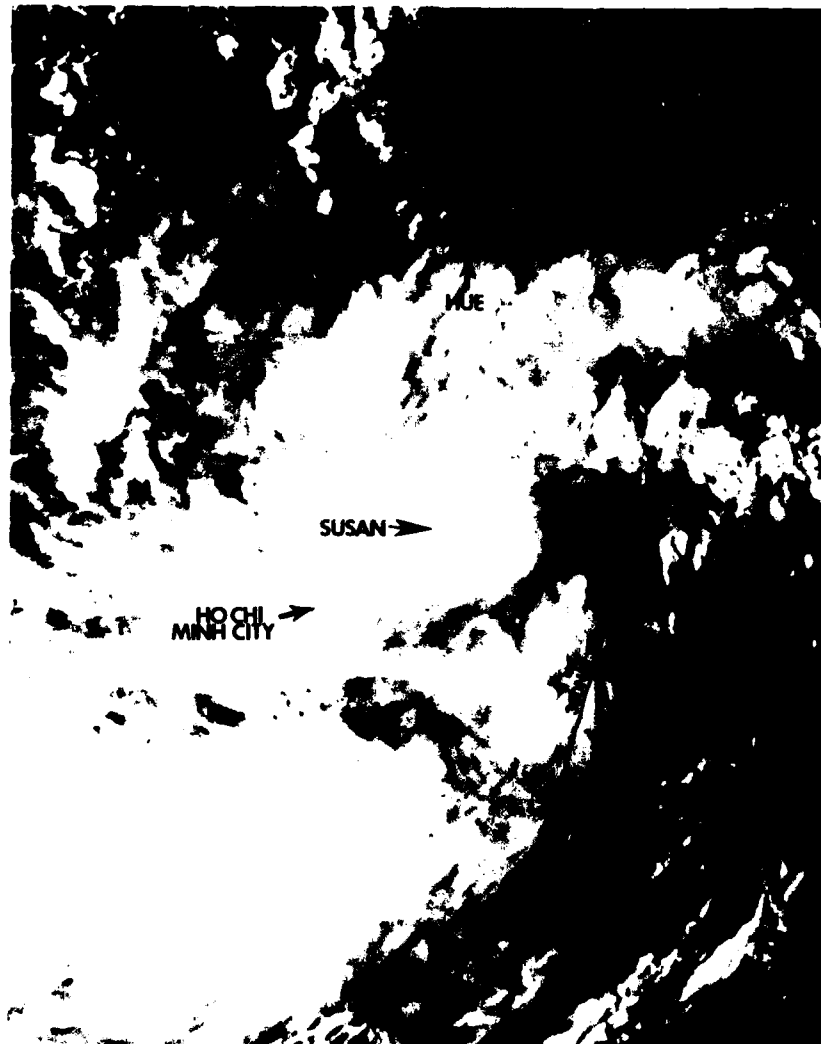
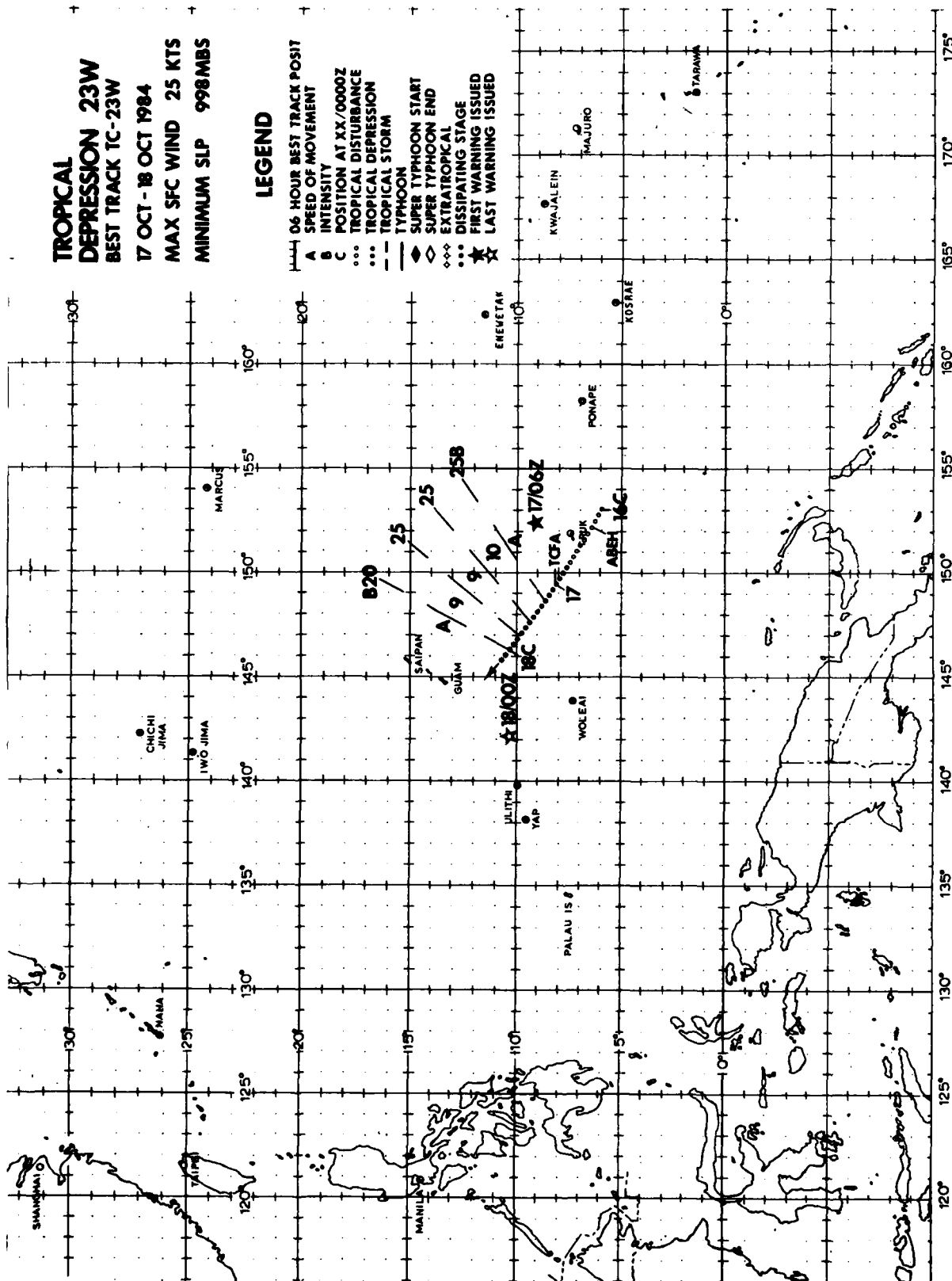


Figure 3-22-3. Tropical Storm Susan near maximum intensity. The storm made landfall over coastal Vietnam two hours later (120822Z October NOAA visual imagery).

**TROPICAL
DEPRESSION 23W**
BEST TRACK TC-23W
17 OCT - 18 OCT 1984
MAX SFC WIND 25 KTS
MINIMUM SLP 998MBS

LEGEND

- 06 HOUR BEST TRACK POSIT
- A SPEED OF MOVEMENT
- B INTENSITY
- C POSITION AT XX/0000Z
- ... TROPICAL DISTURBANCE
- ... TROPICAL DEPRESSION
- TROPICAL STORM
- TYPHOON
- ◆ SUPER TYPHOON START
- ◇ SUPER TYPHOON END
- ... EXTRATROPICAL
- ... DISSIPATING STAGE
- ★ FIRST WARNING ISSUED
- ☆ LAST WARNING ISSUED



TROPICAL DEPRESSION (23W)

Tropical Depression 23W was a short-lived system which developed in the monsoon trough. The lack of upper-level support resulted in dissipation only 18 hours after it became a significant tropical cyclone.

After the dissipation of Typhoon Phyllis on 14 October, the low-level monsoon trough still extended from Southeast Asia to the Marshall Islands. At 150000Z, the upper-level wind-flow was similar to the pattern present several days earlier, with a large anticyclone located near Marcus Island (Minami Tori-Shima (WMO 47991)). In addition, a westward moving TUTT cell was now located near 18N 172E. At this time the convection associated with the monsoon trough showed little organization. Upper-level flow over the area was generally easterly, with northeast flow inhibiting convective development along the northern side of the low-level trough.

Early on the 16th, the convection began to show signs of increased organization. This was especially evident near the island of Truk (WMO 91334), where the eastward extension of the monsoon trough and the strongest low-level cyclonic turning were located. Synoptic data at this time indicated a 1005 mb surface circulation was present. The Significant Tropical Weather Advisory (ABEH PGTW) at 160600Z mentioned this area as having a "fair" potential for significant tropical cyclone development.

Satellite imagery during the next 18 hours showed the convection had become more organized with the development of a central convective feature. Synoptic data revealed sea-level pressures of 1003 mb to 1006 mb around the periphery of the circulation with the central pressure estimated to be near 1000 mb. These developments prompted the issuance of a TCFA at 170000Z. Upper-level data indicated the flow was now slightly diffluent as the disturbance was located in

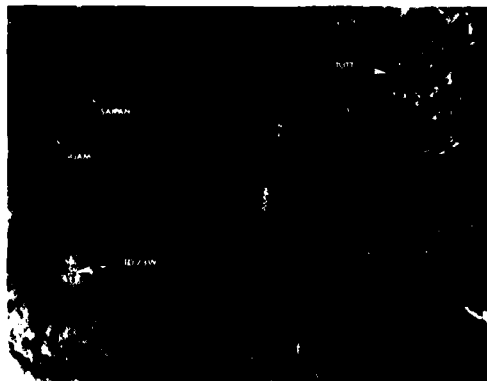
the TUTT axis.

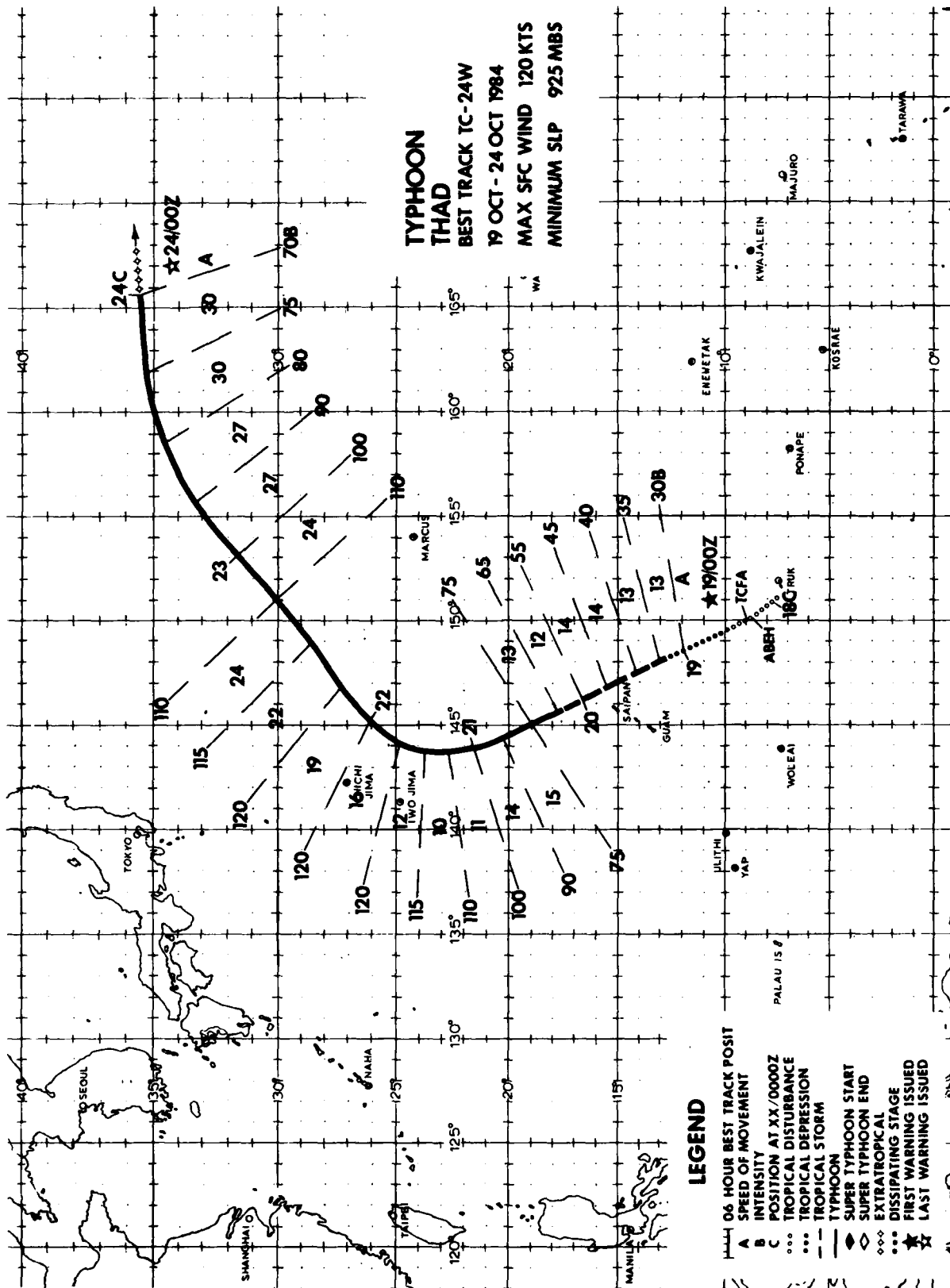
An investigative reconnaissance flight into the disturbance closed-off a surface circulation at 170600Z and reported maximum surface winds of 25 kt (13 m/s). The MSLP had decreased to 998 mb. Since further development was expected, the first warning on Tropical Depression 23W valid at 170600Z was issued a short time later (Figure 3-23-1).

During the next 18 hours, Tropical Depression 23W moved northwest and weakened rather than intensified. Aircraft reconnaissance at 172030Z could not locate a surface circulation, but instead observed winds which indicated that a much larger circulation was developing to the southeast. Consequently, the final warning on the dissipated Tropical Depression 23W was issued at 180000Z.

Post-analysis indicates that Tropical Depression 23W dissipated as a result of unfavorable upper-level support. As the poorly organized depression moved west-northwest along the northern periphery of the low-level monsoon trough, it moved into an area of 30 to 40 kt (15 to 21 m/s) northerly upper-level winds from the combined effects of the anticyclone (now located near Iwo Jima (WMO 47981)) and the TUTT cell to the northeast. The strong wind shear over the depression created an environment which was unfavorable for tropical cyclone development. In comparison, the area southeast of Tropical Depression 23W was located in a region of diffluent flow with the upper-level TUTT cell to the northeast enhancing the diffluence. Satellite imagery reflected this favorable upper-level outflow as much stronger convection was forming in this area. This area of convection would soon develop into Typhoon Thad.

Figure 3-23-1. Tropical Depression 23W at the time the first warning was issued. A TUTT cell is located northeast of the depression (170537Z October NOAA visual imagery).





TYPHOON THAD (24W)

Typhoon Thad developed southeast of Guam just as Tropical Depression 23W was dissipating several hundred miles to the northwest. Unlike its predecessor, Thad developed under favorable upper-level environment which permitted further intensification. As Thad developed, it tracked steadily to the north-northwest before recurving to the northeast. The typhoon's movement was well forecast except during the initial stages.

Late on 17 October, satellite imagery revealed that an area of strong convection was developing a few hundred miles southeast of the short-lived Tropical Depression 23W. The development of the convection was aided significantly by the presence of a weakening TUTT cell to the north-northeast which provided strong diffluence aloft over the convection.

Synoptic data at 180000Z confirmed what the last aircraft reconnaissance mission into Tropical Depression 23W had observed a few hours earlier; that a broad surface circulation was developing near Truk (WMO 91334). This circulation was underneath the developing convection and on the eastern end of the monsoon trough. Synoptic data south of the trough axis indicated the southwest monsoon was reintensifying with numerous 20 to 30 kt (10 to 15 m/s) west winds being reported.

Over the next several hours, the convection rapidly consolidated. In addition, satellite imagery and synoptic data showed an anticyclone was developing aloft providing good outflow to all quadrants. As a result, a TCFA was issued at 180630Z.

During the next 18 hours satellite imagery indicated the disturbance was moving northwest towards Guam. With Dvorak intensity analysis indicating 30 kt (15 m/s) surface winds present and 45 kt (23 m/s) surface winds forecast in 24 hours, the first warning on Thad was issued at 190000Z.

The initial warning forecast Thad to continue to move to the northwest, pass just south of Guam and gradually turn towards the west-northwest in the 48 to 72 hour period. This forecast was in good agreement with all JTWC forecast aids. Also the NOGAPS analysis and prog series indicated the subtropical ridge had returned closer to its climatological position north of Guam which further convinced JTWC that this track was reasonable.

As it turned out, this forecast would be wrong for two reasons. First, JTWC did not accurately know where the low-level center was located. Second, and more importantly, the subtropical ridge was not nearly as strong nor as far west as indicated in the analysis and prog series. Between 190000Z and 190600Z, as Thad supposedly neared Guam (WMO 91212), the winds on the island should have veered to the east or southeast. Instead, they

remained from the northeast. But analysis of satellite imagery indicated that Thad was heading directly towards Guam. Clearly something was amiss! JTWC's efforts to locate the surface center were further hampered by maintenance problems which prevented reconnaissance aircraft from penetrating the disturbances center.

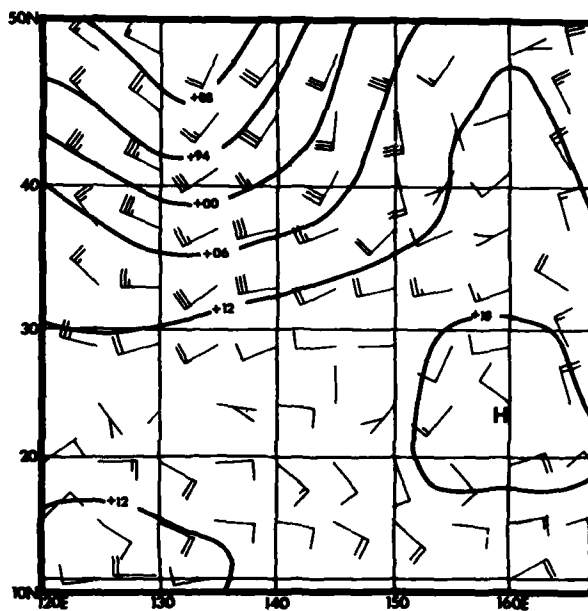
At 190728Z the first aircraft reconnaissance flight into the center of the disturbance was finally made and quickly settled the discrepancy. It located Thad almost 180 nm (333 km) east of Guam with an MSLP of 990 mb. As a result, the 190600Z warning position relocated Thad some 120 nm (222 km) to the northeast! This meant that the storm would now safely clear Guam.

At 200000Z, as a now well-developed Thad continued to move to the north-northwest at 13 to 14 kt (24 to 26 km/hr), it became obvious the storm was not going to turn towards the west. Clearly the subtropical ridge was not as well-established nor as far west as the NOGAPS progs had earlier indicated (Figure 3-24-1). JTWC now forecast continued north-northwest movement for the next 24 hours with recurvature to the northeast between 210000Z and 220000Z due to the approach of a mid-latitude trough. As it turned out, this forecast track was excellent, with the speeds of movement after recurvature being only slightly faster than anticipated.

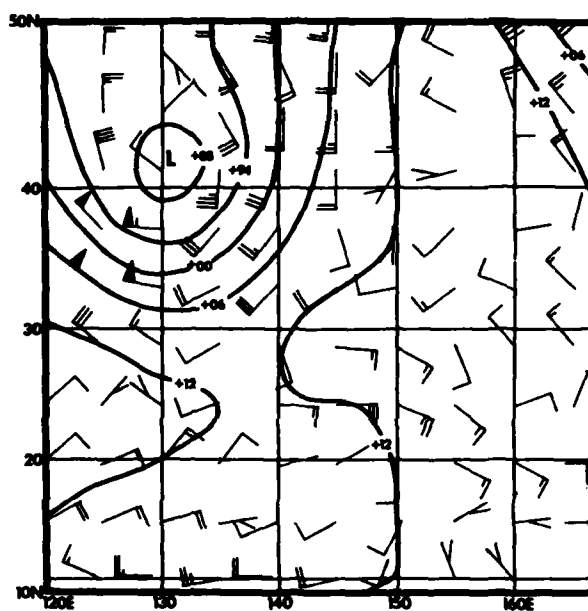
Thad intensified steadily from the time JTWC went into warning status at 190000Z, until it reached its peak intensity of 120 kt (62 m/s) at 211800Z (Figure 3-24-2). By this time Thad had begun to recurve and link-up with a mid-latitude trough. After maintaining the 120 kt (62 m/s) intensity for approximately 12 hours, Thad began a slow weakening trend which continued until the storm went extratropical. During this period, Thad accelerated from 16 to 30 kt (30 to 56 km/hr) as it became embedded in the westerlies. As would be expected with the storms that accelerate after recurvature, the strongest surface winds were consistently observed in the southeast semicircle.

As Thad accelerated to the northeast, strong upper-level westerlies began to displace the upper-level circulation and convection from the surface center. This was confirmed by the 222310Z aircraft reconnaissance fix which found the 700 mb center 28 nm (52 km) east-northeast of the surface center. All significant convection was now located north of the surface center.

On the 23rd, Thad lost most of its convection with an exposed low-level circulation center visible on satellite imagery. The final warning on this system was issued by JTWC at 240000Z. Future warnings on the extratropical low were contained in NAVOCEANCOMCEN GUAM extra-tropical wind warning bulletins (WWPN PGFW).

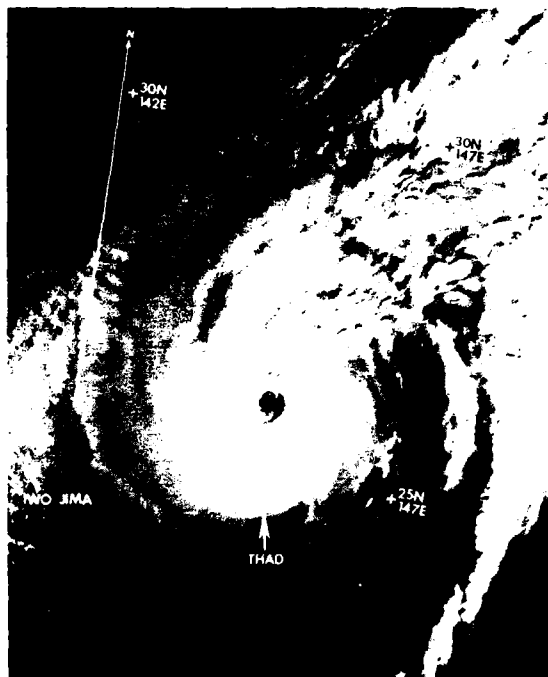


NOGAPS 700 mb 48-hour prog VT: 201200Z October

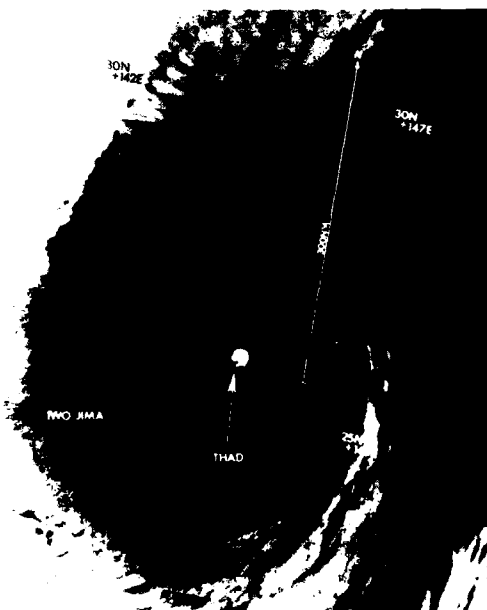


201200Z October 700 mb NOGAPS analysis

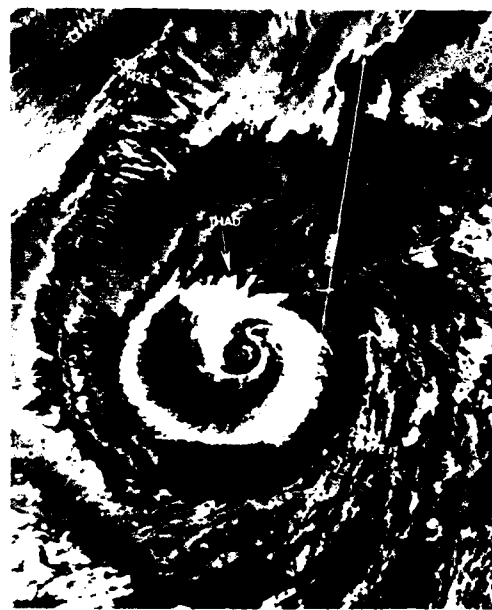
Figure 3-24-1. Comparison of the 48 hour 700 mb NOGAPS prog available to the TDO when the first warning was issued and the verifying analysis. The western extension of the subtropical ridge was forecast to extend west along 26N to near 130E. Instead, due to the effects of a digging mid-latitude trough moving into the Sea of Japan, the ridge slid east which allowed Thad to rapidly recurve to the northeast.



(a)

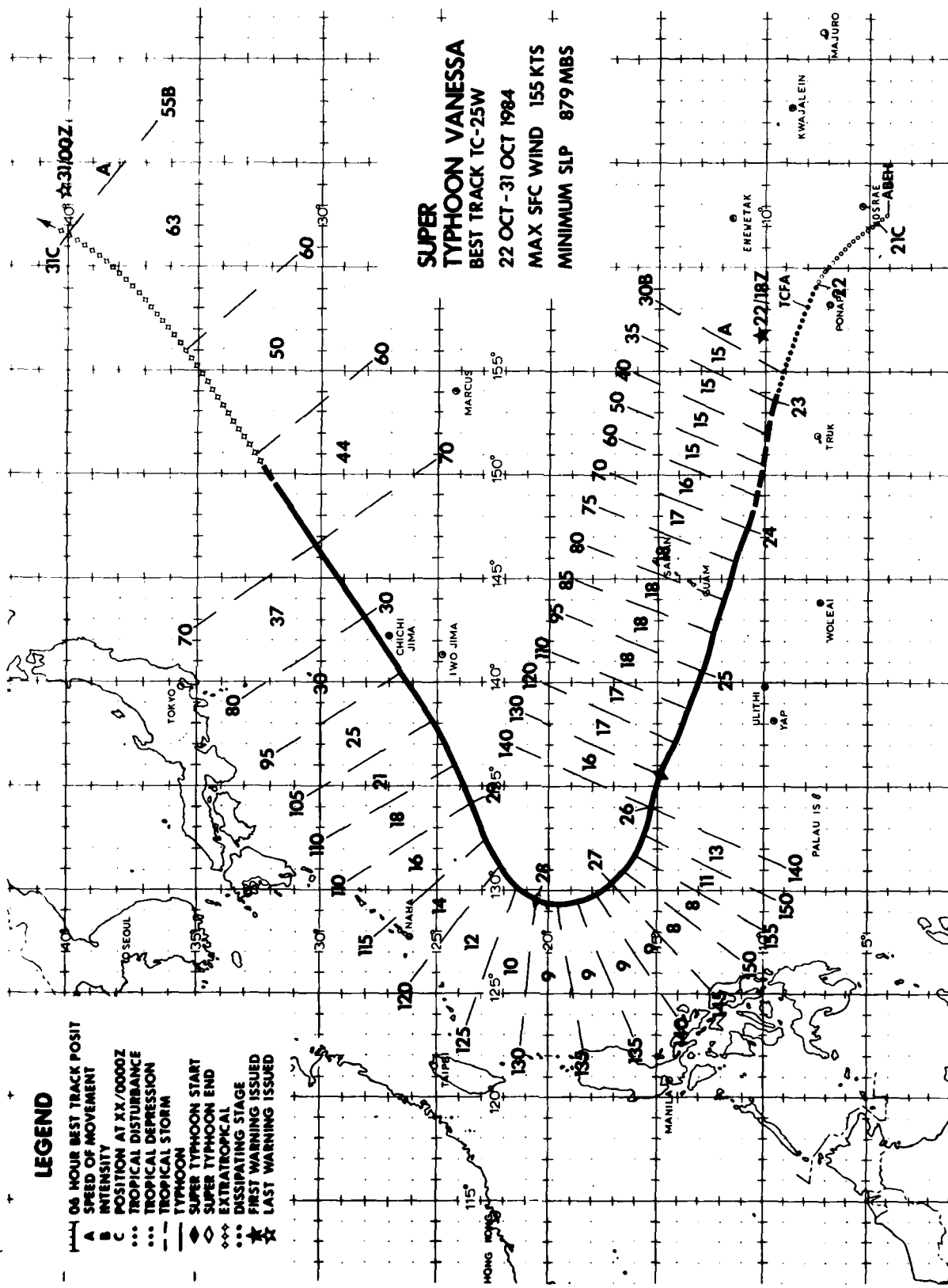


(b)



(c)

Figure 3-24-2. Three views of Typhoon Thad at maximum intensity: (a) Visual imagery (b) Infrared imagery and (c) Enhanced Infrared imagery - Dvorak Tropical Cyclone Curve. (220002Z October DMSP imagery).



SUPER TYPHOON VANESSA (25W)

Super Typhoon Vanessa, the first super typhoon of the 1984 season, also developed into the most intense storm of the year. At peak intensity Vanessa had an MSLP of 879 mb, only 9 mb above the record 870 mb observed in Super Typhoon Tip (1979). Except for a brief period when the storm brushed Guam, Vanessa remained clear of land and generally posed a threat only to shipping.

Super Typhoon Vanessa originated in the Near Equatorial Trough southeast of Ponape (WMO 91348) three days after Typhoon Thad formed some 700 nm (1296 km) further to the west. The disturbance was initially detected on 20 October as an area of convection near 4N 163E. Its rapid development resulted in the Significant Tropical Weather Advisory (ABEH PGTW) being reissued at 201900Z to include this area of convection as a suspect disturbance.

During the 21st and into the 22nd, the area of convection slowly increased in organization as the disturbance moved northwest to just north of Ponape. The persistent improvement in organization during this period resulted in the issuance of a TCFA at 220500Z. Sparse synoptic data at the time of the TCFA was only able to confirm the presence of a 10 to 15 kt (5 to 8 m/s) surface circulation. By now an upper-level anticyclone had developed, providing good outflow to all but the northwest quadrant which was still feeling some effects from the outflow of Typhoon Thad. The first warning on Vanessa was issued at 221800Z when analysis of satellite imagery resulted in an estimate that the disturbance now supported surface winds of 35 kt (18 m/s).

From beginning to end, Vanessa followed a very climatological track becoming one of the "great-recurver" storms of 1984. From the time it attained depression strength until it began to recurve, it moved almost due west-northwest. After recurving south of Okinawa, Vanessa underwent a complex transition into an extratropical low east of Japan.

Vanessa's intensity came very close to equalling the records established by Super Typhoon Tip in 1979. Figure 3-25-1 shows the MSLP versus time for Vanessa as obtained by reconnaissance aircraft. The pressure dropped 100 mb in a 48 hour period to reach a minimum of 879 mb at 261114Z. This is only 9 mb higher than the 870 mb recorded in Tip. (These pressures convert to 155 kt (80 m/s) and approximately 165 kt (85 m/s) for Vanessa and Tip, respectively, using the Atkinson and Holliday (1977) pressure-wind relationship).

The initial warning forecast Vanessa to move west-northwest and pass over Guam within 48 hours as a 65 kt (33 m/s) typhoon. The accuracy of the first forecasts gave the military and civilian communities on Guam sufficient time to properly prepare. Consequently there was little structural damage on the island and no personal injuries when Vanessa did approach as an 80 kt (41 m/s) typhoon. Vanessa's closest point of approach to Guam was 90 nm (167 km) to the south-southwest at 241100Z. Sustained winds above 30 kt (15 m/s) were recorded at numerous locations on the island with a peak gust of 59 kt (30 m/s) recorded at the Naval Oceanography Command Center (NAVOCEANCOMCEN) building on Nimitz Hill.

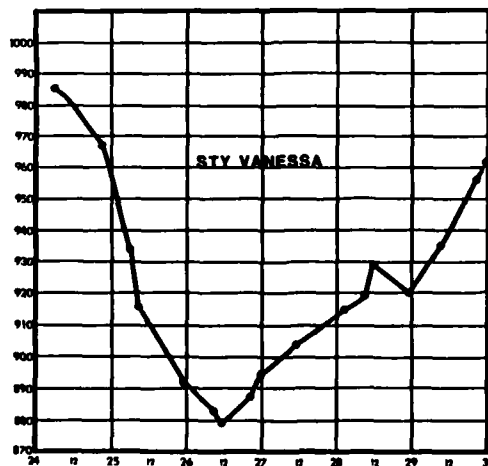


Figure 3-25-1. Time cross-section of Vanessa's minimum sea-level pressure as measured by reconnaissance aircraft. The pressure dropped 100 mb in a 48 hour period reaching a low of 879 mb at 261114Z. This is only 9 mb higher than the record 870 mb observed in Super Typhoon Tip in 1979.

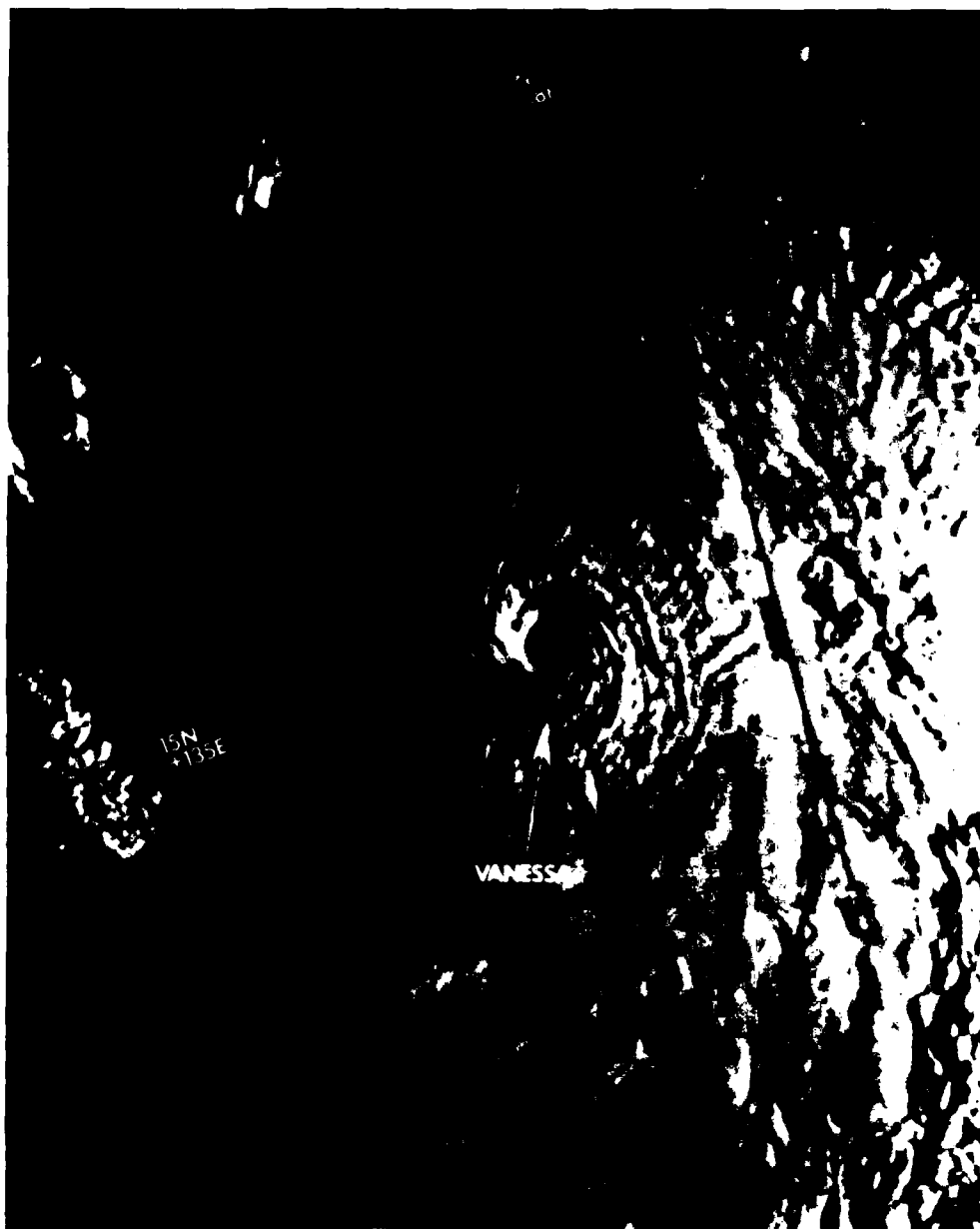


Figure 3-25-2. Super Typhoon Vanessa near maximum intensity (252233Z October NOAA visual imagery).

The only significant damage on Guam occurred to vegetation. An estimated 1.7 million dollars worth of crops were lost, principally bananas. Flooding was also reported in the southern coastal areas of the island.

Vanessa continued to intensify and move west-northwest after it passed south of Guam. The dominate synoptic feature was the subtropical ridge north of Vanessa which redeveloped in the wake of Typhoon Thad. Vanessa moved along the southern side of the ridge for nearly five days before recurving. It was just prior to recurvature, at 261200Z that a peak intensity of 155 kt (80 m/s) was attained (Figure 3-25-2). The ARMO flying the 261114Z fix mission that observed the 879 mb MSLP, described the 10 nm (19 km) circular eye as exhibiting a "fishbowl effect" with the convection in the eyewall spiralling vertically to the point of resembling corkscrews. During this flight, at a 700 mb height of 2022 m, the 700 mb temperature within the eye was an exceptionally high 30°C. Vanessa remained a super typhoon from 251800Z to 280000Z.

The recurvature which eventually took place on the 27th and 28th was initially

forecast on the 250000Z warning. A frontal system over eastern China was identified as the mechanism for recurvature. Vanessa was forecast to recurve at 21N to 22N, but actually turned to the northeast at 20N as the frontal system moved slightly faster than predicted. At no point during this period was Typhoon Warren in the South China Sea considered to be a factor in Vanessa's movement since Vanessa was the dominant storm both in size and strength.

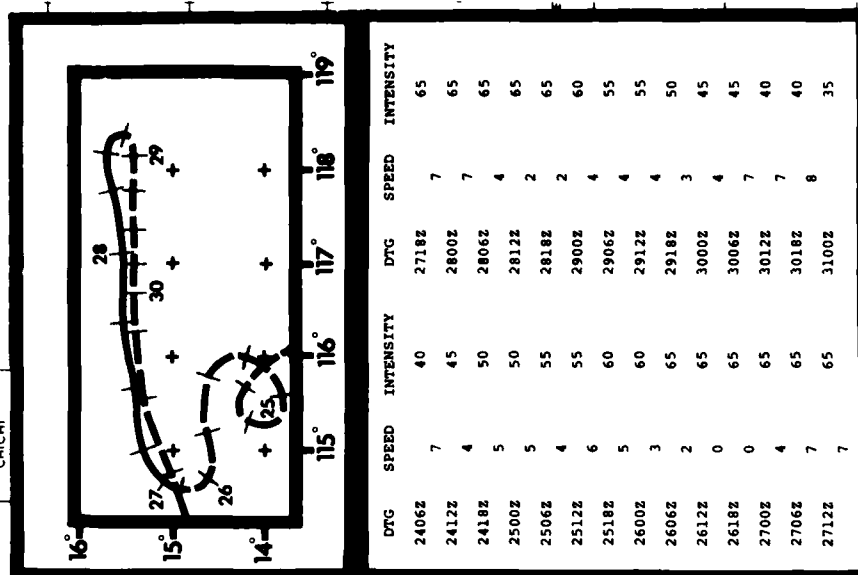
The final phase of Vanessa's life was a complex transition to an extratropical low. Interaction with the front began shortly after recurvature. The 282330Z aircraft reconnaissance mission indicated the transition was underway with strato-cumulus undercast present throughout much of the storm. Vanessa continued to weaken until the transition was complete.

Post-analysis indicates that extratropical transition was completed by 301200Z as satellite imagery showed no convection was present. Vanessa transitioned to a storm force low along the front and rapidly moved off to the northeast. The final warning was issued at 310000Z.

LEGEND

- 06 HOUR BEST TRACK POSIT
- A SPEED OF MOVEMENT
- B INTENSITY
- C POSITION AT XX/0000Z
- ... TROPICAL DISTURBANCE
- ... TROPICAL DEPRESSION
- ... TROPICAL STORM
- ... TYPHOON
- ... SUPER TYPHOON START
- ... SUPER TYPHOON END
- ... EXTRATROPICAL
- ... DISSIPATING STAGE
- ★ FIRST WARNING ISSUED
- ★ LAST WARNING ISSUED

**TYPHOON
WARREN**
BEST TRACK TC-26W
23 OCT - 31 OCT 1984
MAX SFC WIND 65 KTS
MINIMUM SLP 976 MBS



TYPHOON WARREN (26W)

Typhoon Warren was the most erratic moving tropical cyclone of 1984. The system was the subject of two TCFA's. It made both a cyclonic and anticyclonic loop and varied in speed from quasi-stationary for 12 hours to 8 kt (15 m/s). Warren's erratic movements were due to interactions with eastward moving mid-latitude troughs and Super Typhoon Vanessa and due to its location in the monsoon trough.

The precursor of Warren appeared late on 17 October as an area of poorly organized convection at the trailing end of a shear line approximately 300 nm (556 km) northeast of Mindanao. Synoptic data at the time indicated that a broad 15 to 25 kt (8 to 13 m/s) circulation was collocated with the convection and embedded in the monsoon trough. Over the next 24 hours the convection persisted and appeared to be separating from the shear zone while increasing slightly in organization and intensity. This prompted the first TCFA to be issued at 181500Z. Aircraft reconnaissance investigated the alert area at 190159Z and found a broad weak surface circulation with an MSLP of 1006 mb. Satellite imagery now showed the convection to be decreasing which was confirmed by the ARWO who reported that no significant convection was directly associated with the disturbance. The TCFA was cancelled at 191130Z based on the lack of persistent significant convection near the low-level center, strong upper-level easterly winds over the region, and the proximity of the disturbance to land.

Over the next several days the surface circulation weakened and moved west-southwest along the trough axis across the Philippines and entered the South China Sea on 22

October. During this period synoptic data indicated that several weak circulations were embedded in the monsoon trough. Late on 22 October the tropospheric pattern became more favorable for development. Synoptic data showed that west of Palawan a strong northeast monsoon outbreak combined with a moderate southwest monsoon to the south had produced a well-defined surface circulation. Meanwhile, upper-level diffluence developed over the South China Sea on the western edge of an anticyclone located east of Luzon (Figure 3-26-1).

On 23 October the disturbance rapidly developed. Satellite imagery at 230300Z showed that an exposed low-level circulation center was present some 30 to 60 nm (56 to 111 km) southeast of the developing intense convection. Satellite data also indicated that the tightly wrapped surface circulation was moving north towards the convection. The 30 to 40 kt (15 to 21 m/s) east-southeast upper-level wind over the disturbance, while providing some diffluence, which contributed towards development, also hindered the surface circulation from aligning with the convection. At 230600Z the disturbance was again mentioned on the ABEH, followed several hours later by the second TCFA at 231100Z. With continued development evident, the first warning was issued at 1800Z. Infrared satellite imagery at the time of the first warning indicated the surface center was now located on the eastern edge of the Central Dense Overcast (CDO). Although Dvorak satellite intensity analysis on the 231800Z infrared imagery indicated that 35 kt (18 m/s) winds were present, JTWC did not upgrade Warren from

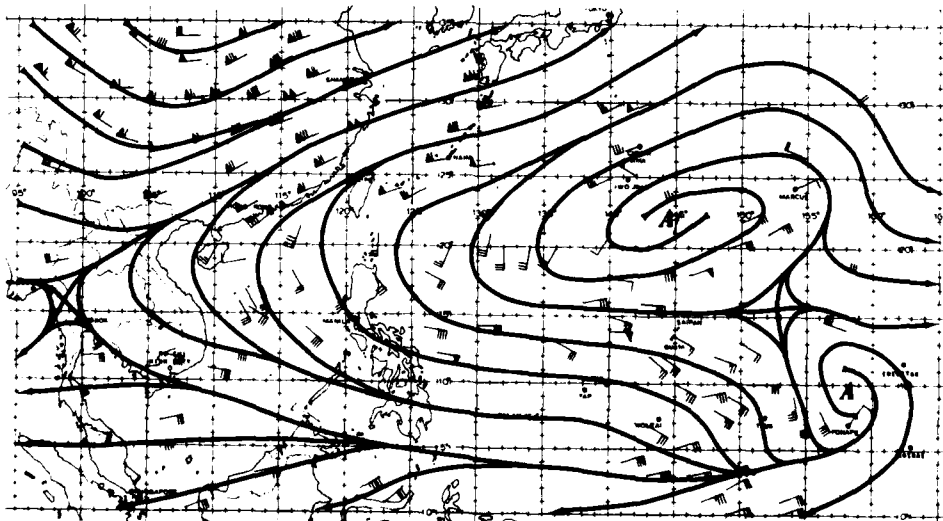


Figure 3-26-1. 200 mb analysis at 230000Z October. The diffluence over the South China Sea was sufficient to allow Warren to develop, although it would later hinder the low-level circulation from becoming collocated with the convection.

depression status until 12 hours later when visual imagery confirmed that the upgrade was warranted. Post analysis indicates this upgrade should have occurred at 231800Z. Warren and the monsoon trough moved north over the next 18 hours. Visual satellite imagery showed that a partially exposed low-level circulation center was now evident on the northeast edge of the convection.

Between 240600Z and 270000Z Warren moved erratically. It did a small cyclonic loop on the 24th and 25th, before resuming a slow westward course followed by a turn to the north and a 12-hour quasi-stationary period between 261200Z and 270000Z. This erratic movement was partially due to Warren's remaining embedded in the monsoon trough and the passage of a mid-latitude trough to the north.

During this period, despite the strong upper-level easterly winds which kept nearly all the convection west of the low-level center, Warren strengthened to typhoon intensity. Aircraft reconnaissance at 260330Z found a band of 60 to 70 kt (31 to 36 m/s) surface winds in the south semicircle of Warren. These winds were the result of the southwest monsoon enhancing Warren's circulation. Warren maintained this minimum 65 kt (33 m/s) typhoon intensity through 281800Z.

Warren became quasi-stationary at 261200Z. At this time Super Typhoon Vanessa (located some 960 nm (1778 km) to the east of Warren in the central Philippine Sea) was moving towards the northwest. Warren now came under the influence of Vanessa's large inflow and a mid-latitude trough passing to the north. (This trough would also be responsible for Vanessa's recurvature). Warren responded by turning to the east-northeast and accelerating to 7 kt (13 km/hr) (Figure 3-26-2). This placed the Philippine Islands north of 14N including Clark AB and the Subic Bay Naval Facilities in imminent danger of being hit by Warren. As a result, all Navy and Air Force Bases in the region were placed in Condition of Readiness I early on the 28th. Fortunately, Warren's interaction with Vanessa and the mid-latitude trough was short-lived sparing the Philippines a direct hit. On 28 October, with Vanessa recurving and the trough axis to the east, Warren slowed and commenced an anticyclonic turn back to the west. At its closest point of approach, Warren was 120 nm (222 km) west-northwest of Clark AB (WMO 98327). As the effects of the trough and Vanessa eased, Warren completed its turn to the west on 29 October. The highest wind reported at Clark AB was 22 kt (11 m/s) at 282055Z, with the total rainfall on 28 and 29 October reaching 8.74 inches (222 mm). No significant damage was reported at any of the military bases.

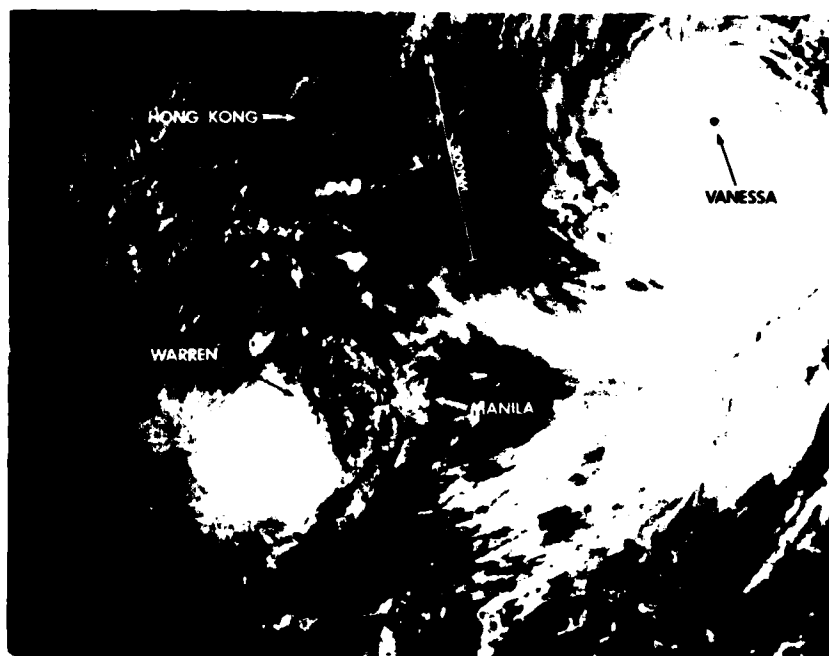


Figure 3-26-2. Typhoon Warren as it moved to the east-northeast under the influence of Super Typhoon Vanessa. Note the effects of the strong upper-level outflow from Vanessa displacing Warren's convection to the west (272326Z October NOAA visual imagery).

Other coastal areas and marine interests were not nearly as fortunate. Heavy rains caused landslides in several coastal towns killing at least 42 people. High seas capsized and sank the inter-island passenger ferry, MV VENUS (746 tons) on 28 October off Torrijos and Bondoc Peninsula. About 36 people were killed but at least 213 passengers were saved. In addition, a 930 ton ship, the Lorenzo Container VIII was sunk on 28 October near 14.0N 120.6E, with eight crew members listed as missing.

Ridging developed in the low to mid-levels in wake of the mid-latitude trough passage. The subtropical ridge now became anchored across the northern part of the South China Sea. Another surge of the northeast monsoon entered the South China Sea on 29 October and began to expand Warren's wind radii in the northern semicircle. Aircraft data indicated that Warren was beginning to weaken as it drew cooler, dryer air into its center. The ARWO reported that the center was surrounded by stratocumulus clouds. This was also evident on satellite imagery as the convection began to decrease in intensity. The deep-layered northeast monsoon flow pushed Warren's low-level circulation to the west-southwest on

30 October and created a significant tilt from the surface to the 700 mb center. On the 31st, the hard convection was associated with the 700 mb center, displaced approximately 60 nm (111 km) west-northwest of the weakening surface center (Figure 3-26-3). JTWC issued the final warning at 310600Z since the 30 kt (15 m/s) surface center was no longer expected to become aligned with the mid-level center and the convection. This prognosis held true, but because Warren's low-level circulation was still in a region of positive low-level vorticity, dissipation occurred much slower than was forecast. Satellite imagery still showed that a well-defined low-level circulation was present 24 hours after the last warning was issued. Warren's displaced convection crossed the central Vietnam coast on 1 November with moderate to heavy rain forecast. The combination of the northeast monsoon and dissipating surface circulation just offshore resulted in 30 to 35 kt (15 to 18 m/s) winds along the Vietnam coast. By 1800Z on 1 November the surface circulation was no longer discernable on satellite imagery and synoptic data on 2 November was inconclusive as to the location of the weakening surface center. Warren had finally dissipated.

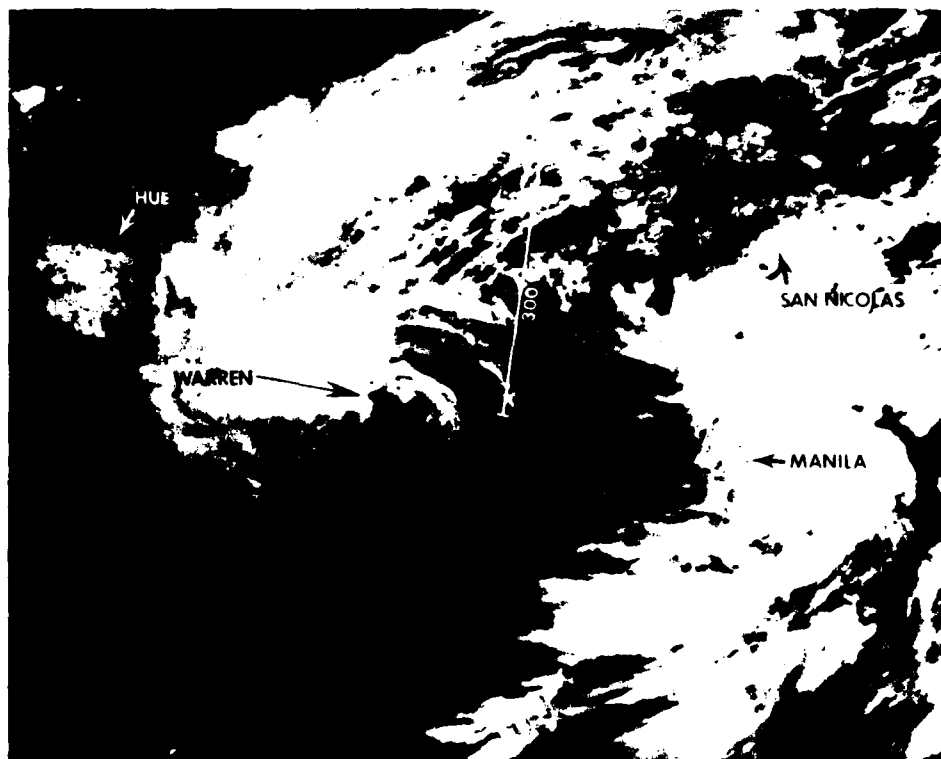


Figure 3-26-3. The partially exposed low-level circulation center displaced 60 to 70 nm (111 to 127 km) southeast of the 700 mb center. The northeast monsoon is pushing the low-level center to the southwest. This imagery was taken just four hours prior to the last warning (310204Z October DMSP visual imagery).

TYPHOON

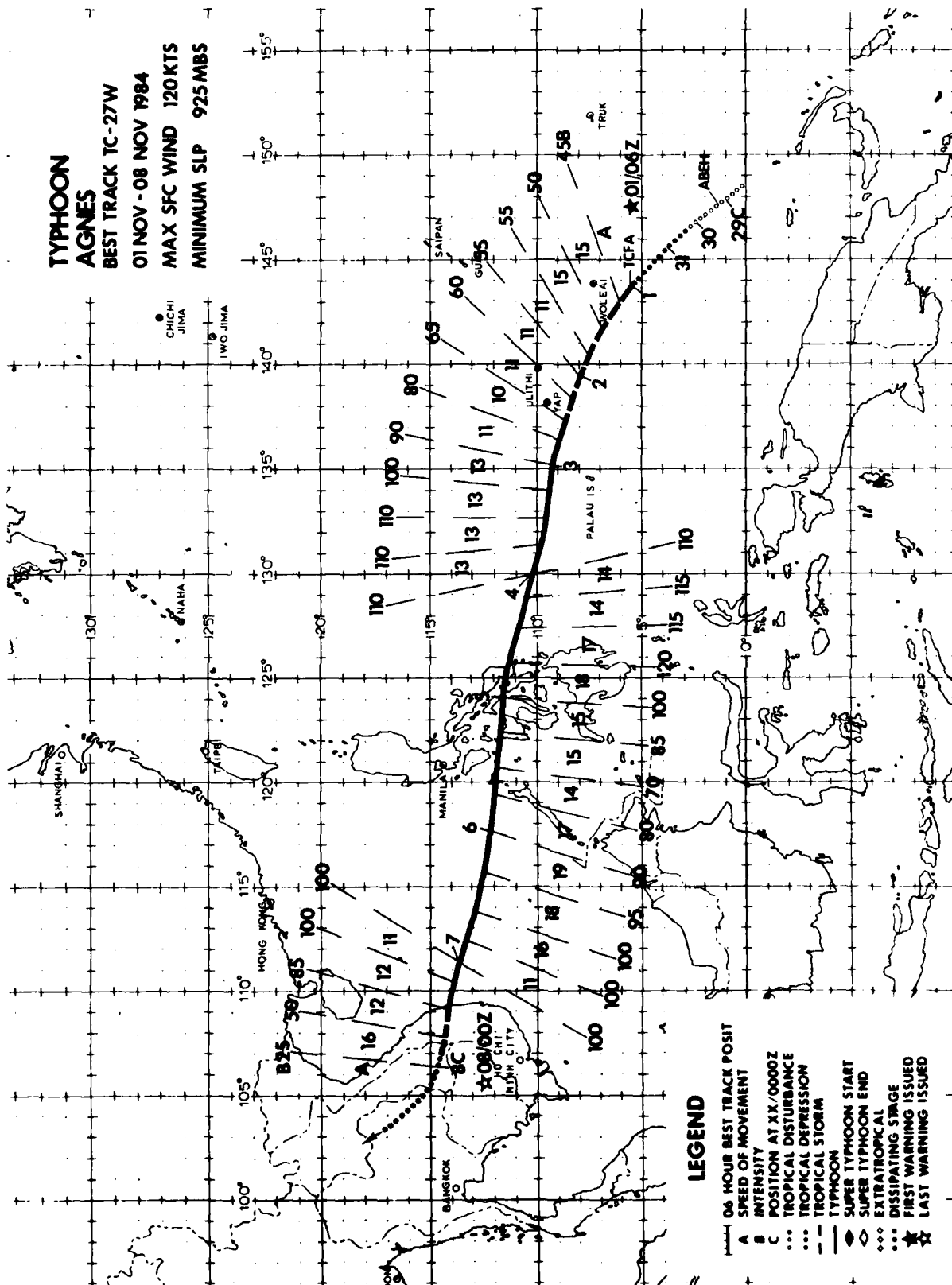
AGNES

BEST TRACK TC-27W

01 NOV - 08 NOV 1984

MAX SFC WIND 120 KTS

MINIMUM SLP 925 MBS



TYPHOON AGNES (27W)

Typhoon Agnes was the first of three tropical cyclones to develop during the month of November. It was also the last storm of the season to directly hit the Philippines. From the time of the first warning until it made landfall over central Vietnam, Agnes moved rapidly on a nearly straight west-northwest course.

The system that eventually developed into Typhoon Agnes began as an isolated area of weak convection near the equator on 28 October. Synoptic data at the time hinted that a weak 5 kt (3 m/s) surface circulation might be present beneath the convection near 1N 149E. The southwest monsoon at this time was restricted to the South China and northern Philippine Seas and did not assist in the development of this system. Even in its incipient stage, however, a small upper-level anticyclone was analyzed over the disturbance providing good ventilation.

The system slowly developed during the next three days as the area of convection and associated weak circulation moved northwest to near 4N. Late on the 31st, satellite imagery revealed that a significant increase in convection and organization was taking place. This prompted the issuance of a TCFA at 0000Z on 1 November.

During the next six hours the disturbance rapidly pulled itself together into a potent, compact circulation. The first aircraft reconnaissance mission into the alert area at 010513Z found a closed circulation with maximum surface winds of 50 kt (26 m/s). Analysis of satellite imagery conducted just prior to the flight had indicated that only 35 kt (18 m/s) winds were to be expected. The first warning on Agnes as a tropical storm was issued a short time later at 010600Z.

From the time the disturbance was initially detected until the TCFA was issued, Agnes had moved slowly to the northwest. By early on the 1st, Agnes had moved far enough north to be influenced by the easterly flow along the south side of the broad mid- to low-level subtropical ridge which now extended from the dateline west to the coast of Vietnam. This ridge and its associated easterly steering flow persisted throughout the life of Typhoon Agnes and kept the storm on a west-northwest track from the 1st of November until it

dissipated over Vietnam six days later. This ridge was also responsible for making Agnes' wind field asymmetric. Due to the enhancement of the storm's circulation by the easterly trades, Agnes' wind field was consistently stronger and extended to a larger radii in the northern semicircle. This asymmetry would be present throughout much of the life of Agnes.

As Agnes transited the Philippine Sea it steadily intensified reaching a peak intensity of 120 kt (62 m/s) at 041800Z. This peak intensity occurred just prior to Agnes making landfall 10 nm (19 km) south of Borongan (WMO 98553) on the central Philippine Island of Samar. Figure 3-27-1 is satellite imagery of Agnes approximately twelve hours prior to reaching maximum intensity.

Agnes weakened as it crossed the central Philippines, but due to its rapid speed of movement was able to maintain typhoon intensity. After emerging in the South China Sea, Agnes once again intensified, this time to 100 kt (51 m/s). Agnes maintained this intensity until it made landfall 20 nm (37 km) north of Qui-Nhon, Vietnam (WMO 48870) at approximately 1100Z on 7 November (Figure 3-27-2). After landfall Agnes continued to track to the west-northwest and rapidly weakened. The final warning by JTWC was issued at 080000Z.

Typhoon Agnes caused substantial damage and loss of life when it crossed the Philippine Islands. Storm surge flooding of low-lying coastal areas on the islands of Samar and Leyte was particularly severe. In addition, heavy rainfall caused extensive flooding. The winds, floods and mudslides combined to leave over 350,000 homeless. At least 564 people are known dead as a result of the storm. When the number dead are combined with the number of people reported missing, the final death count is expected to be near 1000. News reports indicated that the damage exceeded 600 million pesos (30 million U.S. dollars).

When Typhoon Agnes made landfall on Vietnam three days later, there was additional destruction of property and loss of life. Heavy rains brought flooding which severely affected the rice harvest and winter crop cultivation.

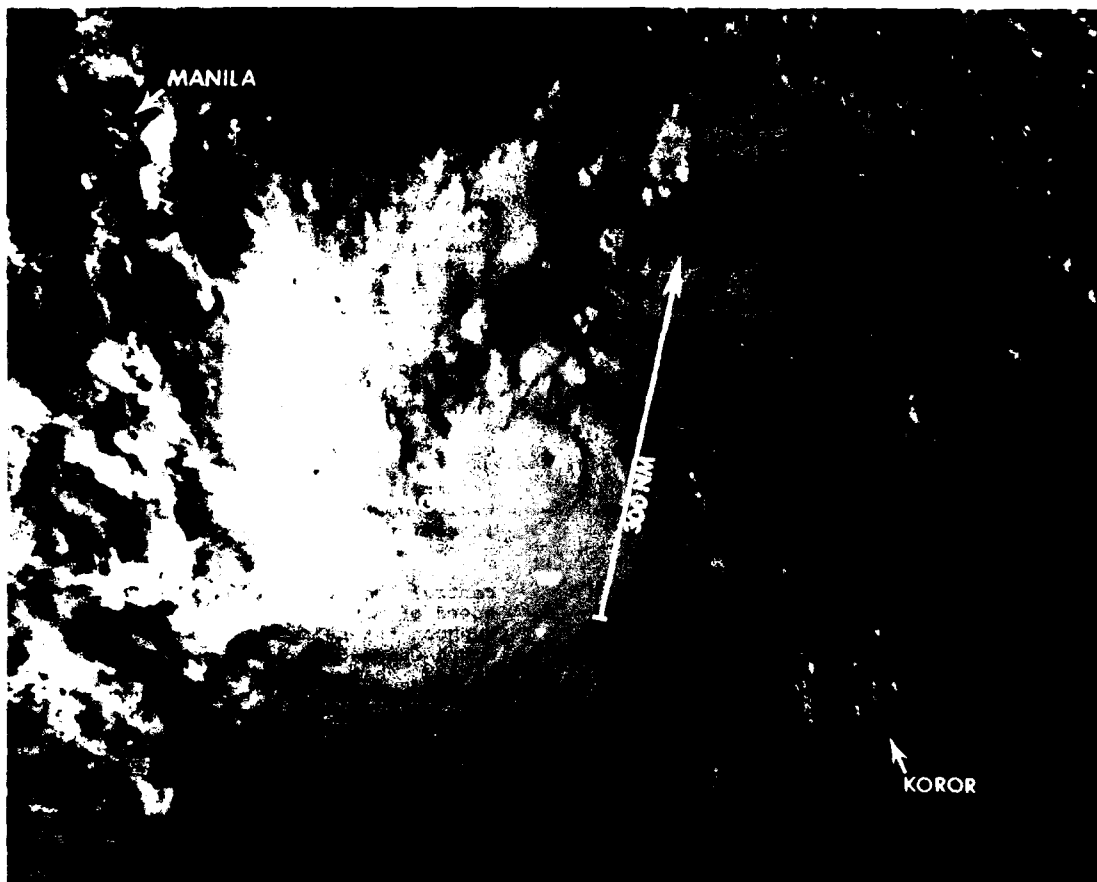


Figure 3-27-1. Agnes just prior to attaining peak intensity. At this time Agnes had a 5 nm (9 km) eye (040657Z November NOAA visual imagery).

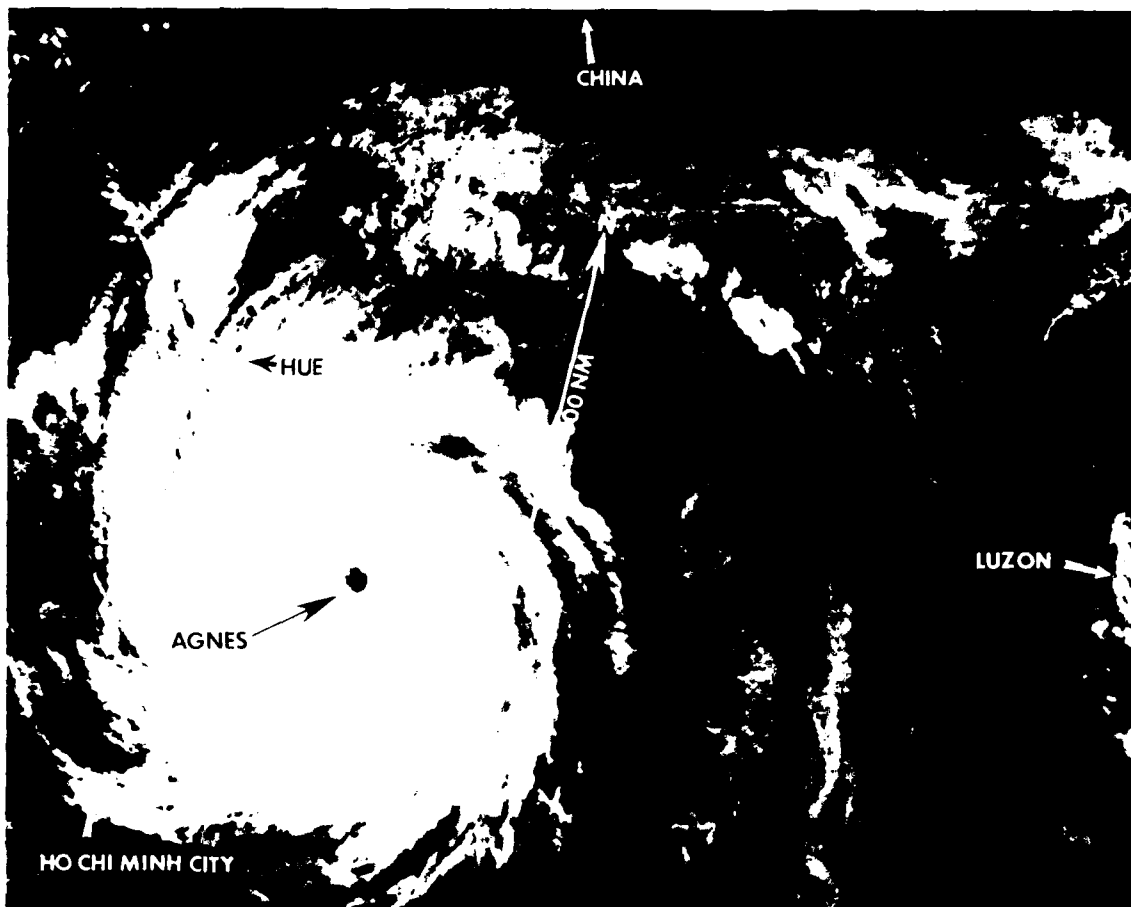
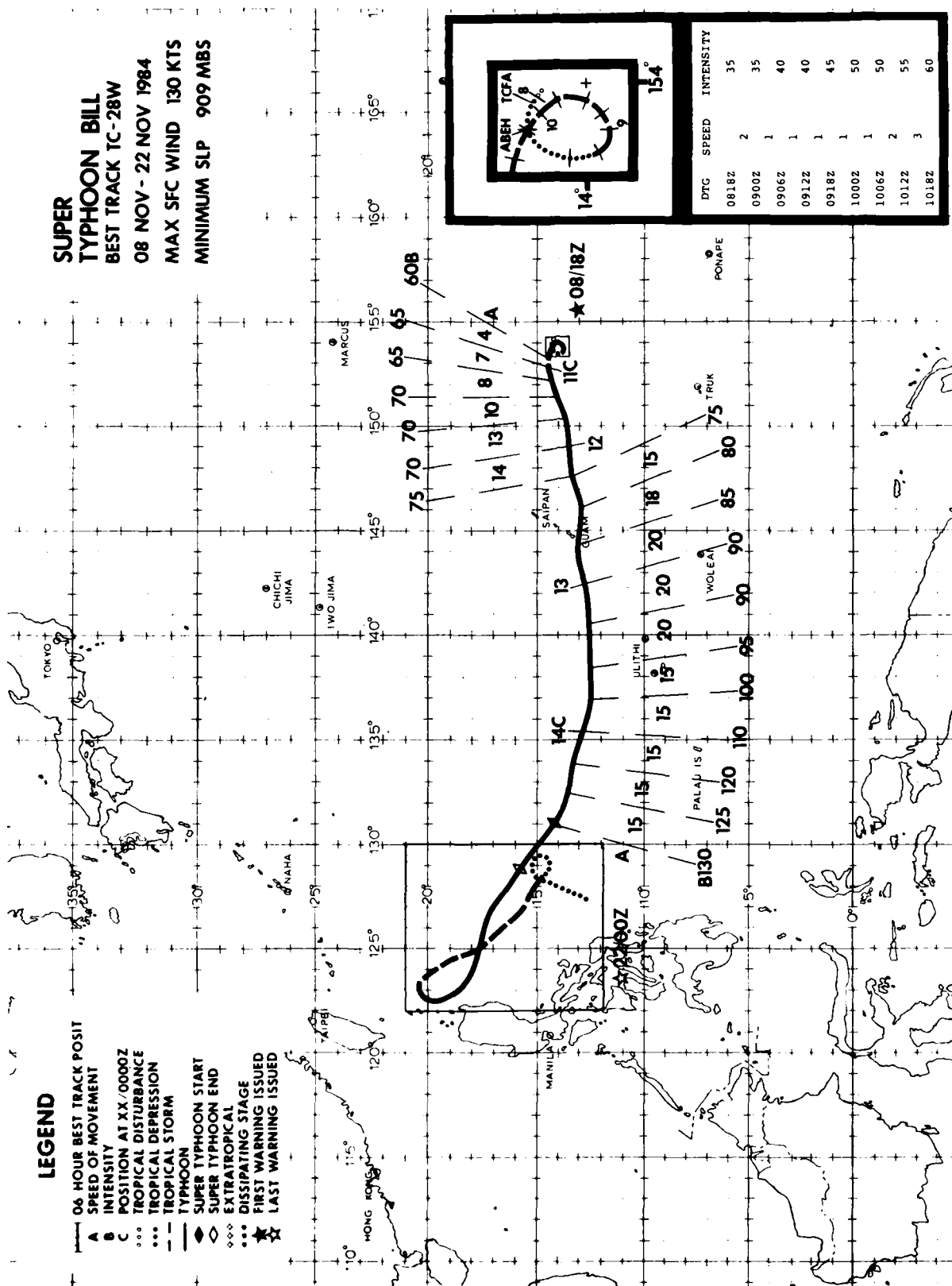


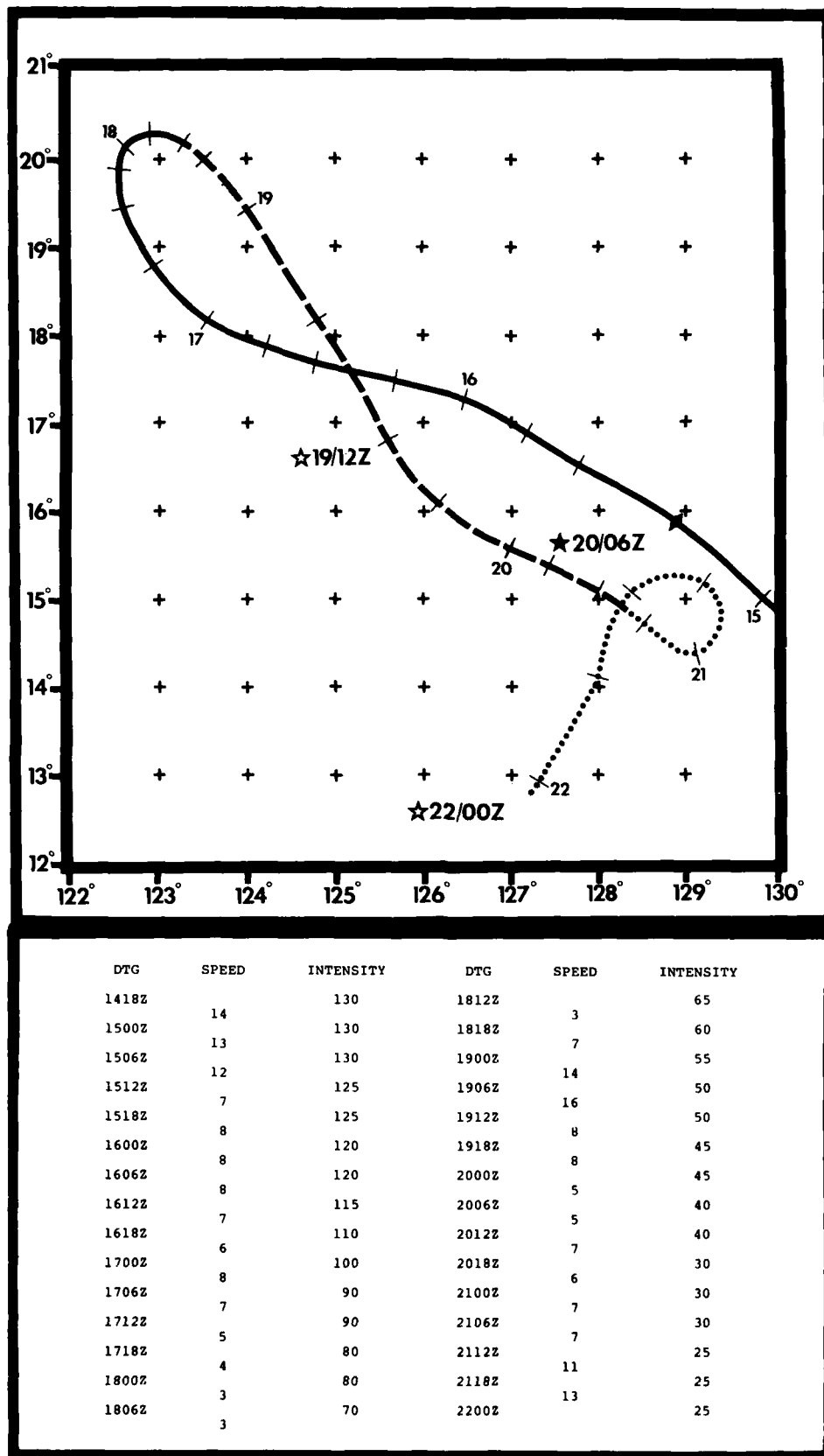
Figure 3-27-2. Typhoon Agnes at 100 kt (51 m/s) intensity just prior to making landfall over central Vietnam (070801Z November NOAA visual imagery).

LEGEND

- 06 HOUR BEST TRACK POSIT
- A SPEED OF MOVEMENT
- B INTENSITY
- C POSITION AT XX/0000Z
- ... TROPICAL DISTURBANCE
- ... TROPICAL DEPRESSION
- TROPICAL STORM
- TYPHOON
- ◆ SUPER TYPHOON START
- ◇ SUPER TYPHOON END
- ◇◇ EXTRATROPICAL
- ... DISSIPATING STAGE
- ★ FIRST WARNING ISSUED
- ★ LAST WARNING ISSUED

**SUPER
TYPHOON BILL**
BEST TRACK TC-28W
08 NOV - 22 NOV 1984
MAX SFC WIND 130 KTS
MINIMUM SLP 909 MBS





SUPER TYPHOON BILL (28W)

The second and last super typhoon of the 1984 season led a rather unusual life. After forming east of Guam, it made a small cyclonic loop before heading to the west-southwest. Two days later, Bill passed just to the south of Guam by which time it had accelerated to almost 20 kt (37 km/hr). After causing some damage on the island of Guam, Bill entered the Philippine Sea and turned to the west-northwest. Although it was expected to recurve to the northeast and follow a track similar to that of Super Typhoon Vanessa, due to a complex steering environment including interaction with Typhoon Clara, Bill instead turned to the southeast before eventually dissipating east of the Philippines. Although this track is unusual, it is not uncommon for late season storms to move erratically for at least a portion of their life.

Super Typhoon Bill originated as an area of convection on 7 November near 14N 154E. The convection was at the trailing end of an eastward moving cold front and this may have supplied some low-level vorticity which contributed to the rapid development of the disturbance. The rapid development of the convection resulted in a TCFA at 080200Z. At the time of the TCFA, analysis of satellite imagery already indicated that 25 kt (13 m/s) surface winds were present.

The first of a total of 35 aircraft reconnaissance flights flown against Bill found the disturbance's circulation center at 080721Z but observed surface winds of only 20 kt (10 m/s). The system showed continued development during the next 12 hours, and as a result the first warning was issued at 081800Z.

From the 8th until the 10th, Bill slowly tracked in a 25 nm (46 km) wide cyclonic loop and continued to strengthen. At 0000Z on 10 November, reconnaissance aircraft reported that Bill had intensified to a 50 kt (26 m/s) tropical storm with an MSLP of 990 mb.

Bill attained typhoon strength on the 10th. The weak steering flow which had been present was replaced by easterly flow as the subtropical ridge strengthened to the north of the storm. At approximately 100600Z Bill completed its cyclonic loop and started to move to the west and then southwest on a course that would eventually bring the typhoon to the southern tip of Guam. On the 11th and 12th, Bill accelerated and gradually intensified (Figure 3-28-1). With Bill forecast to pass within 60 nm (111 km) of Guam, tropical cyclone Condition of Readiness III was set on the afternoon of 11 November. On the morning of the 12th, with Bill now

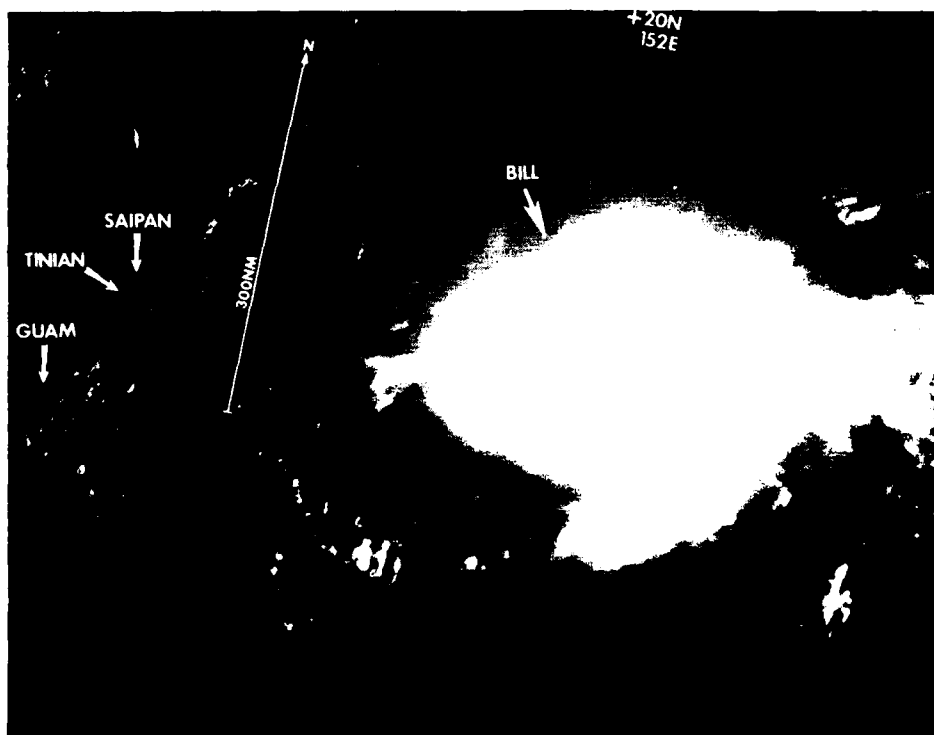


Figure 3-28-1. Bill consolidating east of Guam (110003Z November DMSP visual imagery).

forecast to pass less than 30 nm (56 km) south of the island, Condition of Readiness II was set at 112330Z.

Although Guam was forecast to be in the "dangerous" semicircle of the typhoon, the strength of the flow around the ridge did have a positive effect on Guam. Bill accelerated from 15 to 20 kt (28 to 37 km/hr) as it passed Guam thereby considerably shortening the time the typhoon affected the island. This rapid forward speed may also

have been a factor in the slow intensification of the system. Only a 15 kt (8 m/s) increase in intensity occurred during the 24 hour period between 111800Z and 121800Z as Bill approached Guam.

Condition of Readiness I was set on the evening of the 12th, as Bill neared Guam. Typhoon Bill passed the southern tip of the island at 121630Z at a distance of 12 nm (22 km). Figure 3-28-2 contains a plot of the data obtained by reconnaissance air-

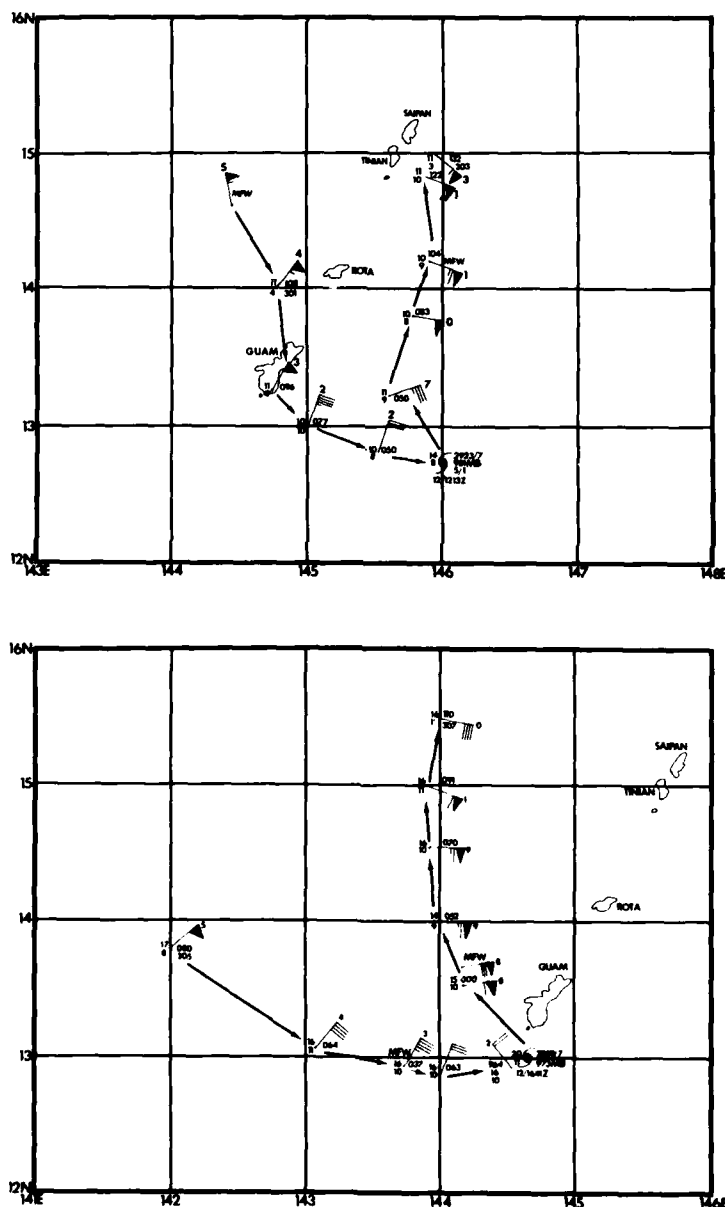


Figure 3-28-2. Plot of data obtained at the 700 mb level by aircraft reconnaissance on the two missions flown as Bill passed south of Guam.

craft during the two missions flown when Bill was at its closest point of approach to Guam. On the island itself, a maximum wind of 63 kt (32 m/s) was recorded at the National Weather Service Station (WMO 91217) at 121658Z, with a gust of 84 kt (43 m/s) recorded at Reserve Craft Beach in Apra Harbor. Typhoon Bill caused some damage on Guam, particularly to agricultural commodities. Banana trees that had been slightly damaged during the passage of Super Typhoon Vanessa were completely destroyed by Bill. Total crop damage was estimated at \$7,707,911. Some minor flooding also occurred but no personnel injuries were reported. Electrical power was out in certain sections of the island for several days.

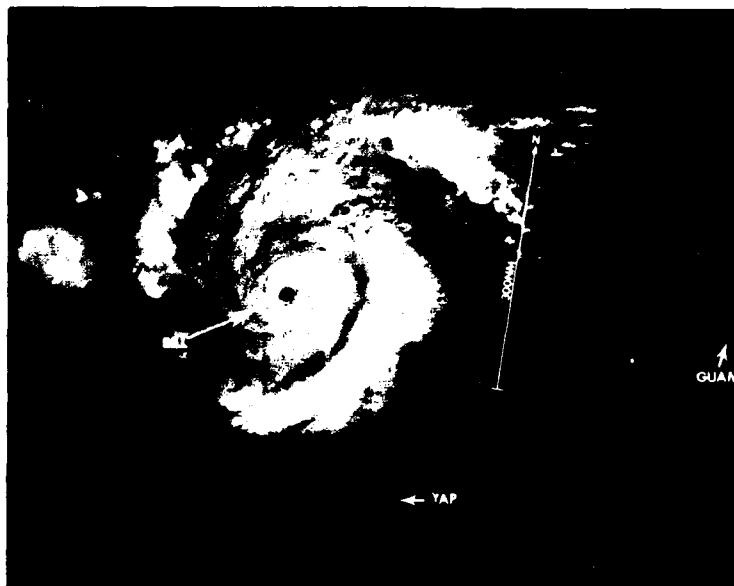


Figure 3-28-3. Typhoon Bill as it appeared on satellite imagery while undergoing rapid intensification (140044Z November DMSP visual imagery)

of the subtropical ridge. What was initially expected to be a simple recurvature scenario would soon become a complex interaction between Bill, the approaching Typhoon Clara (now developing near Truk (WMO 91334)), the mid-latitude westerlies, and the northeast monsoon. These factors would eventually cause Bill to weaken, double back on its present track and eventually dissipate.

Bill slowed down as it moved to the northwest and by 151800Z was moving at 7 kt (13 km/hr) down from the 15 kt (28 km/hr) movement of twenty-four hours earlier. This was due to the passage of a mid-latitude trough to the north which weakened the subtropical ridge. Bill now began to weaken as it encountered strong upper-level westerlies which disrupted its outflow and sheared the convection to the northeast (Figure 3-28-4). This marked the start of a weakening trend which would continue until dissipation.

At 1200Z on the 15th, the subtropical ridge reintensified temporarily forcing Bill back on a west-northwest course which

Bill entered the Philippine Sea late on the 12th moving west at 20 kt (37 km/hr) and intensifying. In the 24 hour period between 131200Z and 141200Z, the MSLP dropped 54 mb to 912 mb and the wind speed increased from 95 kt (49 m/s) to 125 kt (64 m/s) (Figure 3-28-3). The pressure continued to drop for another 12 hours, with aircraft reconnaissance at 142234Z reporting an MSLP of 909 mb. This was the lowest pressure reported in Bill. Bill attained super typhoon strength at approximately 141800Z which it then maintained for 12 hours.

Bill turned to the west-northwest early on the 14th and by 141800Z had turned to the northwest. It now appeared that Bill was starting to move around the western end

it maintained until late on the 16th. On the 17th, Bill started to track to the northwest as the ridge weakened once again. It now appeared that recurvature was finally going to occur. At 180000Z Bill turned again, this time to the northeast but unfortunately this was not to be the start of the long awaited recurvature.

At this time, three factors were involved in the steering of Bill: Typhoon Clara had become the dominant circulation in the Philippine Sea (Figure 3-28-5), the flow around the subtropical ridge was waning, and the northeast monsoon was gaining strength. The subtropical ridge was the first loser in this tug-of-war as Clara's large low-level circulation started to draw a weakening Bill to the southeast. Figure 3-28-6 shows the rapidly weakening Bill with little convection remaining as it moved towards Clara.

Bill continued to track to the southeast and weaken under the combined influence of Typhoon Clara and the westerlies. Aircraft reconnaissance at 191130Z confirmed this weakening trend. The MSLP had risen to 997 mb and the maximum observed 700 mb flight

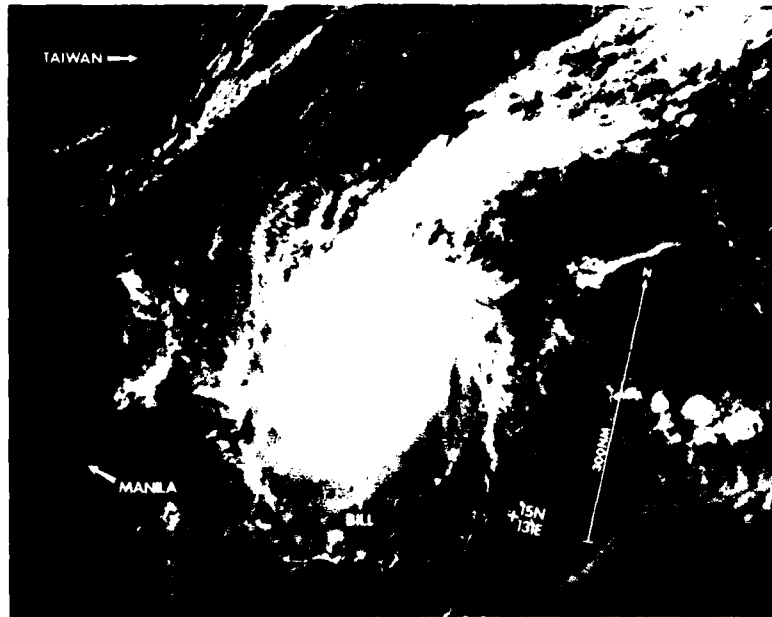


Figure 3-28-4. Bill east of Luzon as it encountered the upper-level westerlies and began to weaken. Note the cloud covered eye and the cirrus streaming to the northeast (160145Z November DMSP visual imagery).

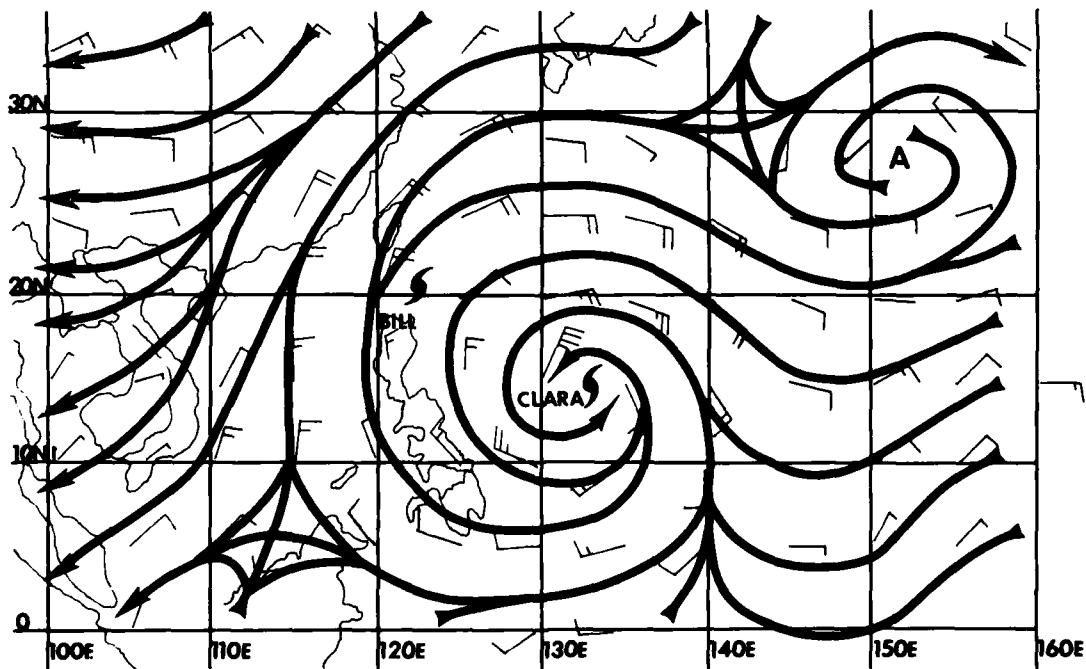


Figure 3-28-5. The 181200Z 925 mb NVA analysis showing the dominance of Typhoon Clara in the Philippine Sea. Bill which supported 65 kt (33 m/s) winds at this time was a small circulation compared to Clara and the northeast monsoon.

level wind was 28 kt (14 m/s). (Since the mission was flown at night, no surface wind data were available.) Based on the aircraft reconnaissance data and the lack of convection and organization on satellite imagery, Bill was downgraded to a tropical depression and finalized at 191200Z. As it turned out, this was premature. Early on the 20th, with Clara completing recurvature along 132E and accelerating to the northeast, its influence on Bill weakened and Bill began to regenerate some convection. Visible imagery indicated that a low-level circulation center was present. Aircraft reconnaissance a short time later, flying in the daylight at the 1500 ft (457 m) level at 200205Z reported that Bill was still moving to the southeast

and now had an MSLP of 999 mb. The aircraft also reported, that a well-defined low-level circulation with 40 to 55 kt (20 to 28 m/s) winds was present! The strongest winds were located in the western semicircle of the storm and were being enhanced by the northeast monsoon. As a result Bill was returned to warning status as a tropical storm at 200600Z (Figure 3-28-7).

Although the aircraft wind data suggests that Bill intensified between 191200Z and 200600Z, this is not considered likely. Due to the weak mid-level winds reported on the 191130Z fix mission, JTWC had the impression that Bill was rapidly dissipating. In fact Bill still possessed a well-defined surface

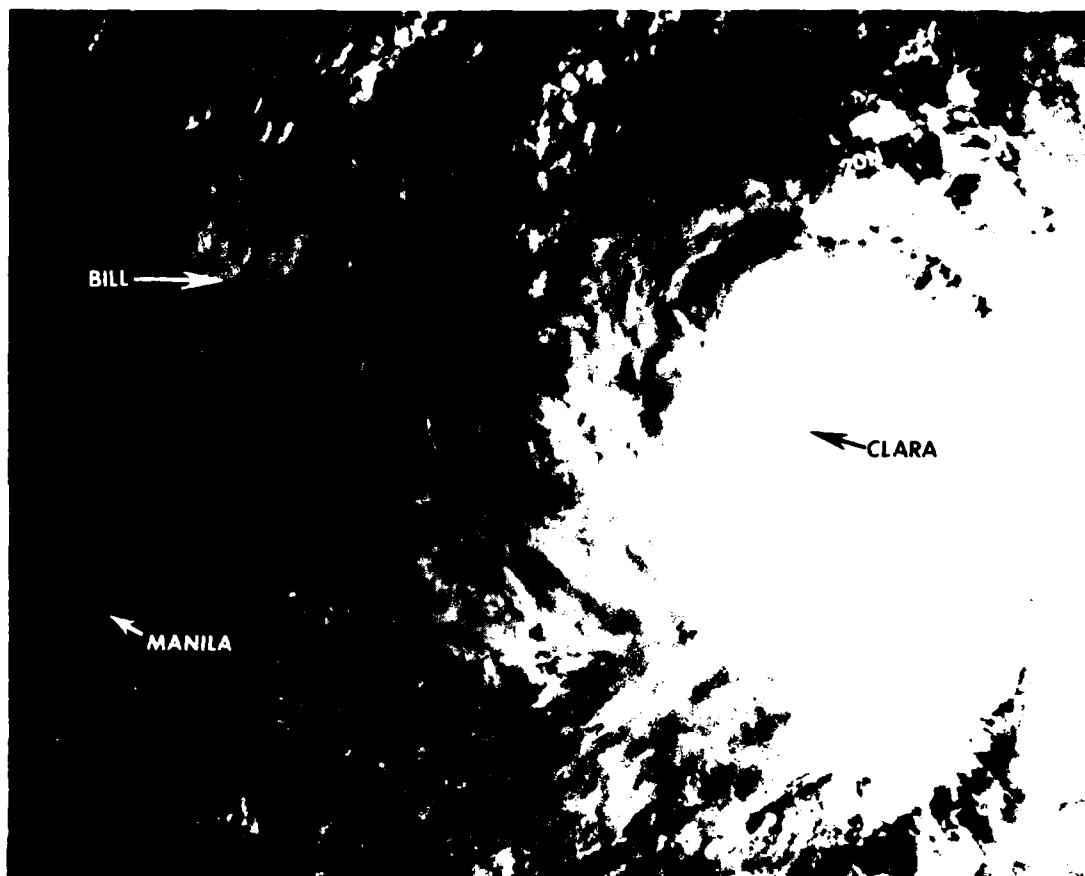


Figure 3-28-6. A weakened Bill as it heads southeast under the influence of Clara's inflow (182258Z November NOAA visual imagery).

circulation which was weakening at a much slower rate than the mid-level circulation. If the 191130Z fix mission had been able to observe surface winds it would probably have reported that 50 kt (26 m/s) surface winds were still associated with Bill.

As it turned out, the increase in convection was temporary. As Clara moved further away, its effect lessened and Bill slowed, doing a small cyclonic loop on the 21st. Bill was now under the influence of

the northeast monsoon which pushed the low-level circulation to the southwest. By the 22nd the low-level circulation became embedded in the northeast monsoon, and Bill was no longer identifiable as a significant tropical cyclone. The final warning was issued at 220000Z. Although the low-level circulation dissipated in the Philippine Sea, residual convection brought locally heavy rains to the central Philippines early on the 23rd of November.

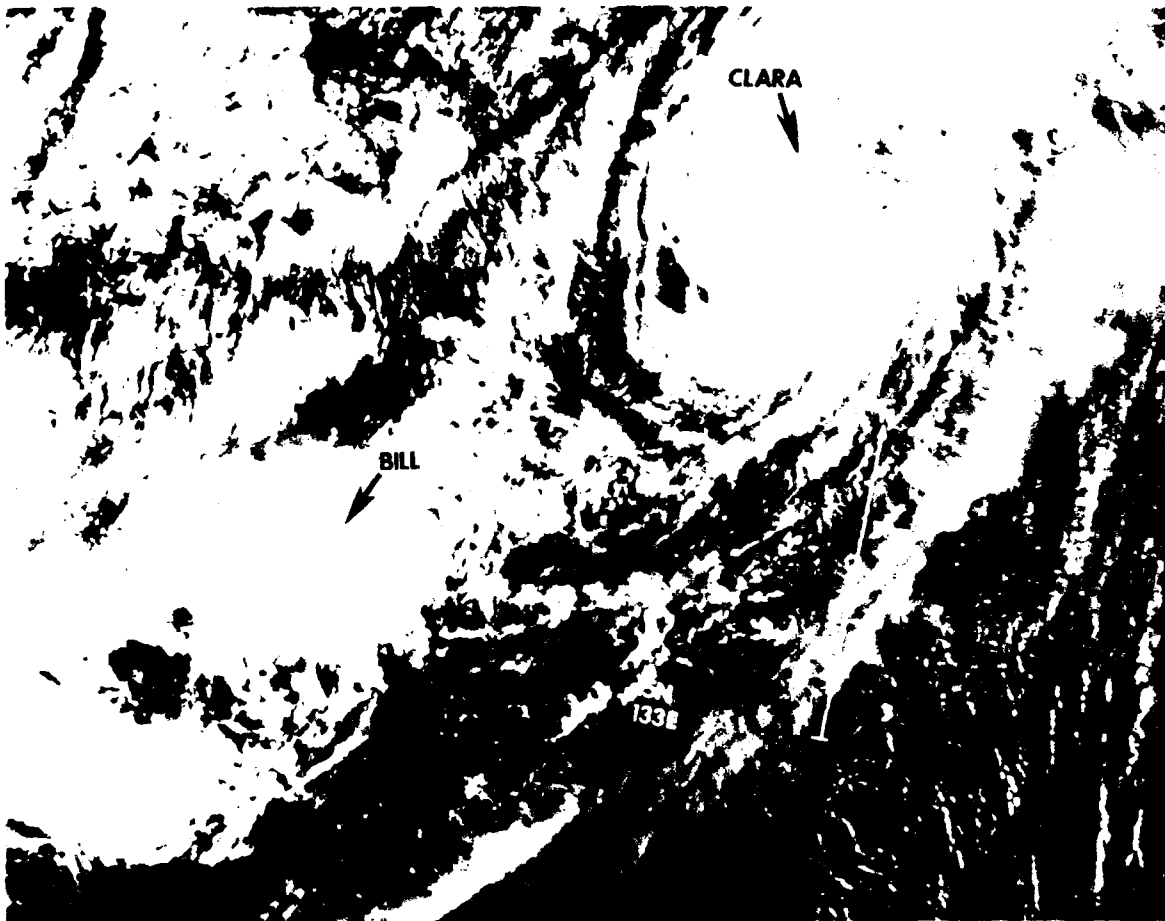
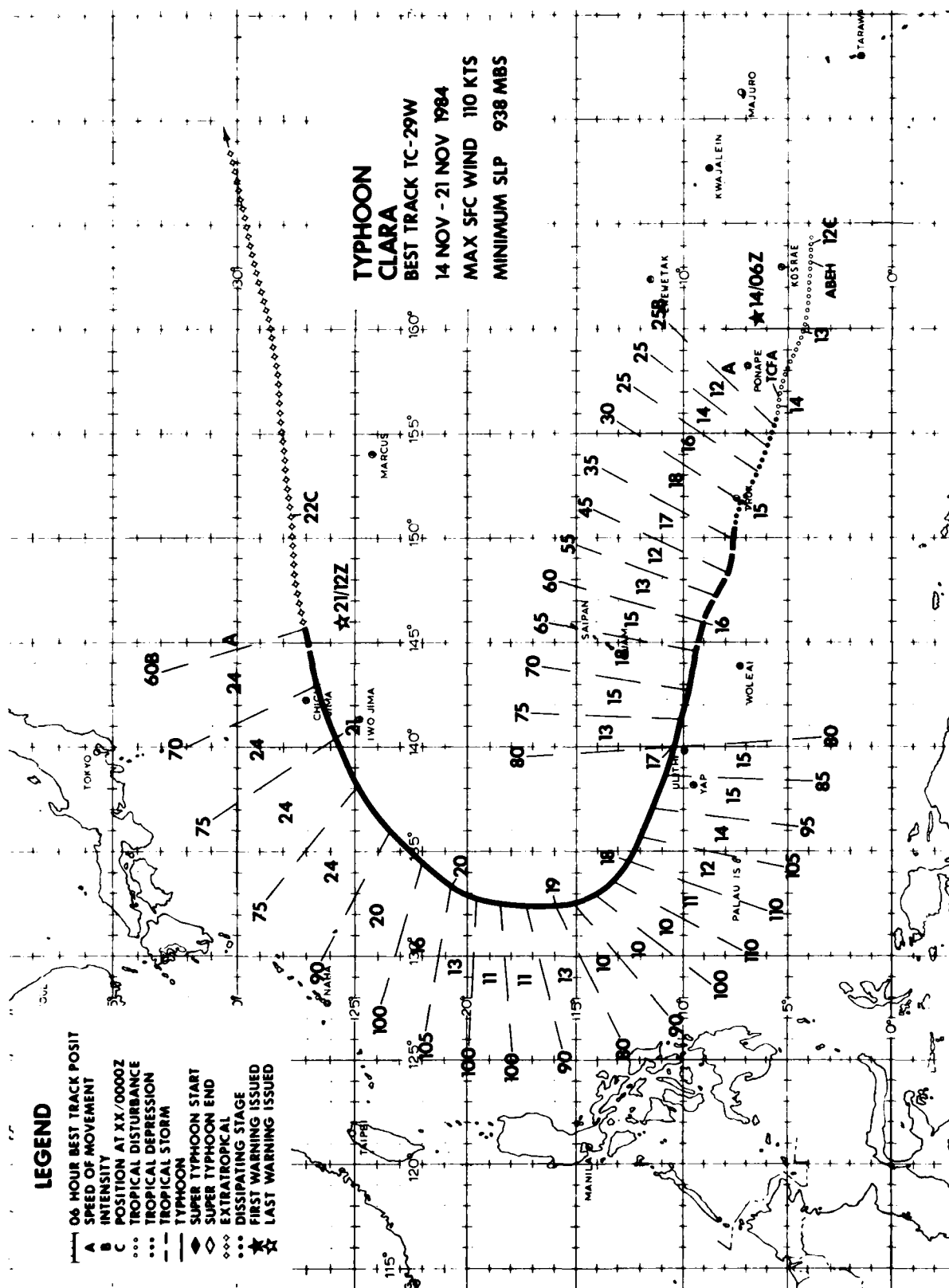


Figure 3-28-7. Typhoon Clara accelerating to the northeast and beginning extratropical transition. Bill now has more convection than 24 hours earlier, but this convective flare-up was temporary (200700Z November NOAA visual imagery).

LEGEND

- 06 HOUR BEST TRACK POSIT
- A SPEED OF MOVEMENT
- B INTENSITY
- C POSITION AT XX/0000Z
- ... TROPICAL DISTURBANCE
- ... TROPICAL DEPRESSION
- ... TROPICAL STORM
- TYPHOON
- ◇ SUPER TYPHOON START
- ◇ SUPER TYPHOON END
- ... DISSIPATING STAGE
- ★ FIRST WARNING ISSUED
- ★ LAST WARNING ISSUED

**TYPHOON
CLARA**
BEST TRACK TC-29W
14 NOV - 21 NOV 1984
MAX SFC WIND 110 KTS
MINIMUM SLP 938 MBS



TYPHOON CLARA (29W)

Typhoon Clara was the last significant tropical cyclone to develop during the month of November. It developed into a textbook, late-season recurver and was noteworthy due to its effect on Super Typhoon Bill.

Clara began as a large, low-latitude disturbance in the eastern Caroline Islands. It was located by surface synoptic data before it was identified in satellite imagery. This disturbance first appeared late on 11 November as a weak circulation near 4N 164E and received first mention as a suspect area in the 120600Z Significant Tropical Weather Advisory (ABEH PGTW). By 130000Z, a very broad area of convection was associated with the circulation. The circulation's development was aided by the presence of a disturbance in the Southern Hemisphere near the Solomons which strengthened the westerly flow south of the circulation. These westerlies combined with the northeast trades to the north to supply the excess low-level vorticity needed for continued development. The upper-level

pattern was also favorable with anticyclones over Super Typhoon Bill and over the Solomons providing divergence aloft over the developing system. This cross-equatorial interaction at both the surface and 200 mb level was instrumental in the development of Typhoon Clara.

The area continued to consolidate throughout the day and at 131600Z the ABEH was reissued upgrading the system's potential for development to "fair". Analysis of satellite imagery at this time yielded an intensity estimate of 25 kt (13 m/s) with a forecast to intensify. An aircraft investigation was requested for later in the day and with continued development evident, a TCFA was issued at 132030Z. AT 140454Z aircraft reconnaissance found a surface center with 15 to 25 kt (8 to 13 m/s) winds; consequently warning number one was issued at 140600Z. Figure 3-29-1 shows Clara fifteen hours later as a 30 kt (15 m/s) tropical depression.

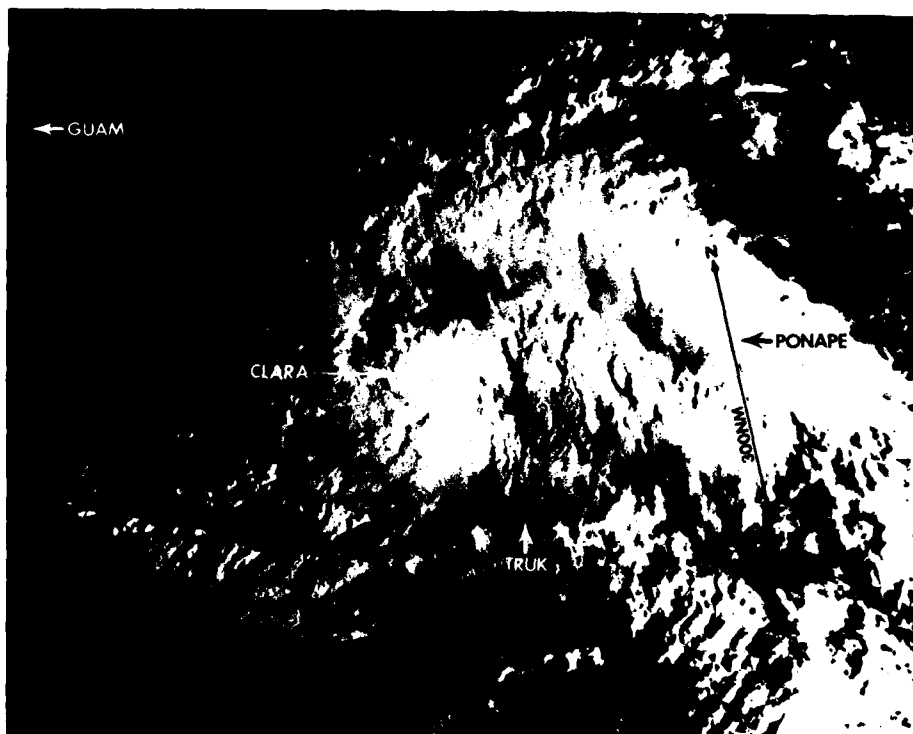


Figure 3-29-1. Clara at Tropical Depression intensity during its consolidation stage. Maximum surface winds at this time were near 30 kt (15 m/s). This system was upgraded to Tropical Storm Clara less than nine hours later (142113Z November NOAA visual imagery).

From this point on, Clara was a well-behaved and well forecast system. As Clara intensified it developed into a large circulation. As early as 151200Z, Clara controlled as much inflow as Bill, and by late on the 16th was clearly the dominant of the two storms. Progress along its track was typical of a well-behaved fast moving typhoon, and anticipated well in advance by JTWC. Typhoon Clara recurved just east of 132E. As Clara recurved, it passed within 500 nm (926 km) of the weakening Super Typhoon Bill. This proximity to Bill disrupted Clara's outflow and resulted in a slight weakening late on the 18th and into the 19th. However, Bill's effect on Clara was considerably less than the major course and intensity changes that Clara inflicted on Bill. Late on the 19th, as Clara recurved to the northeast and opened on Bill, it

reintensified to 105 kt (54 m/s). This was just 5 kt (3m/s) less than the peak intensity of 110 kt (57 m/s) recorded prior to recurvature.

Figure 3-29-2 shows Clara after it had completed recurvature and was about to begin extratropical transition with a frontal system to the northeast. This transition was of the complex variety in which the typhoon merges with an existing front and becomes a wave on the front. This wave then propagates along the front and usually accelerates to the northeast. In this process the typhoon loses all of its convection and tropical characteristics but still retains a strong low-level wind field. In Clara's case, the transition was rapid and complete by 211200Z. The extratropical low was still discernable on satellite imagery as a frontal wave 30 hours later.

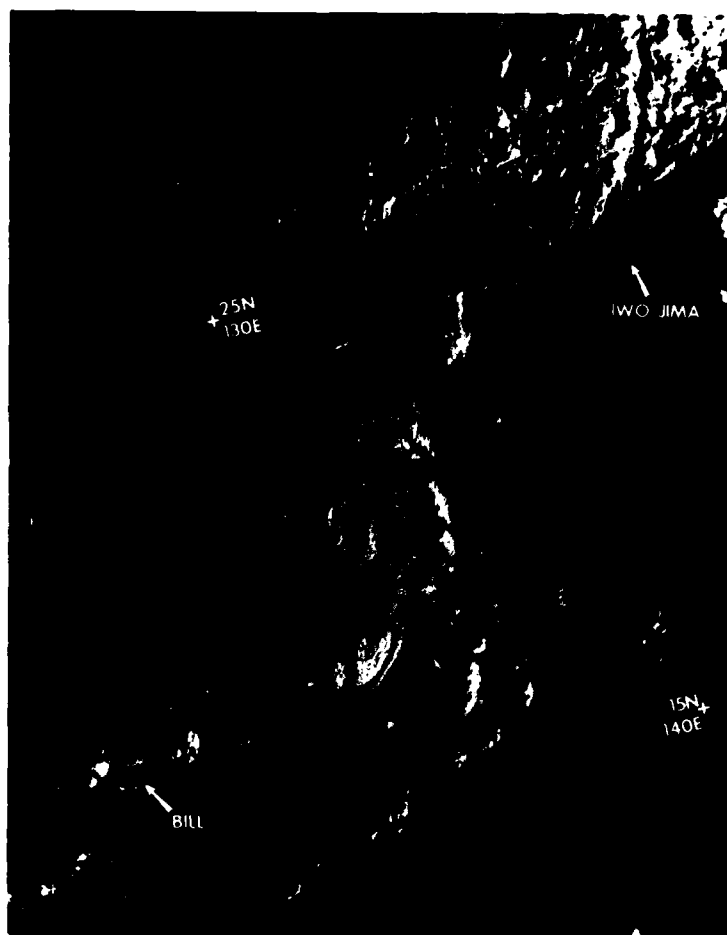


Figure 3-29-2. Typhoon Clara just after completing recurvature and about to begin extratropical transition with the frontal system to the northeast. Even this close to the weakening Super Typhoon Bill, Clara showed little indication of interaction (192234Z November NOAA visual imagery).

As Clara accelerated to the east-northeast, it passed to the north of Iwo-Jima (WMO 47981) which put the island in the dangerous semicircle of the typhoon. Sustained winds of 40 kt (21 m/s) with gusts to 63 kt (32 m/s) were reported during Clara's passage. However, no known damage was sustained on the island.

In summary, Clara was one of the classic typhoons of 1984. Forming at low-latitudes as a very broad disturbance,

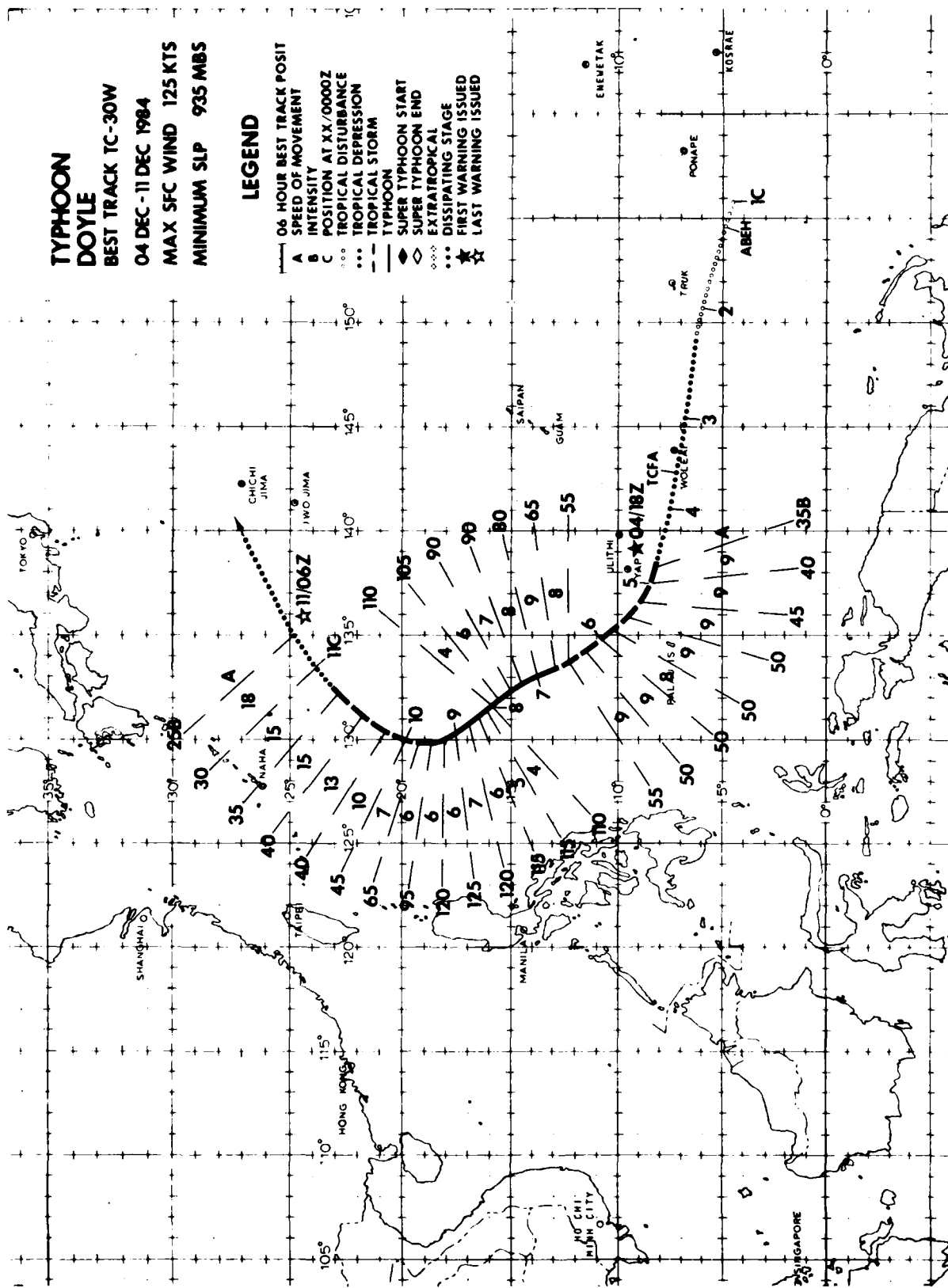
Clara slowly consolidated and deepened into a 110 kt (55 m/s) system. Moving rapidly across the western Pacific, Clara recurved and, in textbook fashion, transitioned into an extratropical low while accelerating to the east-northeast. During Clara's entire lifetime, Super Typhoon Bill was active in the same portion of the ocean. Even though they were at times close to each other, Bill had no noticable effect on Clara's track and only minor influence on Clara's intensity.

TYPHOON DOYLE

BEST TRACK TC-30W
04 DEC - 11 DEC 1984
MAX SFC WIND 125 KTS
MINIMUM SLP 935 MBS

LEGEND

- 06 HOUR BEST TRACK POSIT
- A SPEED OF MOVEMENT
- B INTENSITY
- C POSITION AT XX/0000Z
- ... TROPICAL DISTURBANCE
- ... TROPICAL DEPRESSION
- TROPICAL STORM
- TYPHOON
- ◆ SUPER TYPHOON START
- ◇ SUPER TYPHOON END
- ... EXTRATROPICAL
- ... DISSIPATING STAGE
- ★ FIRST WARNING ISSUED
- ☆ LAST WARNING ISSUED



TYPHOON DOYLE (30W)

Typhoon Doyle was the final tropical cyclone of the 1984 season and the only one to develop during the month of December. Doyle followed a typical recurvature track and remained over open water throughout its lifetime.

The tropical disturbance that was to become Doyle first appeared as an area of convective activity near 5N 156E at 0000Z on the 1st of December. It was mentioned as a new suspect area on the 010600Z Significant Tropical Weather Advisory (ABEH PGW) and was given a "poor" potential for significant tropical cyclone development.

During the next 36 hours the disturbance moved west-northwest and gradually increased in intensity and organization. During this time satellite imagery showed the disturbance was developing good upper-level support in the form of anticyclonic outflow. With the potential for significant tropical cyclone development now considered to be "fair", the ABEH was reissued at 021800Z.

Aircraft reconnaissance early on the 3rd was unable to locate a surface circulation, but did find a trough with an MSLP of 1004 mb. The system continued to show signs of increased organization prompting the issuance of a TCFA at 031100Z. On the afternoon of the 4th, aircraft reconnaissance indicated that the MSLP had dropped to 1001 mb and that 25 kt (13 m/s) surface winds were now associated with the disturbance. Again no low-level circulation center could be found. Since continued slow development was evident on satellite imagery, the TCFA was reissued at 041100Z. At this time imagery showed several spiralling convective bands were present indicating that the formation of a significant tropical cyclone was imminent. Also present at this time was a Southern Hemisphere low-level circulation in the Coral Sea east of Cape York. This vortex contributed to the development of Doyle by increasing the westerly low-level flow to its south.

Satellite imagery at 041600Z indicated that the system now had some intense

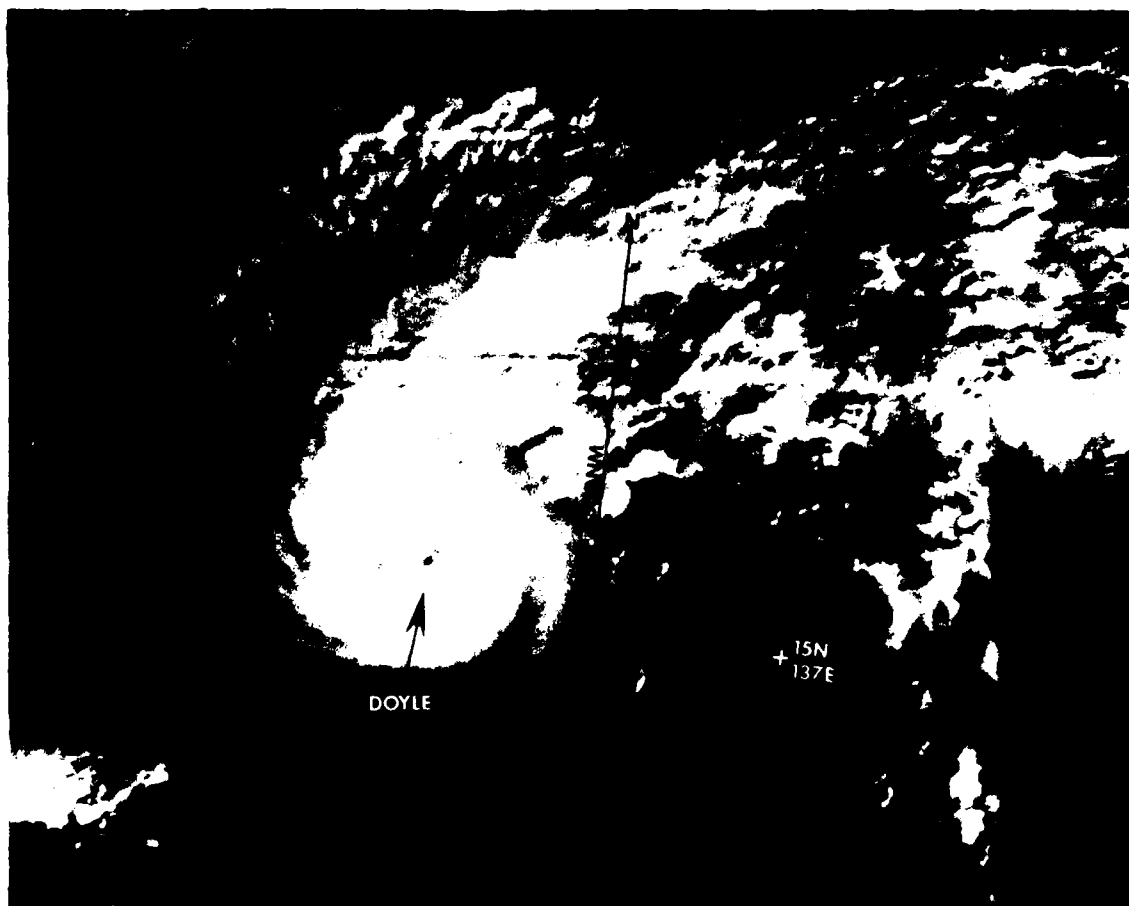


Figure 3-30-1. Typhoon Doyle one day before attaining maximum intensity (080106Z December DMSP visual imagery).

convection near the center of the developing circulation and that two intensifying convective bands were present. With Dvorak intensity analysis of this imagery indicating that 35 kt (18 m/s) surface winds were present, the initial warning on Doyle was issued at 041800Z.

An investigative flight into Doyle several hours later was finally able to locate the storm's center at 050129Z observing 40 kt (21 m/s) surface winds and measuring a central pressure of 994 mb. The surface center was very small - measuring a mere 5 nm (9 km) in diameter, with the maximum winds located 5 nm (9 km) from the center and decreasing rapidly outward. The small size of the surface center may have been a factor in the inability of previous reconnaissance flights to locate it.

During the next 48 hours, Doyle slowly intensified. Aircraft reconnaissance confirmed this slow development until the mission late on 6 December, when the central pressure was measured at 973 mb, a drop of 18 mb in just 12 hours. Maximum sustained surface winds of 90 kt (46 m/s) were observed on the north side of the storm where the easterly trades were enhancing Doyle's circulation. Doyle was upgraded to typhoon strength at 070000Z based on this information. Accompanying this intensification was a change in movement to a more northwesterly track.

The plotted values of equivalent potential temperatures versus the MSLP for the 30 hours prior to 070000Z December indicated the strong possibility of rapid deepening during the next 36 hours (Dunnavan, 1981). This indication was incorporated in the 070000Z December warning with some modification. The warnings prior to 070000Z had indicated no significant increase in intensity was likely due to the presence of the northwest monsoon flow to the north of the storm. Since that situation was still present, intensification to more than 120 kt (62 m/s) was not forecast. At this time the area north of Doyle was marked by the presence of stratocumulus clouds indicating the stability of the atmosphere in that region.

At 072047Z the MSLP had decreased to 935 mb, a fall of 43 mb in 24 hours (Figure 3-30-1). Maximum sustained winds reported by the ARWO at this time were 110 kt (57 m/s). After 072047Z, Doyle's central sea-level pressure began to rise - reaching 993 mb at 092037Z December (a rise of 58 mb in 48 hours). An unusual feature of Typhoon Doyle was the way the maximum surface winds lagged the occurrence of its MSLP. According to the best track intensities, which are based on all available data, Typhoon Doyle reached a maximum intensity of 125 kt (64 m/s) at 090000Z some 27 hours after the lowest minimum sea-level pressure was recorded!

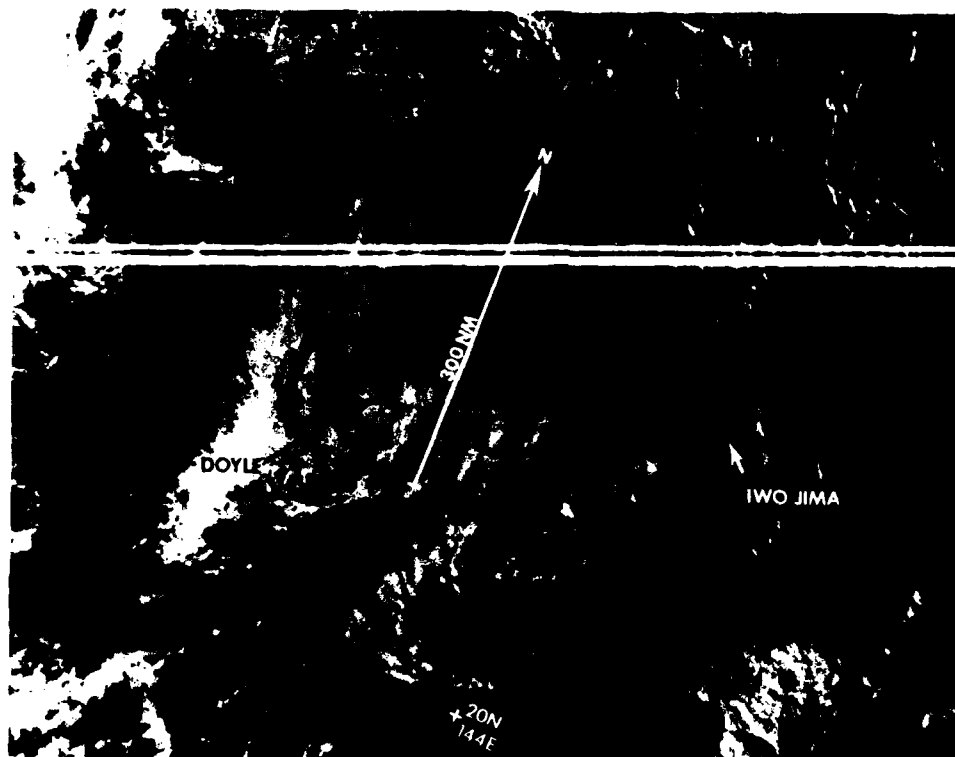


Figure 3-30-2. The exposed low-level circulation of Doyle at the time of the final warning (1110601Z December NOAA visual imagery).

Between 091200Z and 100000Z, Doyle turned to the north and rapidly weakened from 95 kt (49 m/s) to 45 kt (23 m/s). Satellite imagery during this time showed a dramatic decrease in the intensity and extent of Doyle's convection. After 100000Z Doyle weakened more gradually while accelerating to the northeast. The final

warning was issued at 110600Z as the nearly convection-free low-level circulation center dissipated as a significant tropical cyclone (Figure 3-30-2).

There were no reports of damages from Typhoon Doyle as it remained over open water throughout its lifetime.

2. NORTH INDIAN OCEAN TROPICAL CYCLONES

Tropical cyclone activity in the North Indian Ocean was nearly normal during 1984. Four storms originated in this area as compared to the annual average of 4.4.

Tables 3-6 through 3-8 provide a summary of North Indian Ocean tropical cyclone activity for 1984 as compared to earlier years.

TABLE 3-6.

1984 SIGNIFICANT TROPICAL CYCLONES

TROPICAL CYCLONE	PERIOD OF WARNING	CALENDAR DAYS OF WARNING	NUMBER OF WARNINGS ISSUED	MAXIMUM SURFACE WIND (KT)	ESTIMATED MSLP (MB)	BEST TRACK DISTANCE TRAVELED (NM)
1. TC 01A	26 MAY - 28 MAY	3	9	45	990	819
2. TC 02B	12 OCT - 14 OCT	3	8	45	980	380
3. TC 03B	11 NOV - 15 NOV	5	16	85	975	719
4. TC 04B	28 NOV - 08 DEC	11	34	75	973	2662
1984 TOTALS:		22	67			

TABLE 3-7.

1984 SIGNIFICANT TROPICAL CYCLONES

NORTH INDIAN OCEAN

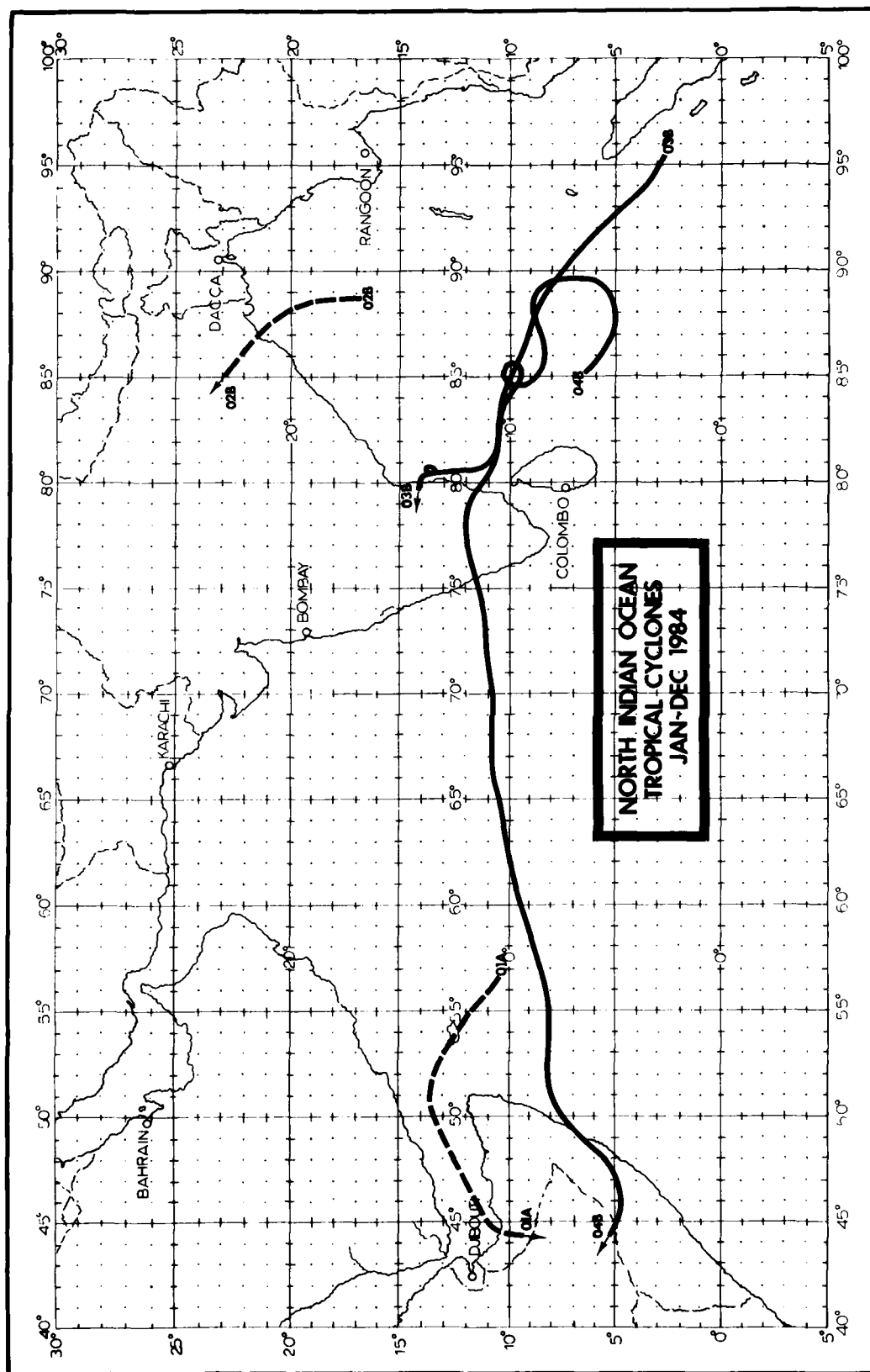
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1984 TROPICAL CYCLONES	0	0	0	0	1	0	0	0	0	1	2	0	4
1975-1984 AVERAGE	.1	-	-	.1	.7	.4	-	.1	.3	1.0	1.4	.3	4.4
CASES	1	-	-	1	7	4	-	1	3	10	14	3	44

FORMATION ALERTS: 4 out of 10 Formation Alerts developed into significant tropical cyclones. Tropical Cyclone Formation Alerts were issued for all significant tropical cyclones that developed during 1984.

WARNINGS: Number of warning days: 22

Number of warning days with two tropical cyclones in region: 0

Number of warning days with three or more tropical cyclones in region: 0



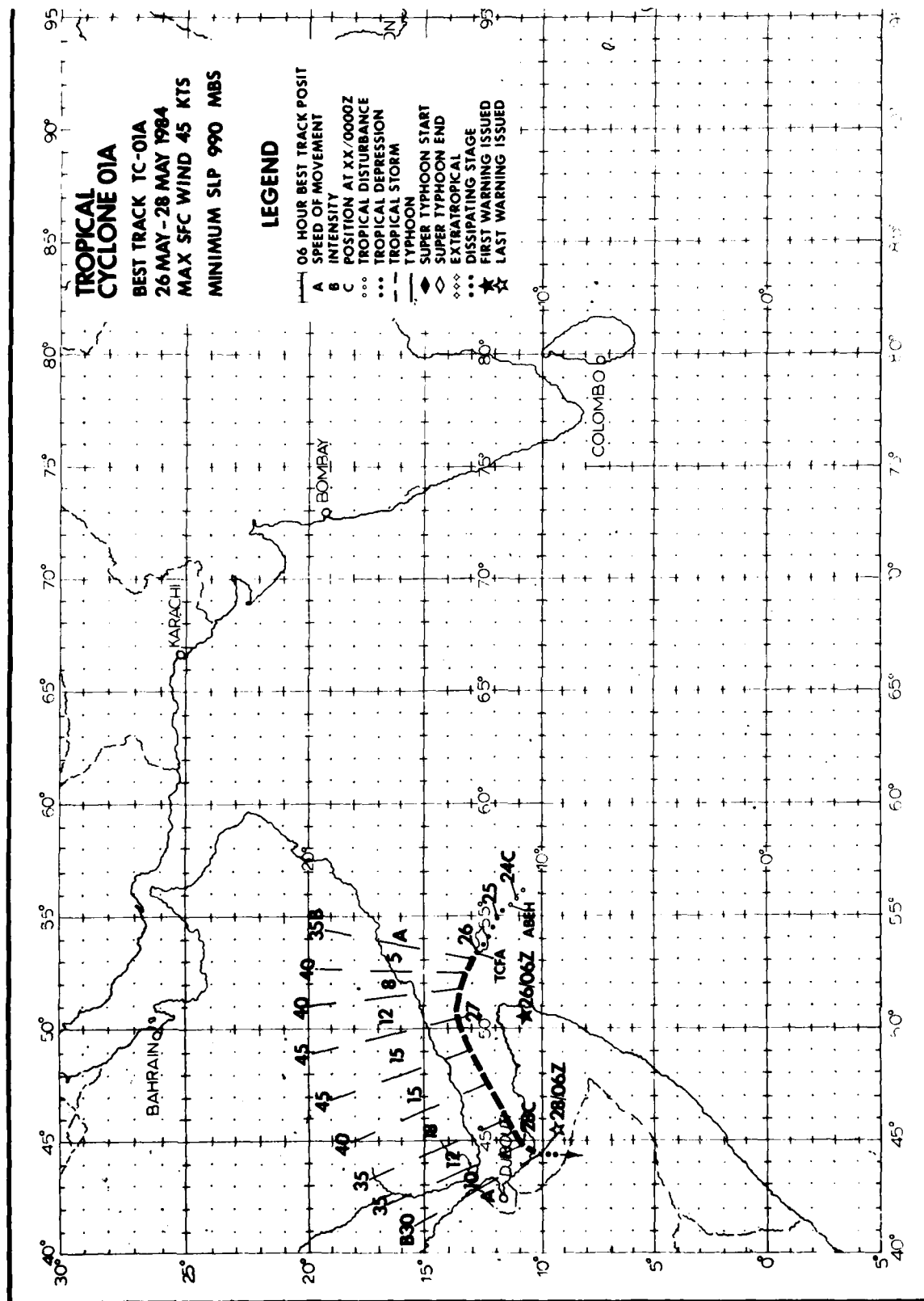
FMC/JTWC GUAM 3142/82 (NEW 2-76)

TABLE 3-8.

FREQUENCY OF TROPICAL CYCLONES BY MONTH AND YEAR

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
1971*	-	-	-	-	-	0	0	0	0	1	1	0	2
1972*	0	0	0	1	0	0	0	0	2	0	1	0	4
1973*	0	0	0	0	0	0	0	0	0	1	2	1	4
1974*	0	0	0	0	0	0	0	0	0	0	1	0	1
1975	1	0	0	0	2	0	0	0	0	1	2	0	6
1976	0	0	0	1	0	1	0	0	1	1	0	1	5
1977	0	0	0	0	1	1	0	0	0	1	2	0	5
1978	0	0	0	0	1	0	0	0	0	1	2	0	4
1979	0	0	0	0	1	1	0	0	2	1	2	0	7
1980	0	0	0	0	0	0	0	0	0	0	1	1	2
1981	0	0	0	0	0	0	0	0	0	1	1	1	3
1982	0	0	0	0	1	1	0	0	0	2	1	0	5
1983	0	0	0	0	0	0	0	1	0	1	1	0	3
1984	0	0	0	0	1	0	0	0	0	1	2	0	4
1975-1984 AVERAGE	.1	-	-	.1	.7	.4	-	.1	.3	1.0	1.4	.3	4.4
CASES	1	0	0	1	7	4	0	1	3	10	14	3	44

* JTWC warning responsibility began on 4 June 1971 for the Bay of Bengal, east of 90E. As directed by USCINCPAC, JTWC issued warnings only for those tropical cyclones that developed or tracked through that portion of the Bay of Bengal. Commencing with the 1975 tropical cyclone season, JTWC's area of responsibility was extended westward to include the western portion of the Bay of Bengal and the entire Arabian Sea.



TROPICAL CYCLONE 01A

Tropical Cyclone 01A, the only tropical cyclone to develop in the North Indian Ocean during the Spring transition season, distinguished itself by its non-climatological track. After developing in the western Arabian Sea, Tropical Cyclone 01A turned to the west-southwest and transited through the Gulf of Aden rather than moving to the north or northwest along the climatologically favored track and making landfall along the east coast of the Arabian peninsula. This is the only tropical cyclone of record to transit through the Gulf of Aden.

The disturbance which eventually developed into Tropical Cyclone 01A was first detected on 23 May as an area of strong convection centered approximately 180 nm (333 km) southeast of Socotra (WMO 61599). The convection persisted and the disturbance was mentioned as a suspect area in the Significant Tropical Weather Advisory (ABEH PGTW) at 0600Z on the 24th. The disturbance moved slowly northwestward during the next 36 hours with a gradual increase in organization. At 260051Z, a TCFA was issued prompted by the persistent slow improvement in the convective organization and by indications from satellite imagery that a small but well organized low-level circulation was developing. Throughout this period, synoptic data was unable to confirm the

presence of a surface circulation. At 261055Z, the first warning on Tropical Cyclone 01A, valid at 260600Z was issued. This was based on a Dvorak intensity analysis of Figure 3-31-1 which estimated that surface winds of 35 kt (18 m/s) were present.

Tropical Cyclone 01A remained a compact system throughout its life. Even at its maximum intensity of 45 kt (23 m/s) between 0000Z and 0600Z on 27 May, the radius of greater than 30 kt (15 m/s) winds was estimated to be only 60 nm (111 km). The small size of Tropical Cyclone 01A coupled with the sparsity of synoptic data in the area precluded any verification of surface intensity estimates. Intensity estimates on this system were based entirely on Dvorak satellite analysis.

Tropical Cyclone 01A moved northwestward until late on the 26th, when it turned to the west-southwest and entered the Gulf of Aden in response to a strong subtropical ridge over Saudi Arabia. Tropical Cyclone 01A transited up the Gulf of Aden until it made landfall at 0300Z on 28 May, approximately 35 nm (65 km) west of Berbera, Somalia (WMO 63160). After making landfall, Tropical Cyclone 01A moved inland over Somalia and dissipated. There were no reports of damages or injuries from this system.

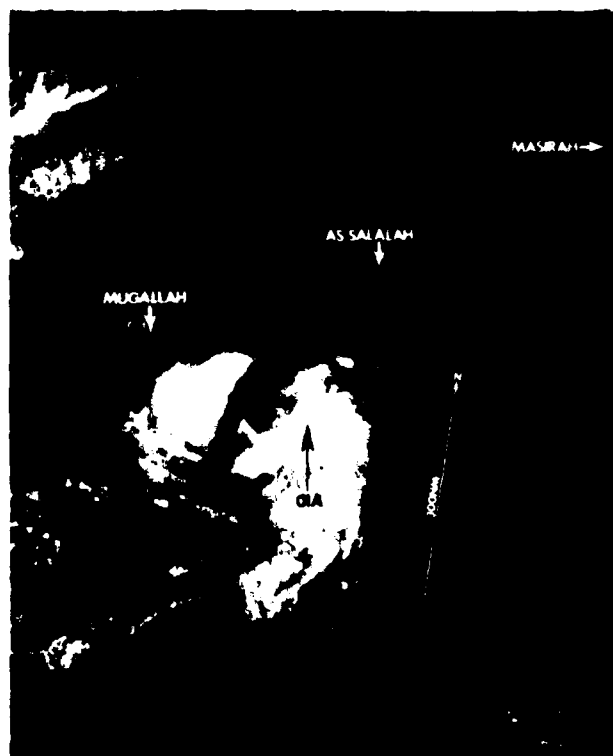
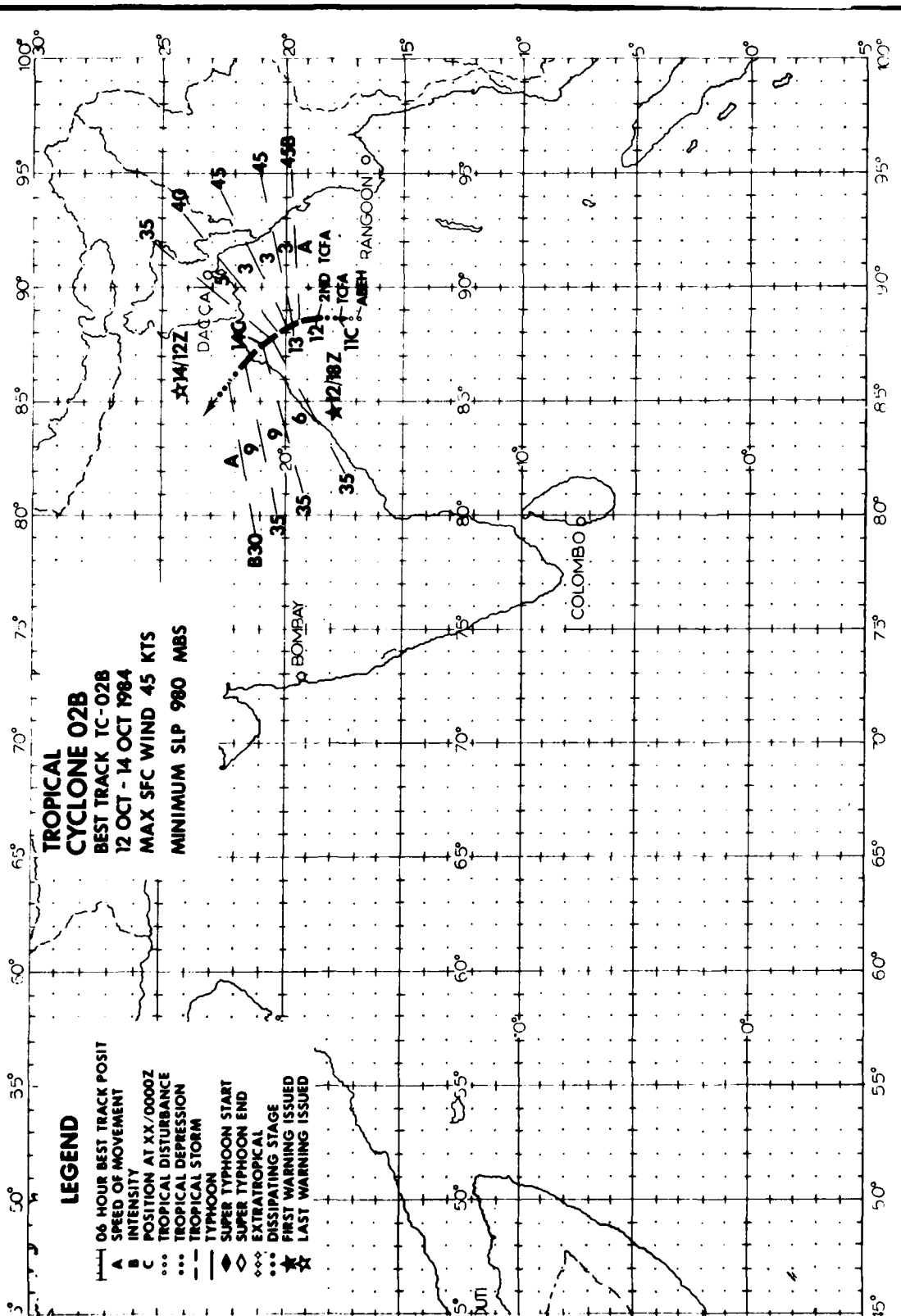


Figure 3-31-1 Tropical Cyclone 01A at the entrance to the Gulf of Aden (260617Z May DMSP visual imagery).



TROPICAL CYCLONE 02B

Tropical Cyclone 02B, the first tropical cyclone to develop in the North Indian Ocean during the Fall transition season, led a rather uneventful life. Tropical Cyclone 02B was first detected early on the 10th of October as a broad area of convection in the north-central Bay of Bengal. During the day the convection showed improved organization with cirrus plumes indicating an upper-level anticyclone existed over the disturbance. No surface synoptic data was available in the area; however, curvature of the low-level clouds indicated a developing low-level circulation was present. Dvorak intensity analysis of the 101800Z imagery estimated that surface winds of 30 kt (15 m/s) were present in the system. This prompted the issuance of the first of two TCFAs at 102300Z.

During the next two days the disturbance developed a broad circulation covering the head of the Bay of Bengal and intensified slowly. Upper-level support remained favorable for further intensification and the only inhibiting factor for development was the proximity of the disturbance to land which restricted the low-level inflow. Although Tropical Cyclone 02B formed in the monsoon trough, most of the flow from the southwest monsoon was being drawn into Tropical Storm Susan (22W) which was developing in the South China Sea. If Susan

had not been present, Tropical Cyclone 02B may have developed into a more potent system.

The developing cyclone tracked slowly north until 0600Z on the 12th when a turn to the northwest began. At 121800Z the first warning was issued. The initial warning on Tropical Cyclone 02B was prompted by satellite imagery which indicated that the system had intensified significantly over the past 24 hours and was now supporting winds of 45 kt (23 m/s). Once again due to lack of synoptic data, the intensity estimate was based solely on Dvorak analysis of satellite imagery. Tropical Cyclone 02B maintained this intensity for the next 12 hours until strong upper-level easterlies began to shear the convection to the west on 13 October (Figure 3-32-1). This started a weakening trend which continued until dissipation.

As it weakened, Tropical Cyclone 02B continued moving to the northwest and increased its forward speed. At about 140300Z Tropical Cyclone 02B made landfall on the coast of India approximately 10nm (19 km) south of Balasore (WMO 42895). The system weakened rapidly over land with the final warning being issued at 141200Z. Although some heavy rains accompanied this storm as it made landfall there have been no reports of damage.

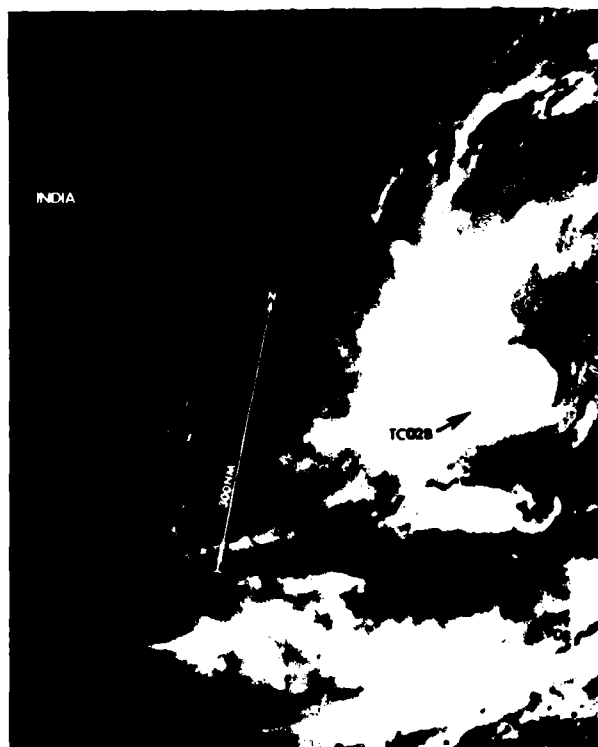
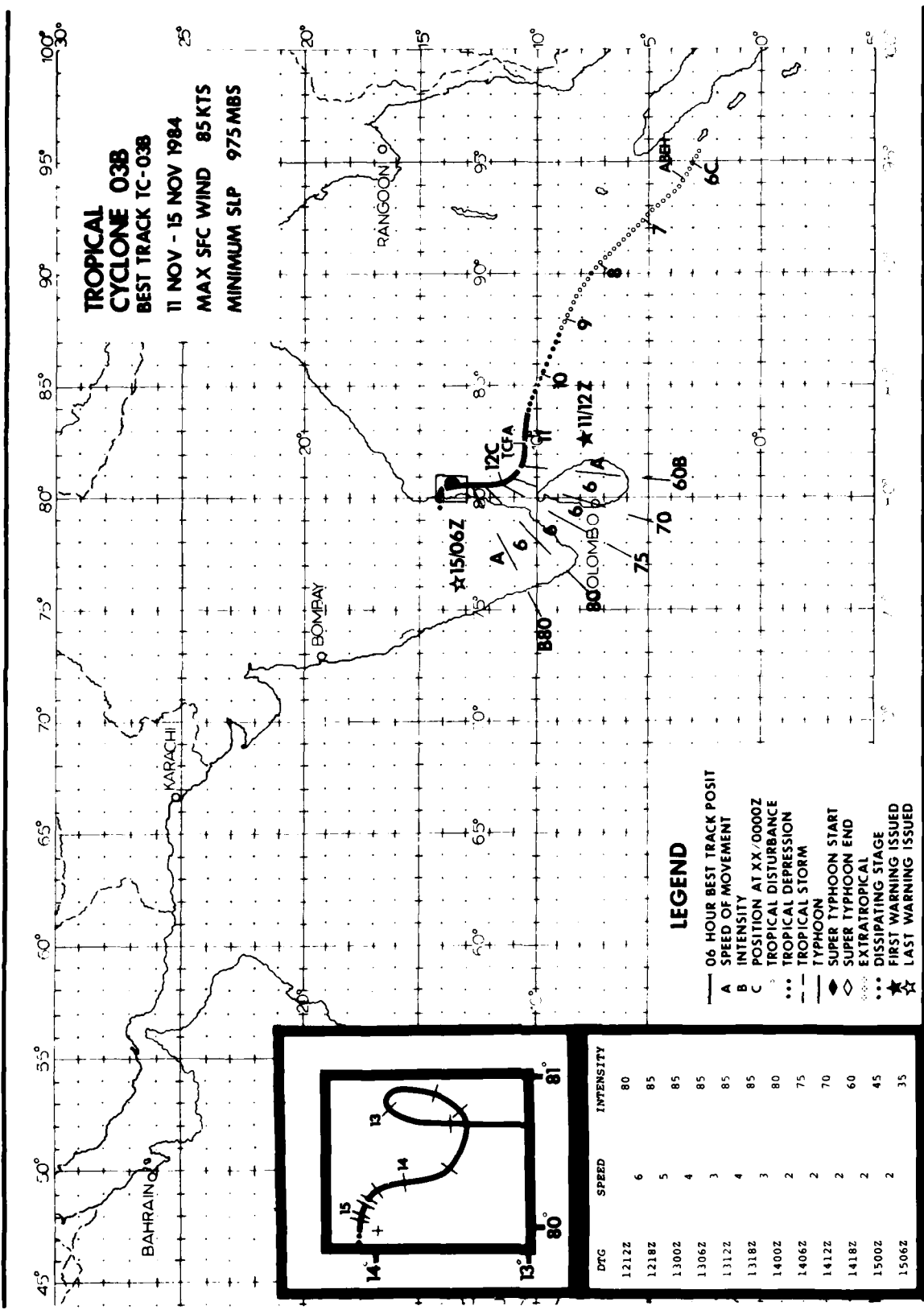


Figure 3-32-1. Tropical Cyclone 02B near maximum intensity (130446Z October DMSP visual imagery).



TROPICAL CYCLONE 03B

Tropical Cyclone 03B, the second cyclone to form in the North Indian Ocean during the Autumn transition season, developed into the most intense of all 1984 North Indian Ocean Storms. The storm was responsible for at least 430 deaths and has been called the worst tropical cyclone to affect the central east coast of India in 15 years.

The disturbance that would eventually develop into Tropical Cyclone 03B, was first noticed late on 5 November as a broad area of poorly organized convection west of Sumatra. Over the next few days the disturbance moved northwest. Although the system showed periodic convective flare-ups, there was no permanent significant increase in organization until 9 November. By then a well-defined low-level circulation center was visible on satellite imagery. During the 9th and into the 10th, the disturbance moved to the west-northwest with only slow development noted. At that time it was thought the disturbance might make landfall over the southeast coast of India before

developing into a significant tropical cyclone. However, that was not to be the case.

Late on the 10th, analysis of satellite imagery indicated that the overall convection and organization of the disturbance was increasing. Since Dvorak intensity analysis already indicated that 30 kt (15 m/s) winds were present, a TCFA was issued at 110330Z.

Less than four hours later, JTWC received a Dvorak intensity analysis from the Air Force Global Weather Central (AFGWC) which indicated the disturbance had intensified rapidly and now supported winds of 55 kt (28 m/s)! The first warning on Tropical Cyclone 03B was issued at 111200Z.

Figure 3-33-1 is a streamline analysis of the mid-level flow that was present throughout much of the warning phase of the storm's lifetime. The dominant features are the ridging across the Bay of Bengal and the associated neutral point over the east coast of India.

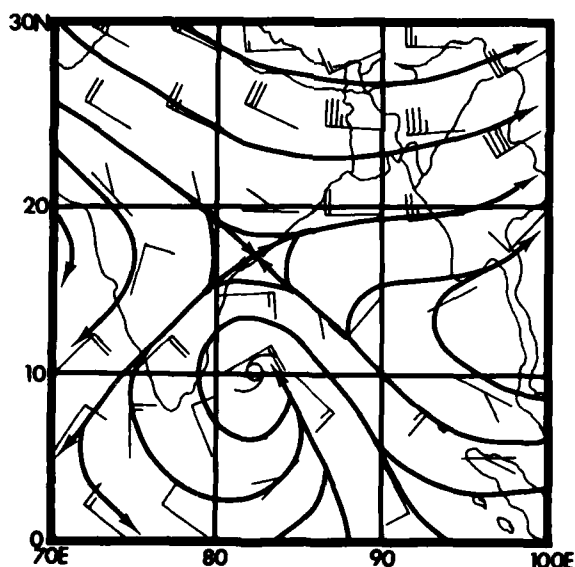


Figure 3-33-1. The mid-level flow present during much of Tropical Cyclone 03B's lifetime. Streamline analysis performed on the 111200Z November 500 mb NOGAPS wind field.

Since Tropical Cyclone 03B was firmly embedded in the southeasterly flow south of the ridge axis, the initial forecasts called for continued west-northwest movement, with dissipation over India within 36 hours. However, Tropical Cyclone 03B was to take a different course. Responding to the flow around the periphery of the ridge, the storm curved to the north and moved into the neutral point, lost all steering, and began an erratic movement. It took at least one clockwise loop (and perhaps a second) before

finally drifting slowly to the northwest towards India.

As the storm moved north on the 12th, it deepened rapidly attaining a peak intensity of 85 kt (44 m/s) at 121800Z. During this development stage, the system was vertically aligned with the upper-level anticyclone. From early on the 12th until the 14th, a 6 to 15 nm (11 to 28 km) wide eye was observed on satellite imagery (Figure 3-33-2).



Figure 3-33-2. Tropical Cyclone 03B near maximum intensity (130427Z November DMSP visual imagery).

On 14 November, strong upper-level southwesterlies began to exert pressure on the storm. As a result, the convection began to be displaced to the northeast. Gradual weakening followed under this shearing environment until the storm made landfall where final dissipation occurred.

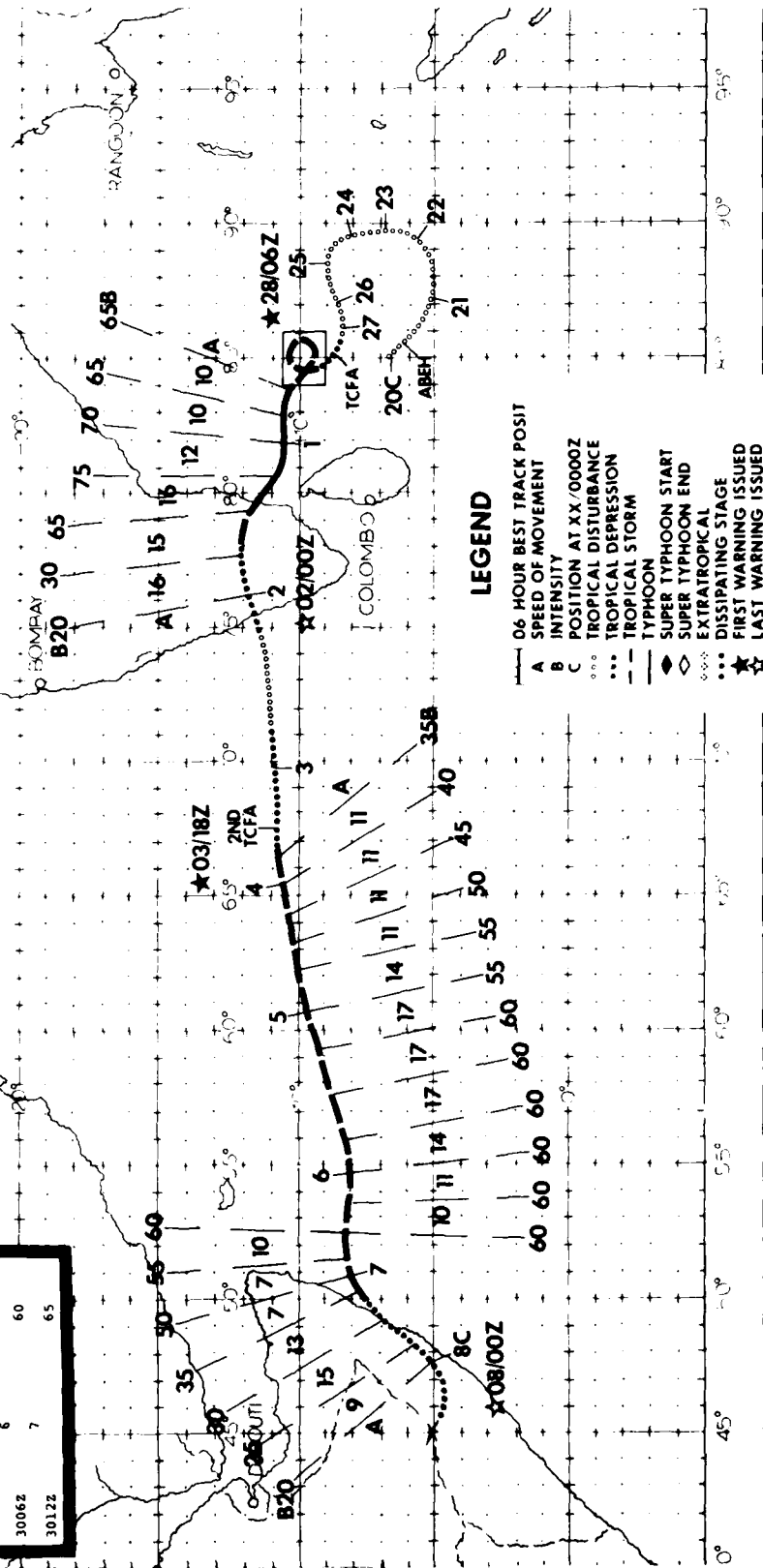
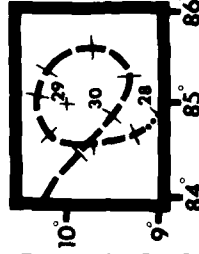
Unfortunately, the erratic movement and intensification of Tropical Cyclone 03B occurred very close to the east coast of

India and brought a prolonged period of heavy rain and flooding to much of the region. At least 430 are known dead as a result of the storm. Over 20,000 people were stranded in coastal villages due to flooding.

At 150600Z the last warning was issued as the nearly convection-free low-level center dissipated over land just south of Nellore (WMO 43245).

TROPICAL CYCLONE 04B
BEST TRACK TC-04B
28 NOV - 08 DEC 1984
MAX SFC WIND 75 KTS
MINIMUM SLP 973 MBS

DTG	SPEED	INTENSITY
2806Z	4	35
2812Z	5	40
2818Z	4	40
2900Z	4	45
2906Z	5	45
2912Z	5	50
2918Z	4	50
3000Z	6	55
3006Z	7	60
3012Z		65



TROPICAL CYCLONE 04B

Tropical Cyclone 04B was the last tropical cyclone of 1984 to develop in the North Indian Ocean. Like two of the three storms before it, Tropical Cyclone 04B distinguished itself by its unusual track.

Early on 20 November a large area of convection extended from the southern Bay of Bengal across the equator into the South Indian Ocean. There were two weak low-level circulations associated with this convection - one on either side of the equator. Although the convection showed no organization at this time, it was extensive in size; extending from 12N to 12S and from 70E to 100E. The most intense convection was near the equator where northwest low-level flow from the northern hemisphere converged with southwest flow from the southern hemisphere.

The tropical disturbance that was to become Tropical Cyclone 04B first appeared as an organized area of convection within the broad area near 6N 85.5E. The area was mentioned on the 200600Z Significant Tropical Weather Advisory (ABEH PGTW) and was given a "poor" potential for development into a significant tropical cyclone during the next 24 hours.

The broad disturbance persisted during the next five days and by 0600Z on the 25th, the two surface circulations on either side of the equator had moved further apart and were becoming more organized. Upper-level outflow over the area appeared weak but diffuent.

By 270600Z, the disturbance in the Bay of Bengal had reached tropical depression strength and had become more organized. This was indicated on satellite imagery by convective banding and the presence of anticyclonic upper-level outflow. This system was now judged to have "fair" potential for significant tropical cyclone development during the next 24 hours. During the next 12 hours the intensity and organization of the convection continued to increase prompting the issuance of a TCFA valid at 271900Z.

At 280600Z, the system had further intensified with Dvorak intensity analysis indicating that surface winds of 35 kt (18 m/s) were present. The disturbance now had a central core of intense convection. This prompted the first warning on Tropical Cyclone 04B to be issued at 280600Z.

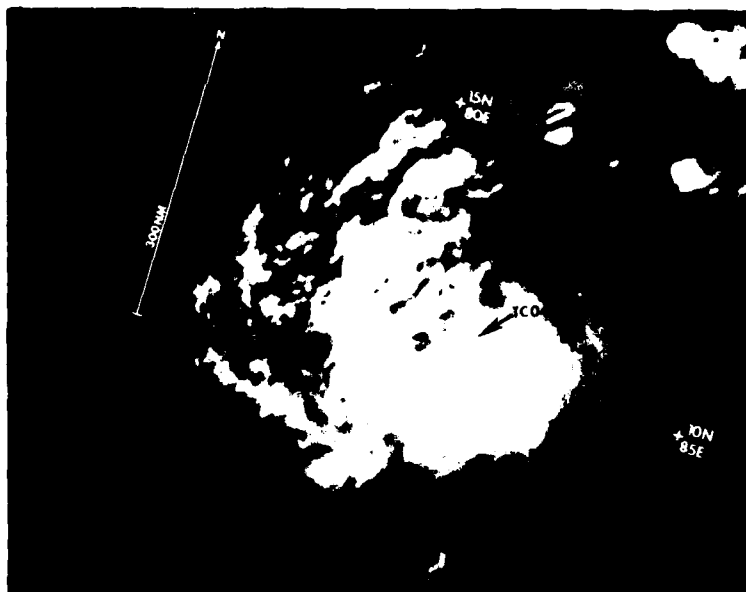


Figure 3-34-1. Tropical Cyclone 04B near maximum intensity (010509Z December DMSP visual imagery).

During the next 48 hours, Tropical Cyclone 04B moved in a slow anticyclonic loop while steadily intensifying. At 301200Z November, it had completed its loop and was estimated to have sustained surface winds of 65 kt (33 m/s). Once again this was based solely on the Dvorak intensity analysis of satellite imagery.

Tropical Cyclone 04B moved west during the next 18 hours, accelerated slightly and intensified to a peak intensity of 75 kt (39 m/s) (Figure 3-34-1). It then made a slight turn to the west-northwest and accelerated further to 16 kt (30 km/hr) as it made landfall on the east coast of India 40 nm (74 km) north of Nagappattinam (WMO 43340) at 011000Z December. After making landfall, the low-level circulation moved west across the southern tip of India and rapidly weakened. The mid-to-upper

level circulation, however, took a more northwestward track and became displaced from the low-level center by approximately 120 nm (222 km). Warning status was terminated on Tropical Cyclone 04B at 020000Z since the system had no convection associated with it and the low-level circulation was weak and poorly defined.

This weak but persistent low-level circulation now turned to the west-southwest, entered the Arabian Sea and slowly redeveloped (Figure 3-34-2). By the 3rd of December, the convection was redeveloping near the low-level center and reintensification appeared likely. This prompted the issuance of a second TCFA at 031200Z. The system continued to intensify and warning status was resumed at 031800Z December.

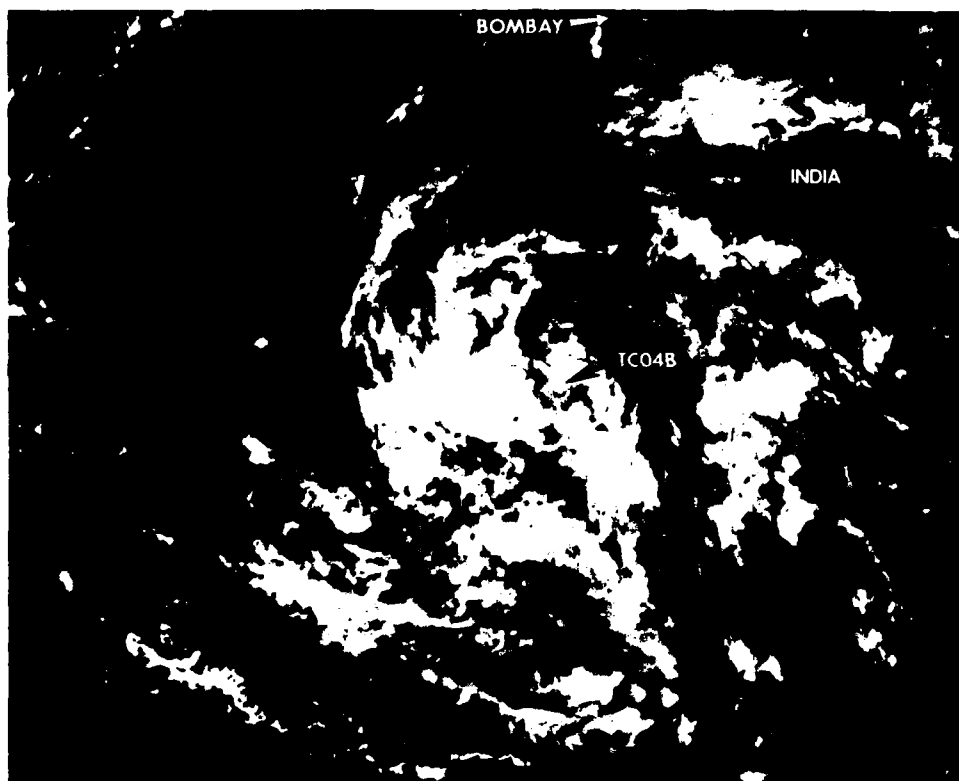


Figure 3-34-2. The poorly organized remnants of Tropical Cyclone 04B as it entered the Arabian Sea and began to reintensify (020448Z December DMSP visual imagery).

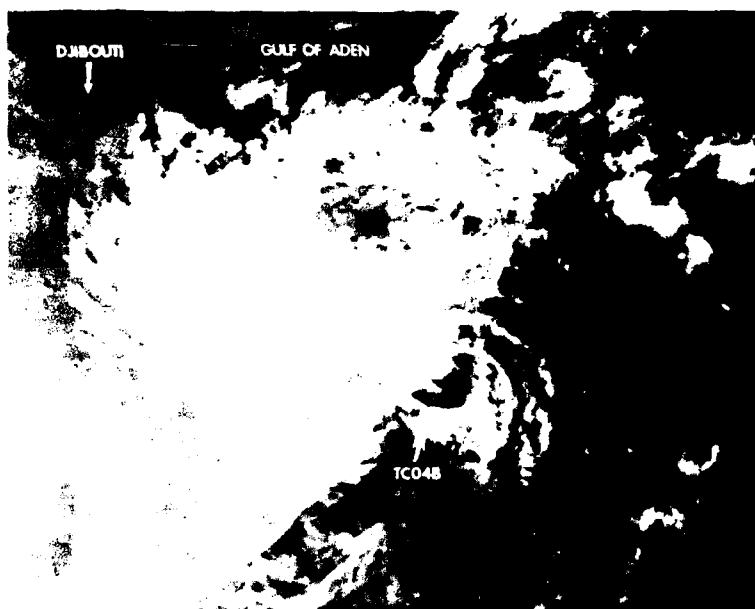


Figure 3-34-3. The exposed low-level circulation of Tropical Cyclone 04B located just off the east coast of Somalia (070630Z December DMSP visual imagery).

Tropical Cyclone 04B continued to move west-southwest, reaching an intensity of 60 kt (31 m/s) at 050600Z. For the next 42 hours it moved in a general westerly direction across the Arabian Sea around the southern periphery of a low to mid-level anticyclone located near the Persian Gulf. There was no significant change in intensity during this period.

At 070600Z, Tropical Cyclone 04B was within 25 nm (46 km) of the Somalia coast and had weakened to 35 kt (18 m/s) (Figure 3-34-3). At this point, the low-level circulation, became exposed, moved inland, and then moved southwestward along the coast for 24 hours before dissipating over land. The mid-to-upper level circulation and associated convection moved off to the northwest. The final warning was issued at 080000Z.

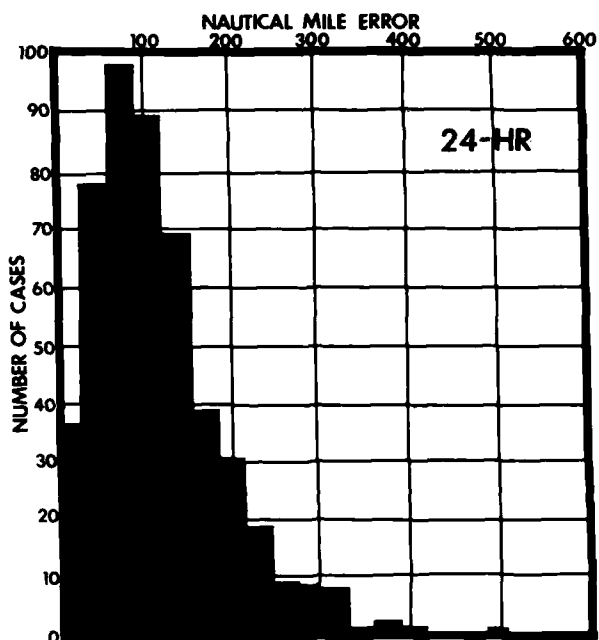
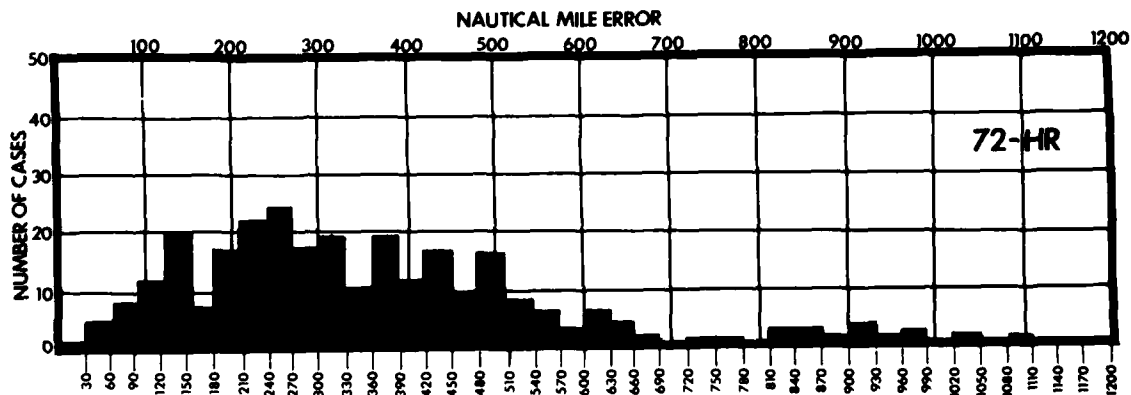
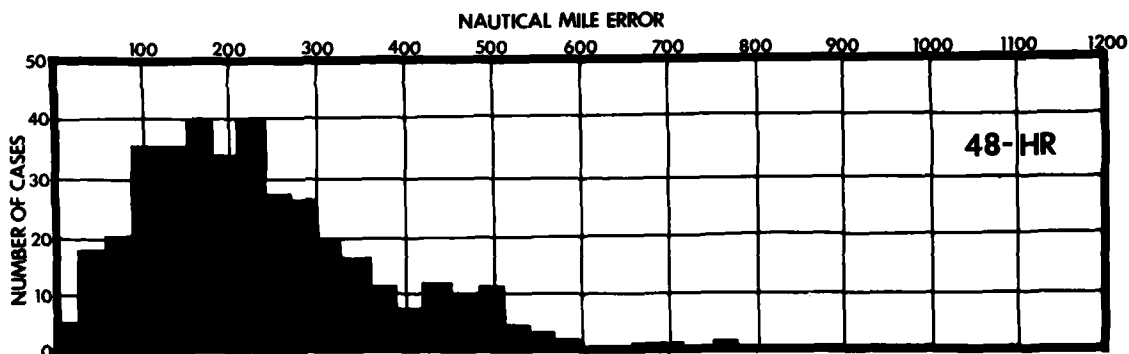


Figure 4-2

Frequency distribution of the 24-, 48-, and 72-hour forecast errors in 30 nm increments for all significant tropical cyclones in the western North Pacific during the 1984 season.

FORECAST ERRORS (nm)

	<u>24-HR</u>	<u>48-HR</u>	<u>72-HR</u>
MEAN:	117	233	363
MEDIAN:	101	211	316
STANDARD DEVIATION:	77	135	221
CASES:	492	378	286



CHAPTER IV - SUMMARY OF FORECAST VERIFICATION

1. ANNUAL FORECAST VERIFICATION

a. Western North Pacific Ocean

The positions given for warning times and those at the 24-, 48-, and 72-hour forecast times were verified against the post-analysis "best track" positions at the same valid times. The resultant vector and right angle (track) errors (illustrated in Figure 4-1) were then calculated for each tropical cyclone and are presented in Table 4-1. Figure 4-2 provides the frequency

distributions of vector errors in 30 nm increments for 24-, 48-, and 72-hour forecasts of all 1984 tropical cyclones in the western North Pacific. A summation of the mean vector and right angle errors, as calculated for all tropical cyclones in each year, is shown in Table 4-2. A comparison of the annual mean vector errors for all tropical cyclones as compared to those tropical cyclones that reached typhoon intensity can be seen directly in Table 4-3. The annual mean vector errors for 1984 as compared to the ten previous years are graphed in Figure 4-3.

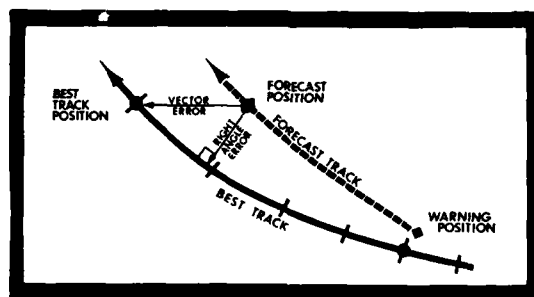


Figure 4-1. Illustration of the method to determine vector error and right angle error.

TABLE 4-1.

FORECAST ERROR SUMMARY FOR THE WESTERN NORTH PACIFIC
SIGNIFICANT TROPICAL CYCLONES OF 1984. (ERRORS IN NM)

		WARNING			24-HOUR			48-HOUR			72-HOUR		
		VECTOR ERROR	RT ANGLE ERROR	NR OF WRNGS	VECTOR ERROR	RT ANGLE ERROR	NR OF WRNGS	VECTOR ERROR	RT ANGLE ERROR	NR OF WRNGS	VECTOR ERROR	RT ANGLE ERROR	NR OF WRNGS
01W.	TS VERNON	31	28	9	116	86	1	147	55	1			
02W.	TS WYNNE	14	10	28	93	44	24	224	114	18	389	224	16
03W.	TY ALEX	27	23	18	155	71	14	151	197	10	813	328	6
04W.	TS BETTY	13	9	12	72	42	10	105	46	5	81	80	2
05W.	TY CARY	13	7	30	92	56	26	190	149	22	282	246	18
06W.	TY DINAH	20	11	35	142	73	29	136	178	25	514	284	23
07W.	TY ED	12	9	28	140	82	23	232	117	14	240	125	10
08W.	TS FREDA	30	20	12	143	81	9	128	218	8	448	283	6
09W.	TD 09W	122	105	10	297	248	6	420	296	2			
10W.	TS HERALD	25	9	24	136	57	20	311	123	16	331	17	7
11W.	TY PULLY	16	11	25	111	73	21	230	149	17	423	319	23
12W.	TD 12W	46	8	5	204	16	1						
13W.	TY IKE	13	10	42	60	63	39	174	149	35	274	242	31
14W.	TS JUNE	70	28	11	121	104	8	125	85	4			
15W.	TY KELLY	27	14	18	225	121	14	302	159	17	244	201	9
16W.	TS LYNN	26	21	14	112	63	10	231	178	8	402	362	3
17W.	TS MAURY	28	18	13	215	87	9	421	221	5	447		1
18W.	TS NINA	30	12	15	156	37	9	279	85	5	482	140	3
19W.	TY OGLEN	10	15	12	227	100	8	620	219	4			
20W.	TY PHYLLIS	15	12	23	113	23	9	233	120	5	498	113	1
21W.	TS RUY	21	14	9	173	87	5	207	179	1			
22W.	TS SUSAN	13	9	5	47	25	1						
23W.	TD 23W	13	16	4									
24W.	TY THAD	19	18	21	114	86	17	280	178	12	635	319	8
25W.	STY VANESSA	14	11	31	102	68	27	179	106	23	245	165	19
26W.	TY WARREN	21	9	31	95	53	29	205	128	27	353	213	23
27W.	TY AMNES	11	7	28	72	23	25	139	54	21	197	69	18
28W.	STY BILL	20	9	52	98	50	46	226	141	41	406	297	39
29W.	TY CLARA	20	13	30	74	61	26	185	93	22	265	131	18
30W.	TY DOYLE	13	10	26	69	58	22	193	141	19	397	310	15
ALL FORECASTS:		22	14	611	117	66	492	233	137	178	363	231	286

TABLE 4-2.

ANNUAL MEAN FORECAST ERRORS (NM) FOR THE WESTERN NORTH PACIFIC

YEAR	24-HOUR		48-HOUR		72-HOUR	
	VECTOR	RIGHT ANGLE	VECTOR	RIGHT ANGLE	VECTOR	RIGHT ANGLE
1971	111	64	212	118	317	117
1972	117	72	245	146	381	210
1973	108	74	197	134	253	162
1974	120	78	226	157	348	245
1975	138	84	288	181	450	290
1976	117	71	230	132	338	202
1977	148	83	283	157	407	228
1978	127	75	271	179	410	297
1979	124	77	226	151	316	223
1980	126	79	243	164	389	287
1981*	123	75	220	119	334	168
1982*	113	67	237	139	341	206
1983*	117	72	259	152	405	237
1984*	117	66	233	137	363	231

* The technique for calculating right angle error was revised in 1981; therefore, a direct correlation in right angle statistics cannot be made for the errors computed before 1981 and the errors computed since 1981.

TABLE 4-3. ANNUAL MEAN FORECAST ERRORS (NM) FOR WESTERN NORTH PACIFIC

YEAR	24-HOUR		48-HOUR		72-HOUR	
	ALL	TYPHOON*	ALL	TYPHOON*	ALL	TYPHOON*
1950-58		170				
1959		117**		267**		
1960		177**		354**		
1961		136		274		
1962		144		287		476
1963		127		246		374
1964		133		284		429
1965		151		303		418
1966		136		280		432
1967		125		276		414
1968		105		229		337
1969		111		237		349
1970	104	98	190	181	279	272
1971	111	99	212	203	317	308
1972	117	116	245	245	381	382
1973	108	102	197	193	253	245
1974	120	114	226	218	348	351
1975	138	129	288	279	450	442
1976	117	117	230	232	338	336
1977	148	140	283	266	407	390
1978	127	120	271	241	410	459
1979	124	113	226	219	316	319
1980	126	116	243	221	389	362
1981	123	117	220	215	334	342
1982	113	114	237	229	341	337
1983	117	110	259	247	405	384
1984	117	110	233	228	363	361

* for Typhoons only while winds were over 35 kt (18 m/sec).

** forecast positions north of 35°N were not verified.

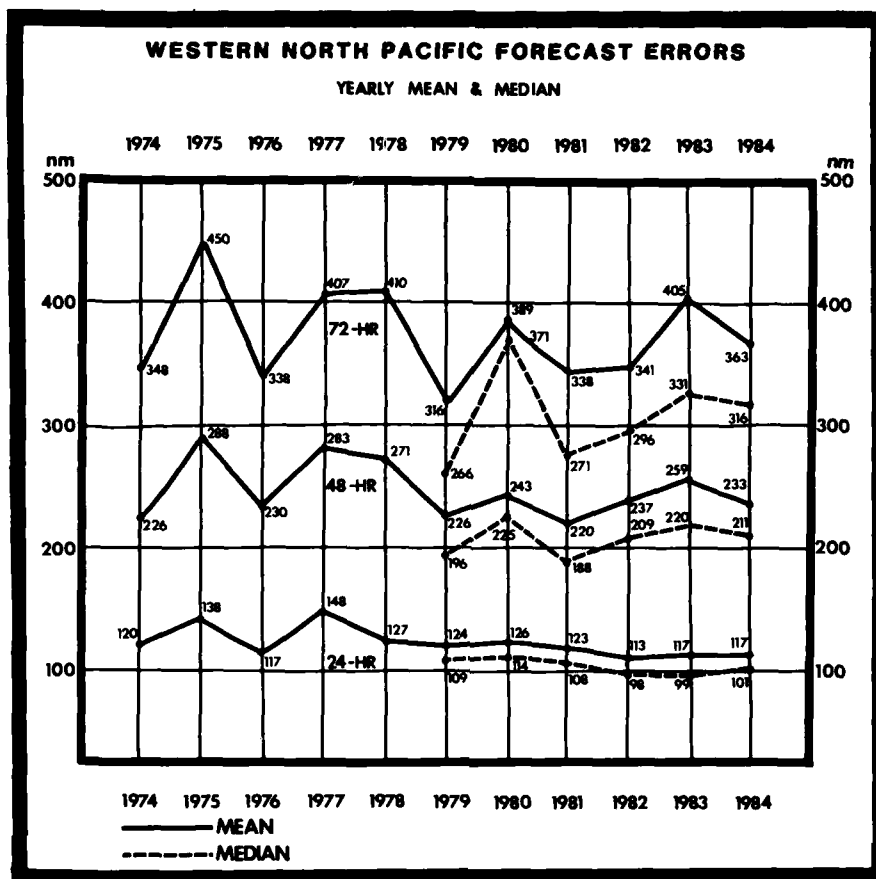


Figure 4-3. Annual mean and median vector errors (nm) for all tropical cyclones in the western North Pacific.

b. North Indian Ocean

The positions given for warning times and those at the 24-, 48-, and 72-hour valid times were verified for tropical cyclones in the North Indian Ocean by the same methods used for the western North Pacific. It should be noted that due to the low number of North Indian Ocean tropical cyclones, these error statistics should not be taken as representative of any trend.

Table 4-4 is the forecast error summary for the North Indian Ocean and Table 4-5 contains the annual average of forecast errors for each year through 1974. Vector errors are plotted in Figure 4-4. (Seventy-two hour forecast errors were evaluated for the first time in 1979). There were no verifying 72-hour forecasts in 1983.

TABLE 4-4.

FORECAST ERROR SUMMARY FOR THE NORTH INDIAN OCEAN
SIGNIFICANT TROPICAL CYCLONES FOR 1984. (ERRORS IN NM)

			WARNING			24-HOUR			48-HOUR			72-HOUR		
			POSIT ERROR	RT ANGLE ERROR	NR OF WRNGS	POSIT ERROR	RT ANGLE ERROR	NR OF WRNGS	POSIT ERROR	RT ANGLE ERROR	NR OF WRNGS	POSIT ERROR	RT ANGLE ERROR	NR OF WRNGS
01.	TC	01A	31	19	9	225	79	5	347	195	1			
02.	TC	02B	29	13	8	71	40	4						
03.	TC	03B	26	16	16	132	107	9						
04.	TC	04B	38	17	34	160	60	24	271	123	19	388	159	16
ALL FORECAST:			33	16	67	154	71	42	274	127	20	388	159	16

TABLE 4-5.

ANNUAL MEAN FORECAST ERRORS FOR THE NORTH INDIAN OCEAN

YEAR	24-HOUR		48-HOUR		72-HOUR	
	VECTOR	RIGHT ANGLE	VECTOR	RIGHT ANGLE	VECTOR	RIGHT ANGLE
1971*	232	-	410	-	-	-
1972*	224	101	292	112	-	-
1973*	182	99	299	160	-	-
1974*	137	81	238	146	-	-
1975	145	99	228	144	-	-
1976	138	108	204	159	-	-
1977	122	94	292	214	-	-
1978	133	86	202	128	-	-
1979	151	99	270	202	437	371
1980	115	73	93	87	167	126
1981**	109	65	176	103	197	73
1982**	138	66	368	175	762	404
1983**	117	46	153	67	-	-
1984**	154	71	274	127	388	159

* The western Bay of Bengal and the Arabian Sea were not included in the JTWC area of responsibility until the 1975 tropical cyclone season.

** The technique for calculating right angle error was revised in 1981; therefore, a direct correlation in right angle statistics cannot be made for the errors computed before 1981 and the errors computed since 1981.

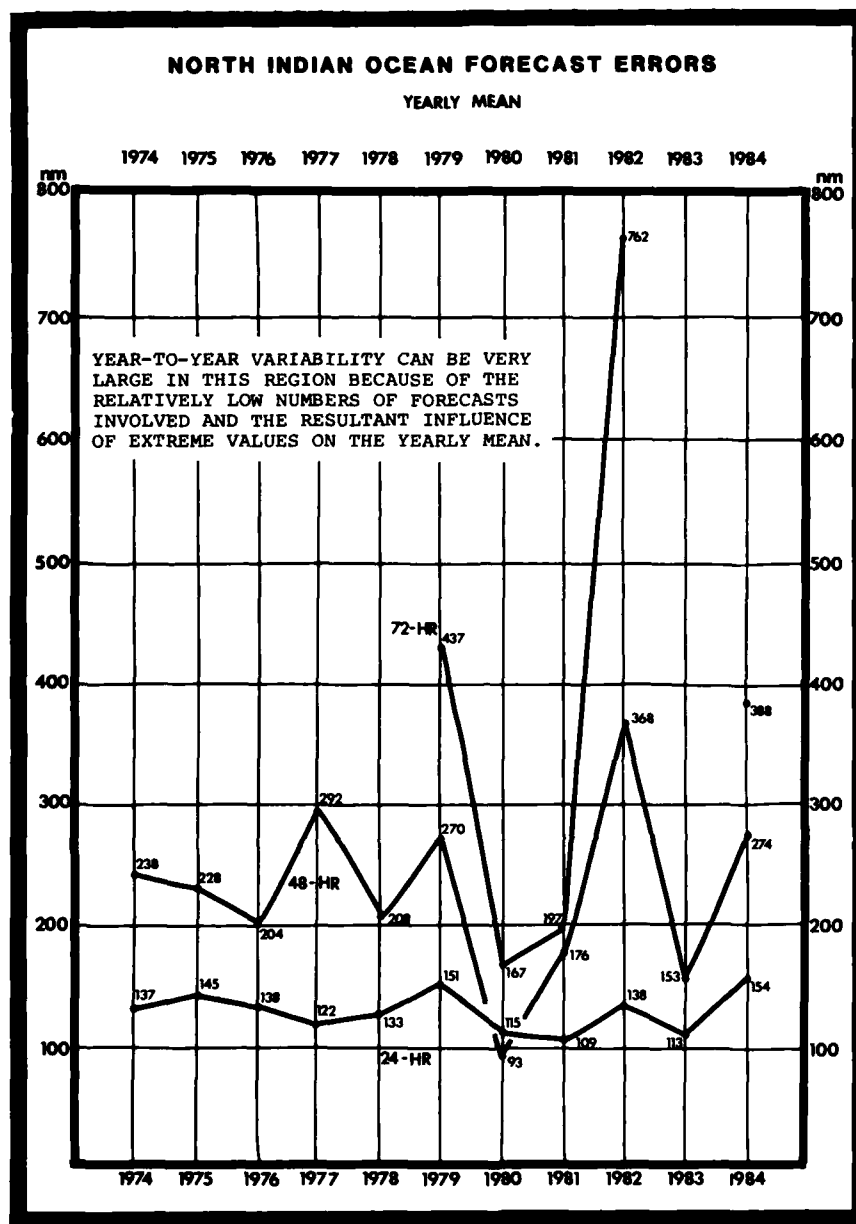


Figure 4-4. Annual mean vector errors (nm) for all tropical cyclones in ± 2 North Indian Ocean.

2. COMPARISON OF OBJECTIVE TECHNIQUES

a. General

Objective techniques used by JTWC are divided into five main categories:

- (1) extrapolation;
- (2) climatological and analog techniques
- (3) model output statistics;
- (4) dynamical models; and
- (5) empirical and analytical techniques

In September 1981, JTWC began to initialize its array of objective forecast techniques (described below) on the six-hour-old preliminary best track position (an interpolative process) rather than the forecast (partially extrapolated) warning position, e.g. the 0600Z warning is now supported by objective techniques developed from the 0000Z preliminary best track position. This operational change has yielded several advantages;

*techniques can now be requested much earlier in the warning development time line, i.e. as soon as the track can be approximated by one or more fix positions after the valid time of the previous warning;

*receipt of these techniques is virtually assured prior to development of the next warning; and

*improved (mean) forecast accuracy. This latter aspect arises because JTWC now has a more reliable approximation of the short-term tropical cyclone movement. Further, since most of the objective techniques are biased for persistence, this new procedure optimizes their performance and provides more consistent guidance on short-term movement, indirectly yielding a more accurate initial position estimate as well as lowering 24-hour forecast errors.

b. Description of Objective Techniques

(1) XTRP -- Forecast positions for 24- and 48-hours are derived from the extension of a straight line which connects the most-recent and 12-hour-old preliminary best track positions.

(2) CLIM -- A climatological aid providing 24-, 48-, and 72-hour tropical cyclone forecast positions (and intensity changes in the western North Pacific) based upon the position of the tropical cyclone. The output is based upon data records from 1945 to 1981 for the western North Pacific Ocean and 1900 to 1981 for the North Indian Ocean.

(3) TPAC -- Forecast positions are generated from a blend of climatology and persistence. The 24- and 48-hour positions are equally weighted between climatology and persistence and the 72-hour position is one quarter persistence and three quarters climatology. Persistence is a straight line extension of a line connecting the current and 12-hour-old positions. Climatology is based on data from 1945 to 1981 for the western North

Pacific Ocean and 1900 to 1981 for the North Indian Ocean.

(4) TYAN78 -- An updated analog program which combines the earlier versions TYFN 75 and INJAN 74. The program scans a 30-year climatology with a similar history (within a specified acceptance envelope) to the current tropical cyclone. For the western North Pacific Ocean, three forecasts of position and intensity are provided for 24-, 48-, and 72-hours: RECR - a weighted mean of all accepted tropical cyclones which were categorized as "recurving" during their best track period; STRA - a weighted mean of all accepted tropical cyclones which were categorized as moving "straight" (westward) during their best track period; and TOTL - a weighted mean of all accepted tropical cyclones, including those used in the RECR and STRA forecasts. For the North Indian Ocean, a single (total) forecast track is provided for 12-hour intervals to 72 hours.

(5) COSMOS -- A model output statistics (MOS) routine based on the geostrophic steering at the 850-, 700-, and 500-mb levels. The steering is derived from the HATTRACK point advection model run on Global prognostic fields from the FLENUMOCEANCEN NOGAPS prediction system. The MOS forecast is then blended with the 6-hour past movement to generate the forecast track.

(6) OTCM -- (One-way Interactive Tropical Cyclone Model) A coarse-mesh, three-layer in the vertical, primitive equation model with a 205 km grid spacing over a 6400 X 4700 km domain. The model's fields are computed around a bogus, digitized cyclone vortex using FLENUMOCEANCEN Numerical Variational Analysis (NVA) or NOGAPS prognostic fields for the specified valid time. The past motion of the tropical cyclone is compared to initial steering fields and a bias correction is computed and applied to the model. FLENUMOCEANCEN NOGAPS global prognostic fields are used at 12-hour intervals to update the model's boundaries. The resultant forecast positions are derived by locating the 850 mb vortex at six hour intervals to 72-hours.

(7) NTCM -- (Nested Tropical Cyclone Model) A primitive equation model with similar properties as the OTCM. The NTCM differs by containing a finer scale "nested" grid, initializing on NVA analysis fields only, not containing a (persistence) bias correction, and being a channel model which runs independent of FLENUMOCEANCEN prognostic fields (not requiring updating of its boundaries). The "nested grid" covers a 1200 X 1200 km area with a 41 km grid spacing which moves within the coarse-mesh domain to keep an 850 mb vortex at its center.

(8) TAPT -- An empirical technique which utilizes upper-tropospheric wind fields to estimate acceleration associated with the tropical cyclones interaction with the mid-latitude westerlies. It includes guidelines for duration of acceleration, upper-limits, and probable path of the cyclone.

(9) CLIP -- A statistical regression technique based on climatology, current intensity and position and past movement. This technique is used as a crude measure of real forecast skill when verifying forecast accuracy.

(10) THETA E -- An empirically derived relationship between a tropical cyclone's minimum sea-level pressure (MSLP) and 700 mb equivalent potential temperature (θ_e) was developed by Sikora (1976) and Dunnavan (1981). By monitoring MSLP and θ_e trends, the forecaster can evaluate the potential for sudden, rapid deepening of a tropical cyclone.

(11) WIND RADIUS -- Following an analytic model of the radial profiles of sea-level pressures and winds in mature tropical cyclones (Holland, 1980), a set of radii for 30-, 50-, and 100-knot winds based on the tropical cyclone's maximum winds have been produced to aid the forecaster in determining forecast wind radii.

(12) Dvorak -- An estimation of a tropical cyclone's current and 24-hour forecast intensity is made from interpolation of satellite imagery (Dvorak, 1973, 1982) and provided to the forecaster. These intensity estimates are used in conjunction with other intensity-related data and trends to forecast

tropical cyclone intensity.

JTWC currently uses TPAC, TAPT, TYAN78, COSMOS, and OTCM operationally with NTCM in an evaluation mode to develop track forecasts.

c. Testing and Results

A comparison of mean and median forecast errors (for a non-homogeneous data set) is provided for selected techniques in Table 4-6 for all western North Pacific tropical cyclones and in Table 4-8 for all North Indian Ocean tropical cyclones.

A comparison of selected techniques is included in Table 4-7 for all western North Pacific tropical cyclones and in Table 4-9 for all North Indian Ocean tropical cyclones. In these tables, "X-A:IS" refers to techniques listed vertically. The example in Table 4-7 compares COSM to OTCM, i.e. in the 461 cases available for a (homogeneous) comparison, the average vector error at 24 hours was 125 nm for COSMOS and 129 nm for OTCM. The difference of 4 nm is shown in the lower right. (Differences are not always exact, due to computational round-off which occurs for each of the cases available for comparison).

TABLE 4-7. 1984 ERROR STATISTICS FOR SELECTED OBJECTIVE TECHNIQUES IN THE WESTERN NORTH PACIFIC OCEAN

24-HOUR FORECAST ERRORS (NM)

	JTWC	RECR	CLIP	TOTL	COSM	NTCM	OTCM	TPAC	CLIM	XTRP	HPAC
JTWC	492 117 117 0										
RECR	459 115 472 130 128 13 130 0										
CLIP	409 117 392 130 422 120 119 2 117 -12 120 0										
TOTL	475 115 471 130 409 117 489 130 129 14 129 0 130 13 130 0										
COSM	473 117 456 129 408 119 473 130 486 125 122 6 123 -6 127 7 122 -6 125 0										
NTCM	421 117 404 130 421 120 421 130 420 126 435 121 120 3 119 -10 122 1 118 -11 120 -5 121 0										
OTCM	461 116 442 128 401 120 459 129 461 125 413 121 474 130 128 12 129 0 132 12 128 0 129 4 131 10 130 0										
TPAC	484 116 466 129 416 120 482 129 479 124 428 120 465 130 499 133 132 15 131 2 133 13 131 2 133 9 132 11 132 3 133 0										
CLIM	488 116 470 129 420 120 416 129 483 125 432 120 469 130 499 133 503 125 180 64 181 52 183 63 181 52 183 58 182 62 181 52 183 50 183 0										
XTRP	487 117 468 129 419 120 485 130 482 124 431 121 469 130 498 133 500 183 503 125 124 7 123 -6 126 6 123 -5 126 1 126 5 125 -4 125 -7 125 -57 125 0										
HPAC	485 116 467 129 417 120 483 129 480 124 429 120 466 130 498 133 500 183 500 125 500 133 132 15 131 2 133 13 131 2 133 9 132 12 132 3 133 0 133 -49 133 8 133 0										

NUMBER OF CASES	X-AXIS TECHNIQUE ERROR
Y-AXIS TECHNIQUE ERROR	ERROR DIFFERENCE Y - X

48-HOUR FORECAST ERRORS (NM)

	JTWC	RECR	CLIP	TOTL	COSM	NTCM	OTCM	TPAC	CLIM	XTRP	HPAC
JTWC	378 233 233 0										
RECR	358 231 376 285 277 46 285 0										
CLIP	322 232 323 280 344 262 255 23 258 -21 262 0										
TOTL	366 230 374 285 325 257 389 288 283 53 284 0 282 26 288 0										
COSM	364 231 363 283 333 261 376 288 387 246 237 6 246 -36 248 -12 242 -45 246 0										
NTCM	331 231 332 280 343 262 344 283 342 246 353 257 252 21 255 -24 258 -2 251 -30 255 9 257 0										
OTCM	344 231 342 277 314 259 353 284 355 243 321 256 364 242 241 9 239 -37 245 -13 238 -44 239 -2 246 -9 242 0										
TPAC	372 230 371 283 340 260 383 285 381 246 349 257 358 243 395 284 277 47 281 -1 282 21 280 -4 284 38 281 24 281 38 284 0										
CLIM	375 231 374 284 343 261 386 286 384 246 352 257 361 242 395 284 398 363 353 122 358 74 360 99 360 74 363 117 359 102 360 118 362 78 363 0										
XTRP	374 232 372 284 341 261 385 288 383 246 350 257 360 242 394 284 395 363 397 290 281 49 286 2 293 32 286 0 292 46 291 34 286 43 289 5 290 -72 290 0										
HPAC	372 230 371 284 340 261 383 286 381 246 349 257 358 243 394 284 395 363 395 290 395 285 278 47 282 -1 283 22 281 -4 285 39 281 25 281 39 284 0 285 -77 285 -4 285 0										

JTWC - OFFICIAL JTWC FORECAST
 RECR - RECURVER (TYAN 78)
 CLIP - CLIPPER
 TOTL - TOTAL (TYAN 78)
 COSM - COSMOS (MOS)
 NTCM - NESTED TROPICAL CYCLONE MODEL
 OTCM - ONE-WAY TROPICAL CYCLONE MODEL
 TPAC - CLIM AND PERSISTENCE BLEND
 CLIM - CLIMATOLOGY
 XTRP - 12-HOUR EXTRAPOLATION
 HPAC - MEAN OF XTRP AND CLIM

72-HOUR FORECAST ERRORS (NM)

	JTWC	RECR	CLIP	TOTL	COSM	NTCM	OTCM	TPAC	CLIM
JTWC	286 363 363 0								
RECR	272 371 289 477 474 103 477 0								
CLIP	251 365 254 473 267 413 404 39 418 -54 413 0								
TOTL	278 366 288 477 261 414 296 470 464 98 474 -3 464 50 470 0								
COSM	277 358 280 473 259 411 287 467 295 389 386 28 397 -74 387 -22 393 -72 389 0								
NTCM	259 365 262 471 266 414 269 465 267 383 275 430 432 67 435 -35 432 18 433 -32 422 39 430 0								
OTCM	235 366 244 492 219 426 246 472 244 399 225 451 251 363 364 -1 364 -127 359 -66 364 -106 358 -39 361 -89 363 0								
TPAC	282 360 284 476 264 413 291 468 290 390 272 430 246 365 299 455 450 90 457 -17 499 37 453 -14 451 62 449 19 458 93 455 0								
CLIM	285 361 287 476 267 413 294 470 293 389 275 430 249 364 299 455 302 514 513 152 515 39 508 95 512 42 511 122 506 76 519 156 513 58 514 0								

TABLE 4-9.

1984 ERROR STATISTICS FOR SELECTED OBJECTIVE TECHNIQUES IN
THE NORTH INDIAN OCEAN

24-HOUR FORECAST ERRORS (NM)																
JTWC		TOTL		NTCM		OTCM		TPAC		CLIM		XTRP		HPAC		
JTWC	42	154	<table><tr><td>NUMBER OF CASES</td><td>X-AXIS TECHNIQUE ERROR</td></tr><tr><td>Y-AXIS TECHNIQUE ERROR</td><td>ERROR DIFFERENCE Y - X</td></tr></table>										NUMBER OF CASES	X-AXIS TECHNIQUE ERROR	Y-AXIS TECHNIQUE ERROR	ERROR DIFFERENCE Y - X
NUMBER OF CASES	X-AXIS TECHNIQUE ERROR															
Y-AXIS TECHNIQUE ERROR	ERROR DIFFERENCE Y - X															
	154	0														
TOTL	31	147	35	130												
	124	-21	130	0												
NTCM	36	162	29	144	43	161										
	160	-1	155	11	161	0										
OTCM	38	154	32	130	39	163	47	160								
	161	7	154	24	168	5	160	0								
TPAC	39	148	34	133	39	152	41	148	45	137						
	139	-8	143	10	146	-4	134	-13	137	0						
CLIM	39	148	34	133	39	152	41	148	45	137	45	183				
	189	41	191	58	181	30	181	33	183	46	183	0				
XTRP	42	154	35	130	43	161	46	160	45	137	45	183	50	138		
	133	-20	120	-10	147	-13	138	-21	134	-3	134	-48	138	0		
HPAC	39	148	34	133	39	152	41	148	45	137	45	183	45	134	45	142
	145	-2	149	16	146	-5	140	-8	142	5	142	-40	142	8	142	0

NUMBER
OF
CASESX-AXIS
TECHNIQUE
ERRORY-AXIS
TECHNIQUE
ERRORERROR
DIFFERENC
Y - X

48-HOUR FORECAST ERRORS (NM)																
JTWC			TOTL		NTCM		OTCM		TPAC		CLIM		XTRP		HPAC	
JTWC	20	274														
	274	0														
TOTL	14	292	26	299												
	303	11	299	0												
NTCM	19	271	24	303	33	322										
	283	13	345	42	322	0										
OTCM	18	263	24	293	31	317	33	318								
	289	27	364	71	312	-4	318	0								
TPAC	19	285	26	299	32	325	32	325	34	308						
	359	73	307	8	310	-15	301	-23	308	0						
CLIM	19	285	26	299	32	325	32	325	34	308	34	387				
	466	181	379	80	384	59	372	47	387	79	387	0				
XTRP	20	274	26	299	33	322	33	318	34	308	34	387	35	282		
	272	-1	259	-39	287	-33	285	-31	285	-22	285	-101	282	0		
HPAC	19	285	26	299	32	325	32	325	34	308	34	387	34	285	34	308
	358	73	307	8	309	-15	301	-23	308	0	308	-78	308	23	308	0

JTWC - OFFICIAL JTWC FORECAST
TOTL - ANALOG (TYAN 78)
NTCM - NESTED TROPICAL CYCLONE MODEL
OTCM - ONE-WAY TROPICAL CYCLONE MODEL
TPAC - CLIM AND PERSISTENCE BLEND
CLIM - CLIMATOLOGY
XTRP - 12-HOUR EXTRAPOLATION
HPAC - MEAN OF XTRP AND CLIM

JTWC - OFFICIAL JTWC FORECAST
 TOTL - ANALOG (TYAN 78)
 NTCM - NESTED TROPICAL CYCLONE MODEL
 OTCM - ONE-WAY TROPICAL CYCLONE MODEL
 TPAC - CLIM AND PERSISTENCE BLEND
 CLIM - CLIMATOLOGY
 XTRP - 12-HOUR EXTRAPOLATION
 HPAC - MEAN OF XTRP AND CLIM

72-HOUR FORECAST ERRORS (NM)													
	JTWC		TOTL		NTCM		OTCM		TPAC		CLIM		
JTWC	16	388											
	388	0											
TOTL	12	368	22	476									
	475	107	476	0									
NTCM	15	383	21	475	25	547							
	417	34	567	92	547	0							
OTCM	6	489	11	542	11	669	12	290					
	290	-198	304	-237	286	-382	290	0					
TPAC	16	388	22	476	25	547	12	290	26	566			
	616	229	545	69	553	5	669	379	566	0			
CLIM	16	388	22	476	25	547	12	290	26	566	26	629	
	691	303	616	140	609	61	788	498	629	64	629	0	

CHAPTER V - APPLIED TROPICAL CYCLONE RESEARCH SUMMARY

The following articles delineate the extent of the research program at Naval Environmental Prediction Research Facility (NAVENVPREDRSCHFAC) dedicated to supporting the operations at JTWC. There are three major research departments at NAVENVPREDRSCHFAC, each contributing to the overall program; research on current and future tropical cyclone models is performed in the Numerical Modeling Department, the Tactical Applications Department conducts statistical applications studies, and the Satellite Processing and Display Department develops computer interactive techniques.

THE NAVY TWO-WAY INTERACTIVE NESTED TROPICAL CYCLONE MODEL (NTCM)

(Fiorino, M., NAVENVPREDRSCHFAC)

Two techniques for incorporating persistence into the NTCM forecast were tested on 157 independent cases from the 1982 and 1983 WESTPAC seasons. The first method uses the bias-corrector strategy in which the winds around the storm are modified to force the storm to initially move with the observed current motion. The bias-corrector is a pre-processing technique because the forecast track is affected before the model integration. The second method uses the post-processing technique of COSMOS. In this method, the 72-hour forecast position is retained and a combination of persistence and a straight line between the initial position and 72-hour point is used to fill in for the 24- and 48-hour positions. Superior results were obtained with the post-processing method. The median forecast errors at 24, 48, and 72 hours were 90, 201, and 296 nm compared to 102, 225, and 312 nm for the pre-processing method. Although the bias-corrector degraded the median 72-hour forecast error of the NTCM, it was effective in reducing the speed bias.

One-Way influence boundary conditions have been built into the NTCM. The initialization of the large-scale flow and the vortex were also modified to accommodate the change to the lateral boundary conditions. Experiments are underway to determine how the time variation of the flow at the boundaries affects the forecast track. The new version of the NTCM with one-way boundaries will be ready for the 1985 WESTPAC season.

TROPICAL CYCLONE SYNOPTIC ANALYSIS DISPLAY SYSTEM

(Tsui, T., NAVENVPREDRSCHFAC)

A new SPADS software is under development for the purpose of demonstrating that the existing computer softwares can be adapted for SPADS and be streamlined

together to provide tropical cyclone forecasters a means to investigate immediate synoptic situation changes. This new SPADS system will be able to process satellite IR, VIS, and microwave data as they become available and translate these digital data into meteorological information which is to be merged with the FNOC wind/height field analysis. To maximize the utility of the system, the modified wind/height field should be updated every three hours so the forecasters could detect the most recent changes in the synoptic-scale flow influencing the tropical cyclone movement.

TROPICAL CYCLONE OBJECTIVE DECISION-TREE FORECASTING AID

(Elsberry, R. L. and J. Chan, NAVPGSCOL)

In view of the short tour length and limited forecast experience of many JTWC TDO's, an objective approach to the tropical cyclone track forecasting decision making process is desired. Forecasters need assistance in determining when, where, and how to use the objective aids. A research effort is now underway to study the performance of different tropical cyclone forecast aids for various cyclone characteristics under different environmental conditions. Each of the factors, including center fix errors, affecting the accuracy of objective forecast aids will be incorporated into a decision tree to assist the forecaster in following a logical and reasonable path in selecting appropriate aids in any given situation. In FY85, NTCM will be used as a test case to prove the concept.

JTWC CLIMATOLOGICAL DATA SET

(Tsui, T., NAVENVPREDRSCHFAC)

The JTWC tropical cyclone data base has been updated and expanded. The data base resides on FNOC computer disks on a storm-by-storm basis containing fix data, best track information, and official and objective aid forecasts. All three data sets have a separate but consistent data format. The data period begins at 1966 for the fix data, 1945 for the best track information, and 1967 for the official and objective aid forecasts. Currently, the last year included in this data set is 1983.

A STATISTICAL METHOD FOR 1 to 3 DAY TROPICAL CYCLONE TRACK PREDICTION

(Matsumoto, C. R. and W. M. Gray, Colorado State University)

Growing out of the Colorado State University's own research effort, a new

method of incorporating climatology, persistence and synoptic data to forecast the 1 to 3 day tropical cyclone motion has been developed in an attempt to improve the accuracy of track prediction. Cyclones are stratified based on their position relative to the 500 mb subtropical ridge to better define the environmental influences on the cyclones. The 72-hr track forecast is segmented into three 24-hr time steps to permit the application of updated persistence and synoptic data relative to the new cyclone position as the 24-hr displacements are stepped forward to the desired forecast projection. Since the initial results warrant further investigations, NAVENVPREDRSCHFAC will evaluate the program under a simulated operational environment in FY85.

TROPICAL CYCLONE HAVEN STUDIES

(Brand, S. NAVENVPREDRSCHFAC)

With the completion of seven new hurricane haven studies, the Hurricane Havens Handbook for the North Atlantic Ocean provides 22 port and harbor evaluations. In addition, the haven study for Pearl Harbor has been completed and published. Requests for copies for official use may be directed to Commanding Officer, Attn: Technical Library, Naval Environmental Prediction Research Facility, Monterey, CA 93943-5106. Registered qualified users may request copies from Director, Defense Technical Information Center, Cameron Station, Alexandria, VA 22314. Others may purchase copies from National Technical Information Service, U. S. Department of Commerce, Springfield, VA 22151.

NAVY TACTICAL APPLICATIONS GUIDE (MTAG), Vol. 6

(Fett, R., NAVENVPREDRSCHFAC)

An effort is now underway to develop a series of examples demonstrating the use of high quality satellite data for analysis and forecasting in the tropics. Both polar orbital and geostationary satellite data are used to study the evolution of certain weather effects or of a particular weather phenomenon at a given time. These examples are intended for publishing in the NTAG Volume 6, Part I, Tropical Weather Analysis and Forecast Applications, and Volume 6, Part II, Tropical Cyclone Weather Analysis and Forecast Applications. This NTAG Volume 6 is scheduled to be published in 1988.

STATISTICAL TROPICAL CYCLONE FORECASTING AIDS FOR THE SOUTHERN HEMISPHERE

(Keenan, T., Bureau of Meteorology, Australia)

Statistical models for forecasting Southern Hemisphere tropical cyclones have been adapted and developed. From a limited

sample test, it is apparent that the Australian aids provide a level of assistance similar to the JTWC aids. The forecast errors of the Australian statistical aids range from 111 to 148 nm for 24-hr forecast and from 215 to 252 nm for 48-hr forecast. The classical regression technique turns out to be the best aid. This regression technique is derived from prescreened data sets which consist of 1000, 850, 700, 500, and 300 mb height fields, climatology predictors and persistence predictors. All the Australian aid programs reside on JTWC disk files in the FNOC computer system. Forecasters can activate these aids by providing date-time-group, previous and current storm locations and intensities.

SATELLITE BASED TROPICAL CYCLONE INTENSITY FORECASTS

(Cook, J. and T. Tsui, NAVENVPREDRSCHFAC)

An objective spiral analysis technique for tropical cyclone intensity forecasting has been installed on the Satellite Data Processing And Display System (SPADS). Through the satellite IR image displayed by SPADS, the technique first accepts a user described outline of a major cloud band of the tropical cyclone. The technique then objectively finds the best fitting spherical logarithmic spiral to the cloud band, and performs multiple Fourier analyses of the radiance field along orthogonal spirals to the band. By using these Fourier coefficients along with climatology and persistence predictors, tropical cyclone intensity forecasts can be deduced from regression equations. Independent tests show that the spiral technique possesses remarkably better skill in estimating the current intensity (6 kts RMS errors) than the Dvorak technique (15 kts RMS errors). Also, the spiral technique has a reliable 12-hr intensity forecasting skill (14 kts RMS errors).

CHARACTERISTICS OF NORTH INDIAN OCEAN TROPICAL CYCLONE ACTIVITY

(Lee, C. S. and W. M. Gray, Colorado State University)

A detailed individual case analysis is made of each of the North Indian Ocean (NIO) tropical cyclones which occurred during the 1979 First GARP Global Experiment (FGGE) period. Each NIO tropical cyclone's characteristics from genesis to decay are discussed. These tropical cyclones are found to form almost exclusively within the monsoon trough. Low-level equatorial westerly winds and Southern Hemisphere influences appear more important for the NIO tropical cyclones than for monsoon trough tropical cyclone formations in other regions. However, their basic structure, intensity change, and movement characteristics are very similar to tropical cyclones occurring in the other regions. A NAVENVPREDRSCHFAC technical report of this study will be published in early 1985.

TROPICAL CYCLONE READINESS CONDITION
SETTING PROGRAM

(Brand, S. NAVENVPREDRSCHFAC and Jarrel, J.,
Science Applications, Inc.)

A procedure for setting tropical cyclone readiness conditions with a high degree of reliability has been developed. The methodology utilizes a large number of computer-simulated forecasts for actual tropical cyclones since 1899 that passed near Key West, FL and Guantanamo Bay, Cuba. Wind probabilities were computed from these

forecasts assuming present-day official forecast error characteristics, and then compared to hindsight estimates of actual winds. These data were used to establish tropical cyclone condition thresholds at desired levels of confidence as related to wind probability. Sample nomographs with 95% threshold confidence values have been developed for hurricane readiness conditions at Key West and Guantanamo Bay. In the coming year, the readiness condition setting program will be adapted for five Pacific sites (Subic Bay, Buckner Bay, Yokosuka, Guam, and Pearl Harbor). In addition, this program will be developed for the afloat units in the Pacific area.

ANNEX A TROPICAL CYCLONE TRACK AND FIX DATA

1. WESTERN NORTH PACIFIC CYCLONE DATA

TROPICAL STORM VERNON BEST TRACK DATA

BEST TRACK				WARNING				24 HOUR FORECAST				48 HOUR FORECAST				72 HOUR FORECAST			
MO/DA/HR	POSIT	WIND	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND
060718Z	11 9 114.8	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
060800Z	12 1 114.2	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
060806Z	12 3 113.7	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
060812Z	12 6 113.3	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
060818Z	13 0 113.0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
060900Z	13 4 112.7	30	13	3	112.6	30	8	0	15	0	111.1	40	88	5	16	9	109.6	50	14.7
060906Z	14 2 112.2	35	14	0	112.2	35	12	0	16	4	110.6	45	105	10	0	0	0	0	0
060912Z	14 9 111.9	40	14	9	111.7	40	12	0	17	4	109.1	45	89	15	0	0	0	0	0
060918Z	15 5 111.1	40	15	5	111.2	40	6	0	18	1	109.0	45	135	15	0	0	0	0	0
061000Z	15 9 109.9	35	16	2	110.4	40	34	5	19	0	108.1	35	166	10	0	0	0	0	0
061006Z	16 1 108.8	35	16	5	109.1	35	30	0	0	0	0	0	0	0	0	0	0	0	0
061012Z	16 2 108.2	30	17	1	108.4	35	55	5	0	0	0	0	0	0	0	0	0	0	0
061018Z	16 3 107.6	30	17	8	107.7	30	90	0	0	0	0	0	0	0	0	0	0	0	0
061100Z	16 4 107.1	25	17	0	107.0	25	36	0	0	0	0	0	0	0	0	0	0	0	0

ALL FORECASTS				TYPHOONS WHILE OVER 35 KTS			
AVG FORECAST POSIT ERROR	URNG	24-HR	48-HR	72-HR	URNG	24-HR	48-HR
AVG RIGHT ANGLE ERROR	28	86	55	0	0	0	0
AVG INTENSITY MAGNITUDE ERROR	1	11	25	0	0	0	0
AVG INTENSITY BIAS	1	11	25	0	0	0	0
NUMBER OF FORECASTS	9	5	1	0	0	0	0

DISTANCE TRAVELED BY TROPICAL CYCLONE IS 556 NM

AVERAGE SPEED OF TROPICAL CYCLONE IS 7 KNOTS

TROPICAL STORM VERNON
FIX POSITIONS FOR CYCLONE NO 1

SATELLITE FIXES

FIX NO	TIME (Z)	FIX POSITION	ACCPY	DVORAK CODE	COMMENTS	SITE
1	070215	12 1N 114 7E	PCN 5	T1 5/1 5	ULAC 9 6N 113 8E	RPMK
2	080155	11 8N 114 1E	PCN 5	T2 0/2 0 /D0 5/24HPS	INIT OBS	RPMK
3	080729	11 4N 114 4E	PCN 5	T1 0/1 0		PGTU
4	080729	12 6N 113 6E	PCN 5			RPMK
5	081435	12 9N 113 6E	PCN 5			RPMK
6	082014	12 0N 113 7E	PCN 5			RODN
7	082100	13 4N 112 8E	PCN 6			PGTU
8	082356	13 3N 111 5E	PCN 5	T2 0/2 0	INIT OBS	RODN
9	090000	13 4N 112 5E	PCN 5	T2 0/2 0	INIT OBS	PGTU
10	090135	13 4N 112 9E	PCN 5	T2 0/2 0 /S0 0/24HPS	EXP LLCC	RPMK
11	090300	14 1N 112 5E	PCN 4		EXP LLCC	PGTU
12	090316	14 3N 112 5E	PCN 3	T2 5/2 5 /D0 5/23HPS	EXP LLCC	RPMK
13	090716	14 4N 112 1E	PCN 3			PGTU
14	091025	14 7N 111 8E	PCN 5			PGTU
15	091235	15 6N 113 0E	PCN 6			RPMK
16	091500	14 9N 111 7E	PCN 6			PGTU
17	091500	15 4N 111 2E	PCN 6			PGTU
18	092001	14 8N 109 2E	PCN 5			RODN
19	092100	16 0N 111 0E	PCN 6			PGTU
20	092306	15 8N 109 6E	PCN 6	T2 0/2 5 /U0 5/20HPS		RPMK
21	100000	15 8N 110 0E	PCN 6	T2 5/2 5 /D0 5/24HPS		PGTU
22	100256	15 9N 109 3E	PCN 5	T2 0/2 5 /U0 5/24HPS	EXP LLCC	RPMK
23	100300	16 1N 109 2E	PCN 4			PGTU
24	101214	16 7N 107 2E	PCN 5			RPMK
25	102243	16 7N 107 1E	PCN 6			RPMK
26	110000	16 2N 107 2E	PCN 6			PGTU

NOTICE - THE ASTERISKS (*) INDICATE FIXES UNREPRESENTATIVE AND NOT USED FOR BEST TRACK PURPOSES

TROPICAL STORM WYNNE BEST TRACK DATA

MO/DA/HR	BEST TRACK				WARNING				24 HOUR FORECAST				48 HOUR FORECAST				72 HOUR FORECAST			
	POSIT	WIND	POSIT	WIND	ERRORS	ERRORS	ERRORS	ERRORS	ERRORS	ERRORS	ERRORS	ERRORS	ERRORS	ERRORS	ERRORS	ERRORS	ERRORS	ERRORS	ERRORS	ERRORS
061800Z	20 5 135 1	25	0 0 0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
061812Z	20 5 134 6	25	0 0 0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
061824Z	20 6 134 1	25	0 0 0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
061836Z	20 6 133 4	25	0 0 0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
061900Z	20 8 132 2	30	21 1 132 5	30	18	0	2 1 130 9	40	66	0	25 6 130 5	45	233	0	28 2 130 5	40	415	-10	0	0
061912Z	21 3 132 2	30	21 1 131 5	35	41	5	22 2 129 2	45	28	0	23 9 125 8	60	106	10	25 9 124 6	60	226	10	0	0
061924Z	21 7 131 6	35	21 1 130 7	35	59	0	23 128 7	55	46	5	23 8 125 7	65	126	15	25 7 123 4	70	228	20	0	0
062000Z	22 0 131 6	35	21 9 130 3	35	8	0	23 126 1	65	79	15	24 5 123 5	75	161	15	26 0 124 5	70	236	15	0	0
062012Z	22 2 130 4	40	22 1 130 3	45	8	5	23 5 127 3	60	67	15	25 0 125 2	70	177	20	27 3 123 4	80	313	25	0	0
062024Z	22 3 129 7	45	22 4 129 8	45	8	0	23 6 127 6	60	73	10	25 2 125 0	70	179	20	27 4 123 1	80	338	25	0	0
062036Z	22 4 129 0	45	22 4 129 0	45	8	0	23 6 126 1	65	79	15	24 5 123 5	75	161	15	26 0 124 5	70	236	15	0	0
062048Z	22 4 128 5	45	22 4 128 5	45	13	0	23 4 125 4	65	106	15	25 0 122 5	75	255	20	28 4 121 5	75	411	25	0	0
062100Z	22 4 128 1	45	22 5 128 0	45	8	0	22 9 125 7	55	57	5	24 7 122 8	65	156	10	26 8 120 9	70	375	20	0	0
062112Z	22 4 127 8	50	22 5 127 7	50	8	0	22 7 126 1	60	29	10	23 5 124 8	65	164	10	24 8 122 6	65	433	10	0	0
062124Z	22 3 127 3	50	22 5 127 3	50	12	0	22 7 125 7	60	49	10	23 7 123 8	65	203	15	25 1 122 2	65	475	5	0	0
062200Z	22 3 126 9	50	22 3 126 9	50	0	0	22 4 125 3	55	80	0	23 1 123 2	60	253	10	24 5 121 6	60	505	0	0	0
062212Z	22 3 126 5	50	22 3 126 5	50	0	0	22 5 124 9	55	108	0	23 3 122 9	60	337	10	24 8 120 3	65	547	0	0	0
062224Z	22 3 125 8	50	22 3 125 8	50	6	0	22 5 124 3	55	145	0	22 8 122 7	60	396	5	22 5 120 5	45	548	0	0	0
062236Z	22 3 125 0	50	22 3 125 1	50	8	0	22 5 122 5	60	106	10	22 5 120 0	45	305	-15	23 4 117 5	45	485	10	0	0
062300Z	22 1 123 9	55	22 2 124 1	55	13	-5	22 3 120 8	45	113	-5	22 9 117 4	35	255	-25	24 0 114 6	25	431	-5	0	0
062312Z	22 1 123 3	55	22 1 123 3	55	17	0	22 3 119 5	40	225	-15	23 1 116 8	35	280	-20	24 0 114 6	25	431	-5	0	0
062324Z	21 9 121 8	55	22 1 122 5	55	41	0	22 7 119 5	40	225	-15	23 4 116 2	30	326	-15	24 0 114 6	25	431	-5	0	0
062336Z	21 9 120 7	50	21 8 121 0	50	18	0	22 5 117 2	40	184	-20	23 0 114 4	35	255	-25	24 0 114 6	25	431	-5	0	0
062400Z	21 8 118 8	50	21 8 117 2	50	18	0	22 5 117 2	40	184	-20	23 0 114 4	35	255	-25	24 0 114 6	25	431	-5	0	0
062412Z	21 8 118 8	50	21 8 117 2	50	13	0	22 5 117 2	40	184	-20	23 0 114 4	35	255	-25	24 0 114 6	25	431	-5	0	0
062424Z	21 8 118 8	50	21 8 117 2	50	13	0	22 5 117 2	40	184	-20	23 0 114 4	35	255	-25	24 0 114 6	25	431	-5	0	0
062436Z	21 8 118 8	50	21 8 117 2	50	13	0	22 5 117 2	40	184	-20	23 0 114 4	35	255	-25	24 0 114 6	25	431	-5	0	0
062448Z	21 8 118 8	50	21 8 117 2	50	13	0	22 5 117 2	40	184	-20	23 0 114 4	35	255	-25	24 0 114 6	25	431	-5	0	0
062500Z	21 8 118 8	50	21 8 117 2	50	13	0	22 5 117 2	40	184	-20	23 0 114 4	35	255	-25	24 0 114 6	25	431	-5	0	0
062512Z	21 8 118 8	50	21 8 117 2	50	13	0	22 5 117 2	40	184	-20	23 0 114 4	35	255	-25	24 0 114 6	25	431	-5	0	0
062524Z	21 8 118 8	50	21 8 117 2	50	13	0	22 5 117 2	40	184	-20	23 0 114 4	35	255	-25	24 0 114 6	25	431	-5	0	0
062536Z	21 8 118 8	50	21 8 117 2	50	13	0	22 5 117 2	40	184	-20	23 0 114 4	35	255	-25	24 0 114 6	25	431	-5	0	0
062548Z	21 8 118 8	50	21 8 117 2	50	13	0	22 5 117 2	40	184	-20	23 0 114 4	35	255	-25	24 0 114 6	25	431	-5	0	0
062600Z	21 8 118 8	50	21 8 117 2	50	13	0	22 5 117 2	40	184	-20	23 0 114 4	35	255	-25	24 0 114 6	25	431	-5	0	0

	ALL FORECASTS				TYPHOONS WHILE OVER 35 KTS			
	URNG	24-HR	48-HR	72-HR	URNG	24-HR	48-HR	72-HR
AVG FORECAST POSIT ERROR	10	93	224	389	0	0	0	0
AVG RIGHT ANGLE ERROR	10	44	114	224	0	0	0	0
AVG INTENSITY MAGNITUDE ERROR	2	9	14	13	0	0	0	0
AVG INTENSITY	81.05	1	6	12	0	0	0	0
NUMBER OF FORECASTS	28	24	18	16	0	0	0	0

DISTANCE TRAVELED BY TROPICAL CYCLONE IS 1609 NM

AVERAGE SPEED OF TROPICAL CYCLONE IS 9 KNOTS

TROPICAL STORM WYNNE FIX POSITIONS FOR CYCLONE NO. 2

SATELLITE FIXES

FIX NO.	TIME (Z)	FIX POSITION	ACCRV	DVORAK CODE	COMMENTS	SITE
1	180000	20 0N 135 5E	PCN 6	T0 0/0.0	INIT OBS	PQTU
2	180700	20 0N 135 3E	PCN 5			PQTU
3	181200	20 0N 134 8E	PCN 6			PQTU
4	181500	20 0N 134 1E	PCN 6			PQTU
5	182136	20 0N 132 9E	PCN 6			PQTU
6	190000	21 0N 132 8E	PCN 6			PQTU
7	190130	20 0N 132 4E	PCN 5	T0 5/0.5 /D0.5/26HRS		PQTU
8	190130	20 0N 133 1E	PCN 5	T0 5/0.5	INIT OBS	RPBK
9	190300	20 0N 132 1E	PCN 6			PQTU
10	190653	20 0N 132 3E	PCN 6			PQTU
11	191015	20 0N 131 3E	PCN 6			PQTU
12	191200	20 0N 131 5E	PCN 6			PQTU
13	191416	20 0N 131 2E	PCN 6			PQTU
14	191500	20 0N 131 1E	PCN 6	T2 5/2.5 /D1.5/24HRS		PQTU
15	191800	21 0N 130 8E	PCN 6			PQTU
16	191938	21 1N 130 6E	PCN 5			PQTU
17	192114	21 0N 131 2E	PCN 6			PQTU
18	200115	21 5N 130 2E	PCN 5	T2 0/2.0 /D1.5/24HRS		RPBK
19	200116	22 1N 130 8E	PCN 3	T2 5/2.5 /D2.0/24HRS		PQTU
20	200300	22 4N 130 7E	PCN 6			PQTU
21	200641	21 0N 130 2E	PCN 6			PQTU
22	200641	22 1N 130 3E	PCN 5			RPBK
23	200900	22 2N 129 8E	PCN 6			PQTU
24	201200	22 4N 129 8E	PCN 6			PQTU
25	201356	22 2N 129 2E	PCN 3		ULCC FIX	RODM
26	201800	22 3N 128 9E	PCN 4	T3 0/3.0 /D0.5/27HRS		PQTU
27	201925	22 5N 129 3E	PCN 5			RPBK
28	202053	22 3N 128 7E	PCN 3	T2 5/2.5	INIT OBS	RODM
29	202100	22 5N 128 6E	PCN 6			PQTU
30	210000	22 1N 128 2E	PCN 5		ULCC FIX	PQTU
31	210055	22 5N 128 1E	PCN 3	T3 0/3.0 /D1.0/24HRS		PQTU
32	210300	22 6N 128 2E	PCN 4	T3 0/3.0 /D0.5/23HRS		RPBK
33	210600	22 7N 127 8E	PCN 4			PQTU
34	210620	22 4N 127 9E	PCN 3			RPBK
35	210628	22 3N 128 1E	PCN 3			RODM
36	210900	22 6N 127 8E	PCN 6			PQTU
37	210933	22 3N 127 7E	PCN 4			RPBK
38	211200	22 4N 127 6E	PCN 6			PQTU
39	211335	22 4N 127 6E	PCN 6	T3 0/3.0 /S0.0/21HRS	ULCC FIX	PQTU
40	211500	22 3N 127 5E	PCN 6		ULCC FIX	PQTU
41	211800	22 4N 127 2E	PCN 6		ULCC FIX	PQTU
42	212100	22 2N 126 9E	PCN 6		ULCC FIX	PQTU
43	212213	22 3N 127 2E	PCN 6	T3 0/3.0 /S0.0/22HRS		RPBK
44	212221	22 5N 126 4E	PCN 3	T2 5/2.5 /S0.0/24HRS		RODM
45	220000	22 5N 126 8E	PCN 6			PQTU
46	220035	22 4N 126 8E	PCN 3	T3 0/3.0 /S0.0/22HRS		PQTU
47	220035	22 4N 126 8E	PCN 5			RODM
48	220217	22 9N 126 2E	PCN 3	T3 5/3.5	INIT OBS	RSKO
49	220300	22 6N 126 6E	PCN 6			PQTU
50	220600	22 2N 126 2E	PCN 6		ULCC FIX	PQTU
51	220615	22 3N 126 2E	PCN 3			PQTU
52	220616	22 2N 126 2E	PCN 5			RPBK
53	220900	22 2N 126 0E	PCN 6		ULCC FIX	PQTU
54	221053	22 4N 126 1E	PCN 5			RODM
55	221200	22 0N 125 7E	PCN 6			PQTU
56	221457	22 0N 125 2E	PCN 6			RPBK
57	221600	22 0N 125 0E	PCN 6	T3 5/3.5 /D0.5/24HRS		PQTU
58	221800	22 0N 124 6E	PCN 6			PQTU
59	221900	21 9N 124 3E	PCN 6			PQTU
60	222152	22 1N 124 0E	PCN 5	T3 0/3.0 /S0.0/24HRS		RPBK
61	230000	22 12 0N 124 0E	PCN 6			PQTU
62	230156	21 8N 124 0E	PCN 5	T3 0/3.0	INIT OBS	RODM
63	230300	22 2N 123 7E	PCN 6	T3 5/3.5 /D0.5/27HRS		PQTU
64	230600	22 3N 123 1E	PCN 6			PQTU
65	230700	21 7N 122 3E	PCN 6		ULCC FIX	PQTU
66	231032	22 0N 122 8E	PCN 5	T3 5/3.5	INIT OBS	RSKO
67	231200	21 7N 121 7E	PCN 6			PQTU
68	231433	21 9N 121 4E	PCN 6			RPBK
69	231800	21 8N 120 7E	PCN 6	T3 5/3.5 /S0.0/26HRS		PQTU
70	232100	22 0N 119 6E	PCN 6			PQTU
71	232330	22 3N 119 8E	PCN 6			RODM
72	240000	22 0N 118 8E	PCN 6			PQTU
73	240130	21 9N 118 3E	PCN 5			PQTU
74	240136	21 0N 117 5E	PCN 5	T3 0/3.0 /S0.0/27HRS		RPBK
75	240100	21 1N 117 8E	PCN 5	T3 0/3.5 /S0.0/24HRS		PQTU

76	240600	21.6N 117.2E	PCN 6	T3.0/3.0	INIT OBS	PGTU
77	240733	22.0N 116.2E	PCN 5			RODN
78	240900	21.7N 116.2E	PCN 6			PQTU
79	241011	22.0N 116.2E	PCN 5	T3.5/3.5 -/50.0/24HRS		PQTU
80	241011	22.0N 116.2E	PCN 5			RSKO
81	241200	21.2N 115.6E	PCN 6			PQTU
82	241417	21.3N 114.3E	PCN 6	T3.0/3.0 /50.0/24HRS	ULCC FIX	RPNK
83	241800	21.3N 115.0E	PCN 6	T2.5/3.5 /U1.0/24HRS	ULCC FIX	PQTU
84	242017	21.2N 113.5E	PCN 6			RODN
85	242100	21.3N 114.5E	PCN 6			PQTU
86	242251	21.1N 113.5E	PCN 4			RODN
87	242251	21.1N 113.5E	PCN 4	T3.0/3.0 -/50.0/21HRS		RPNK
88	250000	21.3N 113.4E	PCN 6			PQTU
89	250257	21.1N 112.9E	PCN 3	T3.0/3.0 -/50.0/24HRS		PQTU
90	250300	21.0N 112.9E	PCN 4	T3.5/3.5 -/D0.5/24HRS		PQTU
91	250600	21.2N 112.2E	PCN 4			PQTU
92	250720	21.0N 111.8E	PCN 5	T3.5/3.5 /D0.5/24HRS		RODN
93	250900	21.1N 111.5E	PCN 4			PQTU
94	251131	21.7N 110.4E	PCN 5			RODN
95	251200	21.4N 110.7E	PCN 4			PQTU
96	251500	21.6N 109.8E	PCN 4			PQTU
97	251800	21.9N 108.9E	PCN 6		ULCC FIX	PQTU
98	252005	21.9N 107.6E	PCN 5		ULCC FIX	RODN
99	252100	21.9N 107.2E	PCN 5			PQTU
100	252230	21.9N 107.1E	PCN 5			RODN
101	260000	21.6N 106.6E	PCN 6			PQTU
102	260300	21.1N 105.1E	PCN 6			PQTU
103	260600	21.5N 103.8E	PCN 6			PQTU

AIRCRAFT FIXES

FIX NO.	TIME (Z)	FIX POSITION	FLT LVL	700MB HGT	OBS MSLP	MAX-SFC-WND VEL/BRG/RNG	MAX-FLT-LVL-WND DIR/VEL/BRG/RNG	ACCRV HAV/MET	EYE SHAPE	EYE ORIEN- DIAM/TATION	EYE TEMP (C) OUT/ IN/ DP/SST	NSM NO.
1	182337	20.8N 133.6E	1500FT		998	20 100 30	220 27 100 30	6 3			+25 +26 +23 20	1
2	190542	21.3N 132.9E	1500FT		1001	35 040 24	240 33 120 60	7 10			+26 +25 +24 28	2
3	190831	21.6N 132.7E	1500FT		1000	10 310 30	360 18 250 10	5 10			+25 +26 +26 28	3
4	192921	21.1N 131.4E	700MB	3042	995	30 270 20	140 29 030 30	11 5			+26 +27 +27 30	4
5	192325	22.2N 131.2E	1500FT		992	35 090 15	200 35 090 15	12 3			+10 +11 +10 29	5
6	200533	22.2N 130.6E	1500FT		989	45 120 10	240 43 120 13	10 20			+25 +26 +25 28	6
7	200910	22.3N 129.2E	1500FT		990	35 230 45	320 31 230 58	10 3			+24 +27 +27 30	7
8	202033	22.3N 128.2E	700MB	3050	995	35 280 20	320 31 280 58	10 3			+11 +16 +12 7	8
9	202328	22.7N 128.5E	1500FT		992	40 240 25	350 44 240 25	5 3			+25 +26 +25 28	9
10	210530	22.6N 128.2E	1500FT		996	45 050 25	120 44 020 26	9 4			+24 +27 +27 30	10
11	210812	22.4N 128.1E	1500FT		998	50 140 45	170 50 120 42	4 2			+11 +16 +12 7	11
12	211121	22.3N 127.7E	700MB	2983	986		060 56 030 30	12 15			+12 +15 +15 10	12
13	211437	22.3N 127.5E	700MB	2983	985	40 300 30	220 42 140 32	8 5			+25 +26 +24 31	13
14	212054	22.4N 126.1E	700MB	2972	985	50 050 25	150 50 060 38	7 2			+24 +25 +25 30	14
15	212322	22.3N 126.8E	1500FT		986	45 060 25	140 47 060 28	9 3			+12 +15 +15 10	15
16	220535	22.4N 126.6E	1500FT		986	40 190 25	120 51 040 31	10 4			+25 +26 +24 31	16
17	220835	22.3N 126.3E	1500FT		986		240 44 190 70	10 4			+24 +25 +25 30	17
18	221155	22.3N 125.4E	700MB	2980	988	25 220 30	160 38 060 60	13 10	ELLIPTICAL 20 10 180		+25 +26 +24 28	18
19	221435	22.3N 125.4E	700MB	2980	988	50 130 45	210 60 130 45	8 10			+24 +27 +26 30	19
20	222042	22.1N 124.6E	700MB	2975	985	55 310 30	030 50 310 30	10 3				20
21	222333	22.3N 124.2E	1500FT		982	55 090 6	190 55 090 6	10 3				21
22	230543	22.0N 123.4E	1500FT		982							22
23	230824	21.9N 123.0E	1500FT		982							23

RADAR FIXES

FIX NO.	TIME (Z)	FIX POSITION	RADAR	ACCRV	EYE SHAPE	EYE DIAM	RADAR-CODE ASUAR TDDFF	COMMENTS	RADAR POSITION	SITE UMO NO
1	220300	22.1N 126.0E	LAND				35//2 5//		24.8N 125.3E	47027
2	220400	22.1N 126.0E	LAND				6//12 73000		24.8N 125.3E	47027
3	221200	22.2N 125.7E	LAND				6//12 73000		24.3N 124.2E	47018
4	221500	22.4N 125.4E	LAND				6//12 73000		24.3N 124.2E	47018
5	221600	22.4N 125.4E	LAND				6//12 73000		24.3N 124.2E	47018
6	221900	22.1N 124.5E	LAND				6//13 72415		24.3N 124.2E	47018
7	222000	21.9N 124.4E	LAND				6//13 72212		24.3N 124.2E	47018
8	222100	22.2N 124.3E	LAND				6//12 72800		24.3N 124.2E	47018
9	222200	21.9N 124.0E	LAND				6//12 72500		24.3N 124.2E	47018
10	222300	21.9N 124.2E	LAND				6//13 72804		24.3N 124.2E	47018
11	230000	21.8N 124.1E	LAND				6//12 72107		24.3N 124.2E	47018
12	230100	21.8N 123.9E	LAND				6//12 72202		24.3N 124.2E	47018
13	230200	21.9N 123.7E	LAND				6//12 72810		24.3N 124.2E	47018
14	230300	21.9N 123.4E	LAND				6//12 72812		24.3N 124.2E	47018
15	230400	21.9N 123.1E	LAND				5//12 72816		24.3N 124.2E	47018
16	230500	21.8N 123.0E	LAND				3//12 72614		24.3N 124.2E	47018
17	240720	21.4N 116.9E	LAND				20510 //		22.3N 114.2E	45005
18	241100	21.2N 116.3E	LAND				20814 32508		22.3N 114.2E	45005
19	241200	21.1N 116.0E	LAND				20811 72408		22.3N 114.2E	45005
20	241300	21.2N 115.9E	LAND				20911 72708		22.3N 114.2E	45005
21	241700	21.2N 115.0E	LAND				20971 72616		22.3N 114.2E	45005
22	241800	21.2N 114.8E	LAND				20941 32615		22.3N 114.2E	45005
23	241900	21.1N 114.5E	LAND				20911 72714		22.3N 114.2E	45005
24	242000	21.2N 114.4E	LAND				20971 32811		22.3N 114.2E	45005
25	242100	21.3N 114.2E	LAND				20911 72816		22.3N 114.2E	45005
26	242200	21.2N 113.8E	LAND				20911 72812		22.3N 114.2E	45005
27	242310	21.1N 113.5E	LAND				20911 72612		22.3N 114.2E	45005
28	250000	21.1N 113.4E	LAND				20911 62612		22.3N 114.2E	45005
29	250100	21.1N 113.1E	LAND				20911 72614		22.3N 114.2E	45005
30	250210	21.2N 112.9E	LAND				20911 32710		22.3N 114.2E	45005
31	250300	21.2N 112.7E	LAND				20941 72713		22.3N 114.2E	45005
32	250350	21.2N 112.5E	LAND				20912 72913		22.3N 114.2E	45005
33	250500	21.2N 112.4E	LAND				20941 72809		22.3N 114.2E	45005
34	250600	21.3N 112.3E	LAND				20942 72712		22.3N 114.2E	45005
35	250700	21.4N 112.0E	LAND				20942 32810		22.3N 114.2E	45005
36	251000	21.4N 111.3E	LAND				20912 62812		22.3N 114.2E	45005
37	251100	21.4N 111.1E	LAND				60// 72812		22.3N 114.2E	45005

SYNOPTIC FIXES

FIX NO.	TIME (Z)	FIX POSITION	INTENSITY ESTIMATE	NEAREST DATA (NM)	COMMENTS
1	231200	21.8N 121.7E	055	015	RCVD AFTER WARNING TIME. NOT USED IN WARNING. 4678
2	231500	21.9N 121.3E	055	018	STM 4678 22.0N 121.3E
3	240900	21.0N 116.6E	055	025	STM RCLM 55810 16.5N 112.20E

NOTICE - THE ASTERISKS (*) INDICATE FIXES UNREPRESENTATIVE AND NOT USED FOR BEST TRACK PURPOSES.

TYPHOON ALEX
BEST TRACK DATA

BEST TRACK				WARNING				24 HOUR FORECAST				48 HOUR FORECAST				72 HOUR FORECAST			
MO/DA/HR	POSIT	WIND	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS		
070100Z	16 1 124	30	16 1 124	30	25	15 9 121	30	157	-15	16 2 118	35	366	-35	16 9 116	40	786	-10		
070106Z	16 1 124	30	16 1 123	30	3	16 0 120	30	204	-25	16 4 118	40	456	-35	17 2 115	50	814	0		
070112Z	16 1 124	30	16 0 122	30	71	16 0 119	30	286	-30	16 8 116	40	529	-25	17 7 114	50	914	5		
070118Z	16 8 123	8	16 0 122	8	40	16 0 119	40	319	-35	16 7 117	1	48 603	-25	17 6 114	8	50 1033	10		
070200Z	17 3 123	6	16 5 122	8	40	18 5 121	5	30 192	-40	15 9 120	0	35 484	-25	21 4 118	7	50 828	15		
070206Z	18 1 123	18	18 2 123	2	5	21 6 121	2	75 193	0	25 2 119	4	60 293	10	29 2 119	9	40 525	10		
070212Z	19 3 123	9	19 1 123	1	60	22 8 121	8	75 122	10	26 9 122	5	70 252	25	0 0 0	0	0 0 0	0		
070218Z	20 6 122	2	20 3 122	7	65	24 6 122	1	70 111	5	29 1 123	7	65 222	25	0 0 0	0	0 0 0	0		
070300Z	21 7 121	6	21 8 121	6	80	27 6 122	6	70 75	10	31 6 125	5	65 145	30	0 0 0	0	0 0 0	0		
070306Z	23 3 121	5	23 3 121	5	80	29 9 123	3	70 86	20	32 8 127	2	60 156	30	0 0 0	0	0 0 0	0		
070312Z	24 7 121	0	24 6 121	5	75	28 7 122	0	65 147	20	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0	0		
070318Z	26 1 120	9	25 8 121	2	70	29 9 122	6	60 185	20	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0	0		
070400Z	27 8 121	2	27 0 121	3	45	32 3 123	4	45 133	10	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0	0		
070406Z	29 6 122	6	29 4 121	5	45	34 9 126	4	35 40	5	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0	0		
070412Z	31 1 122	6	31 2 122	4	45	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0	0		
070418Z	32 8 123	8	32 8 123	4	40	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0	0		
070500Z	34 0 125	1	34 1 125	2	35	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0	0		
070506Z	35 4 127	2	35 4 127	1	35	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0	0		

ALL FORECASTS				TYPHOONS WHILE OVER 35 KTS			
AVG FORECAST POSIT ERROR	URNG	24-HR	48-HR	72-HR	URNG	24-HR	48-HR
AVG RIGHT ANGLE ERROR	23	155	351	803	29	163	372
AVG INTENSITY MAGNITUDE ERROR	3	93	197	328	54	99	205
AVG INTENSITY BIAS	3	18	27	8	3	18	26
NUMBER OF FORECASTS	18	14	10	6	15	13	9

DISTANCE TRAVELED BY TROPICAL CYCLONE IS 1320 NM
AVERAGE SPEED OF CYCLONE IS 13 KNOTS

TYPHOON ALEX
FIX POSITIONS FOR CYCLONE NO. 3

SATELLITE FIXES

FIX NO.	TIME (Z)	FIX POSITION	ACCR	DVORAK CODE	COMMENTS	SITE
1	292105	18 7N 127 7E	PCN 3	T1 0/1.0	INIT OBS	PGTU
2	292301	18 1N 127 6E	PCN 6	EXP LLCC	PGTU	PGTU
3	300600	16 1N 126 8E	PCN 5	ULCC FIX	PGTU	PGTU
4	010056	16 2N 124 3E	PCN 5	T2 0/2.0-	INIT OBS	PGTU
5	010056	16 1N 124 2E	PCN 3	T2 5/2.5-	INIT OBS	RPMK
6	010600	15 7N 123 2E	PCN 6		PGTU	PGTU
7	011100	15 7N 123 2E	PCN 6		PGTU	PGTU
8	011115	14 8N 123 3E	PCN 6		RPMK	PGTU
9	011137	15 4N 123 2E	PCN 6		PGTU	PGTU
10	011700	15 7N 123 3E	PCN 6	T3 0/3.0-	INIT OBS	PGTU
11	012204	16 8N 123 1E	PCN 4	T3 0/3.0-/D1 0/23HRS	EXP LLCC	PGTU
12	012300	17 2N 123 1E	PCN 6	T3 0/3.0-/D0.5/23HRS		RPMK
13	012354	17 0N 123 0E	PCN 5	T3 0/3.0	INIT OBS	PGTU
14	012354	17 1N 123 1E	PCN 5		RODN	RPMK
15	020217	17 2N 123 1E	PCN 5		RODN	RPMK
16	020217	18 0N 123 6E	PCN 4		PGTU	PGTU
17	020600	17 9N 123 3E	PCN 4		RODN	PGTU
18	021044	18 9N 123 2E	PCN 4		PGTU	PGTU
19	021050	18 9N 123 3E	PCN 6	ULCC FIX	PGTU	PGTU
20	021200	18 5N 123 1E	PCN 6	ULCC FIX	PGTU	PGTU
21	021800	20 0N 122 0E	PCN 6	T3 5/3.5-/D0.5/25HRS	PGTU	PGTU
22	022142	21 4N 121 6E	PCN 2		PGTU	PGTU
23	022309	21 5N 121 6E	PCN 1	T4 0/4.0 /D1 0/24HRS	RPMK	PGTU
24	022329	21 7N 121 6E	PCN 1	T4 0/4.0 /D1 0/24HRS	PGTU	PGTU
25	030157	22 4N 121 7E	PCN 1	T4 5/4.5 /D1 5/26HRS	12NM EYE	RPMK
26	030157	22 4N 121 6E	PCN 3		PGTU	PGTU
27	030722	23 5N 121 4E	PCN 5		PGTU	PGTU
28	031026	24 4N 120 9E	PCN 5	ULCC FIX	PGTU	PGTU
29	031438	1N 120 7E	PCN 5	ULCC FIX	RPMK	PGTU
30	032007	25 7N 120 5E	PCN 6		RODN	PGTU
31	032121	26 6N 121 1E	PCN 6	T2 0/3.0-/U2.0/24HRS	PGTU	PGTU
32	032305	26 6N 121 6E	PCN 5		RPMK	PGTU
33	032305	26 8N 120 6E	PCN 5	T3 0/4.0 /U1 5/24HRS	PGTU	PGTU
34	040137	28 8N 121 7E	PCN 3	T2 0/2.0	INIT OBS	RPMK
35	040137	28 7N 120 7E	PCN 3		RODN	RPMK
36	040709	29 6N 122 2E	PCN 3		PGTU	PGTU
37	041001	30 1N 122 4E	PCN 5		RPMK	PGTU
38	041954	32 9N 124 8E	PCN 3	T2 0/3.0 /U1 0/24HRS	RPMK	PGTU
39	050117	34 1N 125 3E	PCN 3		RPMK	PGTU
40	051200	36 8N 131 7E	PCN 6		PGTU	PGTU

AIRCRAFT FIXES

FIX NO.	TIME (Z)	FIX POSITION	FLT LVL	700MB HGT	OBS MSLP	MAX-SFC-WND VEL/BRG/RND	MAX-FLT-LVL-WND DIR/VEL/BRG/RND	ACCR	EYE SHAPE	EYE ORIENTATION	EYE TEMP (C)	MSN NO.
1	302327	16 1N 124 6E	1500FT	2964	1000	30 100 60	110 35 090 30	10 5			+26 +24 +23	1
2	020351	17 7N 123 5E	700MB	2964		65 040 15	140 58 030 25	15 5			+9 +11 +11	1
3	020549	18 0N 123 3E	700MB	2952	984	65 180 10	060 38 340 38	18 5	ELLIPTICAL	30 20 030	+10 +13 +9	3
4	022045	21 2N 121 6E	700MB	2772		55 090 30	180 92 100 15	12 3	CIRCULAR	15		3
5	022337	21 6N 121 6E	700MB	2779	962	80 050 10	120 69 030 20	13 1	CIRCULAR	12	+10 +16 +16	3

RADAR FIXES

FIX NO.	TIME (Z)	FIX POSITION	RADAR	ACCR	EYE SHAPE	EYE DIAM	RADAR-CODE ASUAR TDFF	COMMENTS	RADAR POSITION	SITE
1	011900	16 6N 123 9E	LAND				11320 63515	EYE 100 PCT ELIP	15 7N 121 6E	98333
2	020330	17 6N 123 5E	LAND				10301		18 4N 121 6E	98231
3	020600	18 1N 123 4E	LAND				10991 60486		18 4N 121 6E	98231
4	020800	18 6N 123 2E	LAND				10971 63430		18 4N 121 6E	98231
5	020900	18 7N 123 2E	LAND				11922 43506		18 4N 121 6E	98231
6	021600	20 5N 122 4E	LAND				10612 43510	EYE 80 PCT CIR OPN N	18 4N 121 6E	98231
7	021600	20 3N 122 3E	LAND				35358 53630	EYE ILL DEFINED	20 4N 121 8E	98136
8	021700	20 4N 122 3E	LAND				35217 53610		20 4N 121 8E	98136
9	021730	20 7N 122 3E	LAND				10552 43320	EYE 60 PCT CIR OPN N	18 4N 121 6E	98231
10	021800	20 8N 122 2E	LAND				10512 43418	EYE 60 PCT CIR OPN N	18 4N 121 6E	98231
11	021800	20 6N 122 2E	LAND				21 58	EYE ILL DEFINED	20 4N 121 8E	98136
12	022000	21 8N 121 8E	LAND				6		22 0N 120 7E	46752
13	022100	21 3N 121 6E	LAND				6		22 0N 120 7E	46752
14	022100	21 3N 121 7E	LAND				6		22 0N 120 7E	46752
15	022200	21 5N 121 6E	LAND				45		22 5N 120 5E	59553
16	030100	22 1N 121 6E	LAND				5		24 3N 124 2E	47018
17	030100	22 0N 121 6E	LAND				255		22 0N 120 7E	46752
18	030100	21 8N 121 7E	LAND				6		22 0N 120 7E	46752
19	030100	22 0N 121 8E	LAND				10332 50119		23 8N 121 6E	46699
20	030200	22 4N 121 6E	LAND				11714 53616		24 3N 124 2E	47018
21	030300	22 5N 121 6E	LAND				11714 53611		24 3N 124 2E	47018
22	030300	22 5N 121 5E	LAND				25		22 6N 120 3E	46744
23	030300	22 5N 121 6E	LAND				10222 53618		23 8N 121 6E	46699
24	030300	22 6N 121 6E	LAND				6		22 0N 120 7E	46752

25 030400 20 7N 121 6E LAND
 26 030400 20 8N 121 5E LAND
 27 030400 20 8N 120 5E LAND
 28 030500 20 8N 120 5E LAND
 29 030500 20 8N 121 4E LAND
 30 030500 20 8N 121 5E LAND
 31 030500 20 8N 121 5E LAND
 32 030600 20 8N 121 4E LAND
 33 030700 20 8N 121 5E LAND
 34 030800 20 8N 121 5E LAND

12212 53612
 22413 73615
 6777 53614
 4533 53615
 6457 53514
 6777 53614
 2513 73615
 6513 73516
 3913 73612
 6573 73615

23 8N 121 6E 46699
 24 3N 124 2E 47918
 25 8N 120 7E 46752
 26 8N 121 6E 46699
 27 6N 120 3E 46744
 28 6N 120 3E 46752
 29 3N 124 2E 47918
 30 3N 124 2E 47918
 31 3N 124 2E 47918

SYNOPTIC FIXES

FIX NO.	TIME (Z)	FIX POSITION	INTENSITY ESTIMATE	NEAREST DATA (NM)	COMMENTS
1	040600	20 4N 121 6E	045	035	58566 58562 58569
2	040900	20 8N 122 0E	045	030	58562 58474 58569
3	041200	31 3N 122 9E	045	030	58472 58477 58367

NOTICE - THE ASTERISKS (*) INDICATE FIXES UNREPRESENTATIVE AND NOT USED FOR BEST TRACK PURPOSES.

TROPICAL STORM BETTY BEST TRACK DATA

BEST TRACK				WARNING				24 HOUR FORECAST				48 HOUR FORECAST				72 HOUR FORECAST			
MO/DA/HR	POSIT	WIND	WIND	POSIT	WIND	WIND	WIND	POSIT	WIND	WIND	WIND	POSIT	WIND	WIND	WIND	POSIT	WIND	WIND	WIND
070418Z	14 7 126 3	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
070500Z	14 5 125 0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
070506Z	14 5 125 0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
070512Z	14 8 122 8	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
070518Z	15 1 121 8	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
070600Z	15 9 120 2	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
070606Z	15 9 120 2	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
070612Z	16 3 119 4	25	16	4	119 0	25	24	0	18 3	115 6	40	58	5	20 6	112 1	50	111	0	23 1
070618Z	16 8 118 6	25	17	2	118 3	30	30	5	19 3	115 1	45	75	5	21 8	111 8	60	98	5	24 4
070700Z	17 2 117 0	30	17	4	117 8	30	13	5	19 4	115 3	50	33	5	21 9	112 4	60	36	5	24 4
070706Z	17 6 117 3	30	17	5	117 2	30	8	0	19 1	115 0	45	30	-5	21 6	112 0	55	100	5	24 4
070712Z	18 1 116 6	35	18	0	116 5	30	18	-5	20 0	114 5	45	29	-5	23 2	112 7	30	173	-5	24 4
070718Z	18 6 116 6	40	18	5	115 9	30	18	-10	21 3	113 9	45	75	-10	23 2	112 7	30	173	-5	24 4
070800Z	19 0 115 7	45	19	0	115 5	45	11	0	21 5	113 6	55	75	-10	23 2	112 7	30	173	-5	24 4
070806Z	19 6 115 0	50	19	8	115 0	50	12	0	22 5	112 8	50	104	0	23 2	112 7	30	173	-5	24 4
070812Z	20 0 114 9	50	20	0	114 1	50	8	0	23 6	111 9	40	131	5	23 2	112 7	30	173	-5	24 4
070818Z	20 7 113 1	55	20	7	112 2	55	8	0	23 6	111 9	40	131	5	23 2	112 7	30	173	-5	24 4
070900Z	21 3 112 3	55	21	3	112 2	55	6	0	23 6	111 9	40	131	5	23 2	112 7	30	173	-5	24 4
070906Z	22 0 111 9	50	22	1	111 0	50	6	0	23 6	111 9	40	131	5	23 2	112 7	30	173	-5	24 4
070912Z	22 4 109 7	35	0	0	0	0	0	0	23 6	111 9	40	131	5	23 2	112 7	30	173	-5	24 4
070918Z	22 7 108 5	25	0	0	0	0	0	0	23 6	111 9	40	131	5	23 2	112 7	30	173	-5	24 4

ALL FORECASTS				TYPHOONS WHILE OVER 35 KTS			
AVG FORECAST POSIT ERROR	URNG	24-HR	48-HR	URNG	24-HR	48-HR	72-HR
AVG RIGHT ANGLE ERROR	9	42	46	0	0	0	0
AVG INTENSITY MAGNITUDE ERROR	2	4	5	0	0	0	0
AVG INTENSITY MAGNITUDE ERROR	-1	0	0	0	0	0	0
NUMBER OF FORECASTS	12	10	5	0	0	0	0

DISTANCE TRAVELED BY TROPICAL CYCLONE IS 1157 NM
AVERAGE SPEED OF TROPICAL CYCLONE IS 10 KNOTS

TROPICAL STORM BETTY FIX POSITIONS FOR CYCLONE NO. 4

SATELLITE FIXES

FIX NO.	TIME (Z)	FIX POSITION	ACCRV	DVORAK CODE	COMMENTS	SITE
1	012023	18 0N 146 4E	PCN 5	70 0/0 0	INIT OBS	PQTU
2	020000	16 1N 140 5E	PCN 6			PQTU
3	021800	11 8N 136 4E	PCN 6			PQTU
4	031027	9 8N 131 0E	PCN 5	T1 0/1 0	ULCC FIX	PQTU
5	032121	9 6N 130 0E	PCN 6		INIT OBS	PQTU
6	032308	14 6N 128 0E	PCN 6	T1 5/1 5		PQTU
7	040137	15 0N 128 0E	PCN 5	T1 5/1 5	INIT OBS	RPWK
8	040709	14 6N 127 1E	PCN 5			PQTU
9	040708	14 6N 127 1E	PCN 5			RPWK
10	041001	15 5N 127 5E	PCN 5			PQTU
11	041200	15 2N 127 7E	PCN 6			PQTU
12	041417	14 8N 127 4E	PCN 6			PQTU
13	041800	15 1N 127 1E	PCN 6	70 5/0 5	INIT OBS	PQTU
14	042241	15 1N 126 4E	PCN 5			PQTU
15	050117	14 0N 123 8E	PCN 3	T1 0/1 0	INIT OBS	PQTU
16	050117	14 7N 125 0E	PCN 5	T1 5/1 5 /S0 0/24HRS		RPWK
17	050657	14 4N 123 8E	PCN 5			PQTU
18	051119	14 7N 123 4E	PCN 6			RPWK
19	051200	14 9N 123 2E	PCN 6			PQTU
20	051357	15 2N 122 0E	PCN 6			PQTU
21	051800	15 2N 122 0E	PCN 6	T1 0/1 0 /D0 5/24HRS		PQTU
22	051942	15 0N 121 4E	PCN 6			PQTU
23	052220	15 4N 121 4E	PCN 5	T2 0/2 0	INIT OBS	RODN
24	052358	15 3N 120 6E	PCN 5	T1 5/1 5 /S0 0/23HRS		RPWK
25	060000	15 6N 120 5E	PCN 6			PQTU
26	060644	15 8N 119 7E	PCN 6			PQTU
27	061055	16 5N 119 4E	PCN 6		ULCC FIX	PQTU
28	061200	17 1N 119 6E	PCN 6			PQTU
29	061800	17 6N 118 4E	PCN 6			PQTU
30	061929	17 0N 117 9E	PCN 5	T2 5/2 5 /D1 5/24HRS		PQTU
31	062333	17 5N 118 2E	PCN 5			PQTU
32	062335	17 3N 118 1E	PCN 3	T2 0/2 0 /S0 0/25HRS	EXP LLCC	RODN
33	070218	17 7N 118 2E	PCN 5	T1 5/1 5 /S0 0/26HRS		RPWK
34	070600	17 4N 116 8E	PCN 6	T2 0/2 0	INIT OBS ULCC FIX	PQTU
35	070814	17 3N 116 5E	PCN 5	T2 0/2 0 /D0 5/32HRS		RPWK
36	071030	17 7N 116 5E	PCN 6			PQTU
37	071200	18 0N 116 6E	PCN 6			PQTU
38	071458	18 4N 115 3E	PCN 5			RODN
39	071800	18 3N 115 7E	PCN 6	T2 0/2 5 /U0 5/23HRS		PQTU
40	072050	18 3N 115 0E	PCN 6	T2 0/2 0 /D0 5/26HRS		RPWK
41	072138	18 5N 115 3E	PCN 5			PQTU
42	072249	19 1N 115 9E	PCN 6	T3 0/3 0 /D1 0/24HRS		RODN
43	072309	18 5N 115 2E	PCN 5			PQTU
44	080000	18 6N 115 3E	PCN 6		ULCC FIX	PQTU
45	080157	19 6N 115 3E	PCN 5			PQTU
46	080600	20 0N 114 7E	PCN 6	T3 0/3 0 /D1 0/20HRS		PQTU
47	080801	20 0N 114 7E	PCN 4			RPWK
48	081017	20 4N 114 2E	PCN 6	T3 0	ULCC FIX	PQTU
49	081147	20 3N 114 0E	PCN 4			RODN
50	081148	20 1N 114 1E	PCN 6			RPWK
51	081200	20 1N 113 9E	PCN 6		ULCC FIX	PQTU
52	081438	20 6N 113 1E	PCN 3			RPWK
53	081800	20 5N 112 7E	PCN 6	T3 0/3 0 /D1 0/24HRS		PQTU
54	082046	21 3N 112 5E	PCN 3			RODN
55	090000	21 5N 112 3E	PCN 6			PQTU
56	090026	21 4N 112 4E	PCN 3	T3 0/3 0	INIT OBS	RPWK
57	090137	21 8N 111 9E	PCN 3			PQTU
58	090500	22 1N 111 4E	PCN 6			PQTU
59	090740	22 0N 109 7E	PCN 5			RODN
60	091127	22 1N 109 8E	PCN 5			RSKO
61	091138	22 0N 107 2E	PCN 6			RODN
62	091138	22 6N 109 9E	PCN 6			RPWK

AIRCRAFT FIXES

FIX NO.	TIME (Z)	FIX POSITION	FLY LVL	700MB HGT	OBS MSLP	MAX-SFC-WIND VEL/BRG/RNG	MAX-FLT-LVL-WIND DIR/VEL/BRG/RNG	ACCRV NAV/MET	EYE SHAPE	EYE ORIENT-DIAM/TATION	EYE TEMP (C) OUT/ IN/ DP/SST	NSN NO
1	080034	19 2N 115 6E	1500FT	997	997	60 050 30	170 61 080 95	20 5			+23 +23 31	6
2	080251	19 7N 115 5E	700MB	3038	997	55 050 60	150 51 060 49	20 5			+10 +11 +9	6

RADAR FIXES

FIX NO.	TIME (Z)	FIX POSITION	RADAR	ACCRV	EYE SHAPE	EYE DIAM	RADOB-CODE ASUAR TDFF	COMMENTS	RADAR POSITION	SITE WMO NO.
1	051500	15 8N 123 6E	LAND				21900 5////	EYE 90 PCT ELIP	15 8N 121 6E	08333
2	070230	17 3N 118 2E	LAND				477// 43466		16 3N 120 6E	08321
3	070500	19 0N 120 6E	LAND				1020/ ////		16 3N 120 6E	08321

1	72806
1	73006
1	73012
1	73112
1	73110
3	73310
3	73008
3	73110
3	83209
3	73114
4	83210
8	83113
3	53109
63107	
73107	

[illegible]

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TYPHOON CARY
BEST TRACK DATA

MO/DA/HR	BEST TRACK			WARNING			24 HOUR FORECAST			48 HOUR FORECAST			72 HOUR FORECAST		
	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS
070500Z	16 5 152 8	20	0	16 5 152 8	20	0	16 5 152 8	20	0	16 5 152 8	20	0	16 5 152 8	20	0
070512Z	16 8 151 2	20	0	16 8 151 2	20	0	16 8 151 2	20	0	16 8 151 2	20	0	16 8 151 2	20	0
070524Z	16 8 151 2	20	0	16 8 151 2	20	0	16 8 151 2	20	0	16 8 151 2	20	0	16 8 151 2	20	0
070536Z	16 9 150 3	25	0	16 9 150 3	25	0	16 9 150 3	25	0	16 9 150 3	25	0	16 9 150 3	25	0
070548Z	17 1 149 3	25	0	17 1 149 3	25	0	17 1 149 3	25	0	17 1 149 3	25	0	17 1 149 3	25	0
070600Z	17 3 148 3	25	0	17 3 148 3	25	0	17 3 148 3	25	0	17 3 148 3	25	0	17 3 148 3	25	0
070612Z	17 6 147 7	25	0	17 6 147 7	25	0	17 6 147 7	25	0	17 6 147 7	25	0	17 6 147 7	25	0
070624Z	18 0 146 9	25	0	18 0 146 9	25	0	18 0 146 9	25	0	18 0 146 9	25	0	18 0 146 9	25	0
070636Z	18 6 146 8	30	18	18 6 146 8	30	18	18 6 146 8	30	18	18 6 146 8	30	18	18 6 146 8	30	18
070648Z	19 0 146 4	35	19	19 0 146 4	35	19	19 0 146 4	35	19	19 0 146 4	35	19	19 0 146 4	35	19
070700Z	19 5 146 2	40	19	19 5 146 2	40	19	19 5 146 2	40	19	19 5 146 2	40	19	19 5 146 2	40	19
070712Z	19 5 146 2	40	19	19 5 146 2	40	19	19 5 146 2	40	19	19 5 146 2	40	19	19 5 146 2	40	19
070724Z	19 5 146 2	40	19	19 5 146 2	40	19	19 5 146 2	40	19	19 5 146 2	40	19	19 5 146 2	40	19
070736Z	19 5 146 2	40	19	19 5 146 2	40	19	19 5 146 2	40	19	19 5 146 2	40	19	19 5 146 2	40	19
070748Z	19 5 146 2	40	19	19 5 146 2	40	19	19 5 146 2	40	19	19 5 146 2	40	19	19 5 146 2	40	19
070800Z	20 8 145 6	50	20	20 8 145 6	50	20	20 8 145 6	50	20	20 8 145 6	50	20	20 8 145 6	50	20
070812Z	21 3 145 3	55	21	21 3 145 3	55	21	21 3 145 3	55	21	21 3 145 3	55	21	21 3 145 3	55	21
070824Z	21 7 145 0	60	21	21 7 145 0	60	21	21 7 145 0	60	21	21 7 145 0	60	21	21 7 145 0	60	21
070836Z	21 8 144 9	65	22	21 8 144 9	65	22	21 8 144 9	65	22	21 8 144 9	65	22	21 8 144 9	65	22
070848Z	21 8 144 9	65	22	21 8 144 9	65	22	21 8 144 9	65	22	21 8 144 9	65	22	21 8 144 9	65	22
070900Z	21 9 144 6	75	22	21 9 144 6	75	22	21 9 144 6	75	22	21 9 144 6	75	22	21 9 144 6	75	22
070912Z	21 9 144 5	80	22	21 9 144 5	80	22	21 9 144 5	80	22	21 9 144 5	80	22	21 9 144 5	80	22
070924Z	22 0 144 5	85	22	22 0 144 5	85	22	22 0 144 5	85	22	22 0 144 5	85	22	22 0 144 5	85	22
070936Z	22 0 144 5	85	22	22 0 144 5	85	22	22 0 144 5	85	22	22 0 144 5	85	22	22 0 144 5	85	22
070948Z	22 0 144 5	85	22	22 0 144 5	85	22	22 0 144 5	85	22	22 0 144 5	85	22	22 0 144 5	85	22
071000Z	22 0 144 5	85	22	22 0 144 5	85	22	22 0 144 5	85	22	22 0 144 5	85	22	22 0 144 5	85	22
071012Z	22 0 144 5	85	22	22 0 144 5	85	22	22 0 144 5	85	22	22 0 144 5	85	22	22 0 144 5	85	22
071024Z	22 0 144 5	85	22	22 0 144 5	85	22	22 0 144 5	85	22	22 0 144 5	85	22	22 0 144 5	85	22
071036Z	22 0 144 5	85	22	22 0 144 5	85	22	22 0 144 5	85	22	22 0 144 5	85	22	22 0 144 5	85	22
071048Z	22 0 144 5	85	22	22 0 144 5	85	22	22 0 144 5	85	22	22 0 144 5	85	22	22 0 144 5	85	22
071100Z	23 1 145 4	90	23	23 1 145 4	90	23	23 1 145 4	90	23	23 1 145 4	90	23	23 1 145 4	90	23
071112Z	23 8 146 1	65	23	23 8 146 1	65	23	23 8 146 1	65	23	23 8 146 1	65	23	23 8 146 1	65	23
071124Z	23 8 146 1	65	23	23 8 146 1	65	23	23 8 146 1	65	23	23 8 146 1	65	23	23 8 146 1	65	23
071136Z	23 8 146 1	65	23	23 8 146 1	65	23	23 8 146 1	65	23	23 8 146 1	65	23	23 8 146 1	65	23
071148Z	23 8 146 1	65	23	23 8 146 1	65	23	23 8 146 1	65	23	23 8 146 1	65	23	23 8 146 1	65	23
071200Z	25 7 148 1	70	25	25 7 148 1	70	25	25 7 148 1	70	25	25 7 148 1	70	25	25 7 148 1	70	25
071212Z	25 7 148 1	70	25	25 7 148 1	70	25	25 7 148 1	70	25	25 7 148 1	70	25	25 7 148 1	70	25
071224Z	25 7 148 1	70	25	25 7 148 1	70	25	25 7 148 1	70	25	25 7 148 1	70	25	25 7 148 1	70	25
071236Z	25 7 148 1	70	25	25 7 148 1	70	25	25 7 148 1	70	25	25 7 148 1	70	25	25 7 148 1	70	25
071248Z	25 7 148 1	70	25	25 7 148 1	70	25	25 7 148 1	70	25	25 7 148 1	70	25	25 7 148 1	70	25
071300Z	27 6 150 5	75	27	27 6 150 5	75	27	27 6 150 5	75	27	27 6 150 5	75	27	27 6 150 5	75	27
071312Z	27 6 150 5	75	27	27 6 150 5	75	27	27 6 150 5	75	27	27 6 150 5	75	27	27 6 150 5	75	27
071324Z	27 6 150 5	75	27	27 6 150 5	75	27	27 6 150 5	75	27	27 6 150 5	75	27	27 6 150 5	75	27
071336Z	27 6 150 5	75	27	27 6 150 5	75	27	27 6 150 5	75	27	27 6 150 5	75	27	27 6 150 5	75	27
071348Z	27 6 150 5	75	27	27 6 150 5	75	27	27 6 150 5	75	27	27 6 150 5	75	27	27 6 150 5	75	27
071400Z	29 5 152 3	60	29	29 5 152 3	60	29	29 5 152 3	60	29	29 5 152 3	60	29	29 5 152 3	60	29
071412Z	29 5 152 3	60	29	29 5 152 3	60	29	29 5 152 3	60	29	29 5 152 3	60	29	29 5 152 3	60	29
071424Z	29 5 152 3	60	29	29 5 152 3	60	29	29 5 152 3	60	29	29 5 152 3	60	29	29 5 152 3	60	29
071436Z	29 5 152 3	60	29	29 5 152 3	60	29	29 5 152 3	60	29	29 5 152 3	60	29	29 5 152 3	60	29
071448Z	29 5 152 3	60	29	29 5 152 3	60	29	29 5 152 3	60	29	29 5 152 3	60	29	29 5 152 3	60	29

ALL FORECASTS
 URNG 24-HR 48-HR 72-HR
 13 92 190 282
 7 56 149 246
 2 12 17 22
 -1 2 1
 30 26 22 18

TYPHOONS WHILE OVER 35 KTS
 URNG 24-HR 48-HR 72-HR
 12 92 190 282
 6 56 149 246
 2 12 17 22
 -1 2 1
 28 26 22 18

AVG FORECAST POSIT ERROR
 AVG RIGHT ANGLE ERROR
 AVG INTENSITY MAGNITUDE ERROR
 NUMBER OF FORECASTS

DISTANCE TRAVELED BY TROPICAL CYCLONE IS 1355 NM
 AVERAGE SPEED OF TROPICAL CYCLONE IS 6 KNOTS

TYPHOON CARY
FIX POSITIONS FOR CYCLONE NO. 5

SATELLITE FIXES

FIX NO.	TIME (Z)	FIX POSITION	ACCRV	DVORAK CODE	COMMENTS	SITE
1	050759	16.7N 152.7E	PCN 6	T1.0/1.0	INIT OBS	PQTU
2	052039	16.3N 150.9E	PCN 5			PQTU
3	060000	16.4N 150.3E	PCN 6			PQTU
4	060502	17.7N 149.5E	PCN 6	T2.0/2.0 /D1.0/24HRS	ULCC FIX	PQTU
5	060919	17.7N 149.7E	PCN 6			PQTU
6	061156	18.3N 149.1E	PCN 6			PQTU
7	061747	19.0N 147.0E	PCN 5	T2.0/2.0	INIT OBS	PQTU
8	062018	17.9N 147.0E	PCN 5			PQTU
9	062152	17.6N 146.9E	PCN 3		EXP LLCC	PQTU
10	070000	19N 147.1E	PCN 4		EXP LLCC	PQTU
11	070306	17.8N 147.2E	PCN 4		EXP LLCC	PQTU
12	070449	18.2N 146.7E	PCN 6	T2.0/2.0 /S0 2/24HRS	ULCC 18.9N 147.1E	PQTU
13	070600	18.7N 146.9E	PCN 6		ULCC FIX	PQTU
14	070857	19.2N 146.4E	PCN 5		ULCC FIX	PQTU
15	071200	19.7N 146.2E	PCN 6			PQTU
16	071317	18.6N 146.5E	PCN 5			PQTU
17	071735	18.9N 146.0E	PCN 5	T2.5/2.5 /D0.5/24HRS		PQTU
18	071957	19.4N 146.1E	PCN 5			PQTU
19	072128	19.7N 145.8E	PCN 5			PQTU
20	080016	22.0N 145.6E	PCN 5			PQTU
21	080016	19.8N 145.4E	PCN 5	T3.0/3.0	INIT OBS	RODN
22	080619	20.2N 145.6E	PCN 5	T3.5/3.5 /D1.5/26HRS	ULCC FIX	PQTU
23	080836	20.5N 145.1E	PCN 5		ULCC FIX	PQTU
24	081200	20.5N 145.3E	PCN 6			PQTU
25	081257	20.7N 145.2E	PCN 6			PQTU
26	081800	21.5N 145.2E	PCN 6	T4.0/4.0 /D1.5/24HRS	EYE WALL OPN TO NE AND WSU	PQTU
27	082104	21.6N 145.0E	PCN 6			PQTU
28	082356	21.8N 145.0E	PCN 3			PQTU
29	090607	21.9N 144.9E	PCN 3	T4.0/4.0 /D0.5/24HRS		PQTU
30	090815	22.0N 144.8E	PCN 4			PQTU
31	090943	21.7N 144.7E	PCN 3			PQTU
32	091200	22.0N 144.5E	PCN 2			PQTU
33	091236	21.8N 144.3E	PCN 2	T4.5/4.5 /D0.5/24HRS	EYE DIA 24NM	PQTU
34	091800	21.7N 144.5E	PCN 2			PQTU
35	091852	22.2N 144.4E	PCN 1			PQTU
36	092055	21.8N 144.7E	PCN 1			PQTU
37	092231	22.0N 144.5E	PCN 1			PQTU
38	092336	21.9N 144.4E	PCN 3	T5.0/5.0	INIT OBS	RODN
39	092336	21.9N 144.4E	PCN 1	T5.0/5.0 /D1.0/24HRS		PQTU
40	100554	22.0N 144.4E	PCN 1	T5.5/5.5	INIT OBS	RPMK
41	100918	22.0N 144.6E	PCN 1			PQTU
42	101200	22.1N 144.5E	PCN 1			PQTU
43	101216	22.1N 144.6E	PCN 1			PQTU
44	101800	22.2N 144.8E	PCN 1	T 0/4.5 /D0.5/24HRS		PQTU
45	101839	22.4N 144.9E	PCN 2			PQTU
46	102034	22.8N 145.0E	PCN 3			PQTU
47	102157	23.0N 145.2E	PCN 3			PQTU
48	102315	21.3N 145.3E	PCN 3			RSKU
49	110057	23.2N 145.6E	PCN 3	T4.0/4.0	INIT OBS	PQTU
50	110542	23.7N 146.1E	PCN 3	T4.0/5.0 /D1.0/24HRS		PQTU
51	110542	23.7N 146.1E	PCN 2	T5.0/5.5 /D0.5/24HRS		PQTU
52	110542	23.7N 146.1E	PCN 1			PQTU
53	110542	23.7N 146.1E	PCN 4			PQTU
54	110914	20.4N 146.3E	PCN 1		EYE DIA 30NM	RPMK
55	111158	20.4N 146.3E	PCN 1		EYE DIS 30NM	PQTU
56	111200	20.4N 146.3E	PCN 4			PQTU
57	111811	25.6N 147.6E	PCN 2	T4.5/4.5 /D0.5/24HRS		RSKU
58	111826	19.1N 147.4E	PCN 2			PQTU
59	112017	25.3N 147.6E	PCN 2			PQTU
60	112132	25.4N 147.9E	PCN 2			PQTU
61	120037	25.4N 147.9E	PCN 1			PQTU
62	120529	26.2N 149.2E	PCN 1	T5.0/5.0 /D1.0/24HRS	INIT OBS	PQTU
63	120529	26.3N 149.0E	PCN 3	T4.0/4.0		RODN
64	121300	27.0N 149.0E	PCN 1			PQTU
65	121317	27.0N 150.2E	PCN 1		40NM EYE	PQTU

66	121800	27 0N 150 0E	PCN 2	T4 0/4 5-750 0/24HRS		PGTU
67	121814	27 0N 150 0E	PCN 2		50NM EYE	PGTU
68	121952	27 0N 150 0E	PCN 2			PGTU
69	122108	28 0N 151 1E	PCN 1			PGTU
70	130016	28 2N 151 3E	PCN 1	T4 0/4 0-/U1 0/24HRS		PGTU
71	130600	29 2N 151 5E	PCN 2			PGTU
72	130832	29 2N 152 2E	PCN 4			PGTU
73	131200	29 6N 153 3E	PCN 4			PGTU
74	131257	29 7N 152 9E	PCN 3			PGTU
75	131802	30 0N 152 2E	PCN 3	T3 0/3 0 /U1 5/24HRS	EXP LLCC	PGTU
76	131921	29 8N 152 6E	PCN 4			PGTU
77	132356	30 1N 152 9E	PCN 3			PGTU
78	140504	30 3N 153 1E	PCN 3	T3 0/3 0 /U1 0/23HRS		PGTU
79	140811	31 5N 152 8E	PCN 4			PGTU
80	141200	30 6N 153 1E	PCN 4			PGTU
81	141237	31 7N 152 8E	PCN 3		EXP LLCC	PGTU
82	150931	31 9N 152 9E	PCN 3		EXP LLCC	PGTU
83	152029	31 4N 151 6E	PCN 3			PGTU
84	160909	30 7N 151 0E	PCN 2			PGTU
85	171947	29 9N 145 2E	PCN 4			PGTU

AIRCRAFT FIXES

FIX NO	TIME (Z)	FIX POSITION	FLT LVL	700MB HGT	OBS MSLP	MAX-SFC-UND VEL/BRG/RNG	MAX-FLT-LVL-UND DIR/VEL/BRG/RNG	ACCRV NAV/MET	EYE SHAPE	EYE ORIEN- DIAM/TATION	EYE TEMP (C) OUT/ IN/ DP/SST	MSN NO
1	062257	17 6N 146 9E	1500FT		1004	25 050 10	140 20 050 10	3 1			+23 +23 +22 30	1
2	070652	18 9N 146 7E	1500FT		1002	40 040 60	090 35 010 5					2
3	070845	18 9N 146 3E	1500FT		999	40 020 5	040 40 330 15	5 1			+21 +24 +24	3
4	072128	19 9N 146 0E	700MB	3035		50 240 25	330 58 280 30	5 10				4
5	080004	20 0N 146 0E	1500FT		991	50 010 20	020 35 300 60	5 5			+23 +25 +25	5
6	080530	20 3N 146 0E	1500FT		987	55 220 25	100 63 360 40	7 2			+22 +26 +24	29
7	080807	20 6N 145 9E	1500FT		989	45 090 30	170 50 090 30	5 2			+22 +26 +24	29
8	082353	21 8N 145 1E	700MB	2964		45 180 35	250 44 180 60	5 3			+12 +14 +12	6
9	090245	21 8N 144 9E	700MB	2942	981	45 330 70	030 44 330 60	5 2			+11 +24 +24	8
10	090836	21 8N 144 7E	700MB	2894	977	45 180 10	140 51 010 55	5 10	CIRCULAR	30	+10 +14 +11	8
11	091125	21 9N 144 7E	700MB	2887	975		310 71 220 25	5 10			+10 +19 +9	10
12	092100	21 8N 144 5E	700MB	2721		65 360 60	080 88 360 35	7 5	CIRCULAR	25	+13 +18 +10	10
13	092332	21 9N 144 5E	700MB	2723	955	90 270 45	360 82 270 40	6 5			+10 +14 +9	11
14	100855	22 1N 144 5E	700MB	2791	967	50 180 60	330 78 240 18	12 3	CIRCULAR	10	+11 +14 +12	11
15	101130	22 1N 144 6E	700MB	2820	971		330 70 100 25	12 2			+10 +14 +11	14
16	101953	22 7N 145 2E	700MB	2855		50 290 15	270 70 180 10	10 4			+10 +14 +11	14
17	102323	23 0N 145 5E	700MB	2875	974	60 040 47	160 65 050 80	7 12			+22 +22	15
18	110537	24 4N 146 6E	700MB	2912	982	60 100 60	190 63 100 30	8 5	CIRCULAR	40	+10 +11 +11	15
19	111118	24 5N 146 7E	700MB	2915	982		360 64 240 20	8 5			+13 +14 +11	15
20	112032	25 4N 147 5E	700MB	2859		50 050 70	310 74 230 44	10 5	ELLIPTICAL	30 10 090	+11 +14 +11	16
21	112314	25 2N 148 8E	700MB	2855	974	60 230 75	350 71 320 55	12 5			+9 +13 +10	16
22	120847	26 7N 149 4E	700MB	2831		50 360 5	240 78 140 30	5 10	CIRCULAR	40	+11 +14 +12	17
23	121141	26 9N 149 8E	700MB	2820		55 230 25	110 60 050 35	5 10			+12 +16 +13	18
24	122053	27 9N 151 0E	700MB	2776		60 300 60	090 70 360 23	15 3	CIRCULAR	35	+13 +15 +11	19
25	122329	28 2N 151 2E	700MB	2777		55 120 30	210 90 120 65	15 7			+10 +11 +10	19
26	130532	29 1N 151 6E	700MB	2755		60 300 75	040 65 300 65	10 6				
27	130805	29 3N 152 1E	700MB	2802	965	45 320 40	060 39 340 40	5 15				
28	132056	30 1N 152 6E	700MB	2876		40 050 85	180 46 050 120	5 10				
29	132328	30 3N 152 7E	700MB	2889	980							

NOTICE - THE ASTERISKS (*) INDICATE FIXES UNREPRESENTATIVE AND NOT USED FOR BEST TRACK PURPOSES

TYPHOON DINAH BEST TRACK DATA

BEST TRACK				WARNING				ERRORS				24 HOUR FORECAST				48 HOUR FORECAST				72 HOUR FORECAST										
MO/DA/HR	POSIT	WIND	WIND	POSIT	WIND	DST	WIND	POSIT	WIND	DST	WIND	POSIT	WIND	DST	WIND	POSIT	WIND	DST	WIND	POSIT	WIND	DST	WIND							
072118Z	21 0 162 2	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
072200Z	21 0 161 2	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
072206Z	21 0 160 4	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
072212Z	21 0 160 4	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
072218Z	21 0 159 8	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
072300Z	20 4 159 1	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
072306Z	20 5 158 6	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
072312Z	21 0 158 2	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
072318Z	21 3 157 8	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
072400Z	21 6 157 3	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
072406Z	21 7 156 4	35	21	9	156	7	30	21	-5	22	4	154	40	225	-10	26	5	152	4	50	29	-25	30	2	150	3	55	582	-25	
072412Z	21 3 155 4	35	21	9	155	9	30	46	-5	22	8	154	40	225	-11	24	0	152	4	50	267	-30	25	3	150	3	60	277	-15	
072418Z	21 0 154 7	40	21	5	155	0	35	34	-5	22	6	152	3	45	200	-15	23	9	150	5	55	235	-30	25	4	149	1	65	297	-15
072500Z	20 6 153 9	45	20	9	154	0	45	19	0	20	7	148	8	65	107	-5	22	6	146	8	75	235	-10	24	9	145	1	80	424	-5
072506Z	20 6 152 9	50	20	4	152	9	55	24	0	20	7	148	8	70	134	-5	23	1	145	9	75	300	-5	25	6	144	5	80	497	-20
072512Z	19 5 152 5	55	19	7	152	1	60	13	0	20	5	148	5	75	115	-5	22	6	146	3	80	271	-5	24	7	145	0	85	472	-30
072518Z	19 3 151 8	60	19	5	151	1	65	41	0	20	3	147	7	75	142	-10	22	6	145	9	80	309	-10	24	8	144	7	85	502	-35
072600Z	19 3 151 4	70	19	4	151	3	70	8	0	19	5	149	0	75	51	-10	20	2	148	9	75	154	-10	23	3	148	4	75	313	-50
072606Z	19 5 150 8	75	19	5	150	8	75	0	0	20	5	149	0	80	84	0	22	2	148	0	85	234	-15	24	0	147	1	95	395	-20
072612Z	19 8 150 4	80	20	0	150	4	85	12	5	20	1	149	0	105	112	30	24	3	147	6	115	337	0	27	0	146	9	115	429	10
072618Z	20 0 150 2	85	20	2	150	2	90	12	0	21	2	148	6	110	163	30	24	3	147	7	115	374	-5	27	7	146	7	115	442	15
072700Z	20 3 150 2	85	20	3	150	2	90	28	0	22	2	149	2	75	134	-10	24	3	147	0	75	335	-5	26	8	146	6	75	459	-20
072706Z	20 5 150 5	80	20	5	150	1	90	22	10	22	1	149	3	75	164	-25	24	5	148	0	75	346	-40	26	9	146	3	80	521	-10
072712Z	20 7 150 7	75	20	7	150	5	80	11	0	22	7	150	5	70	146	-45	25	0	149	3	75	288	-30	27	5	147	7	80	490	0
072718Z	20 8 151 1	80	20	8	150	6	85	28	0	22	8	151	0	75	152	-45	25	1	149	3	75	317	-25	27	5	147	5	80	585	10
072800Z	21 0 151 5	85	21	0	151	4	85	6	15	22	2	152	7	90	71	-35	24	2	153	6	95	248	0	26	3	153	6	100	534	40
072806Z	21 0 152 0	100	21	1	152	0	115	6	15	22	2	153	7	125	96	10	24	5	154	3	135	325	45	26	5	153	8	145	622	95
072812Z	21 1 152 1	115	21	1	152	6	120	13	0	21	6	155	0	135	217	30	24	5	155	5	140	391	60	28	8	155	5	140	559	95
072818Z	21 8 153 2	120	21	4	153	0	125	26	5	20	4	154	9	135	198	35	26	9	155	6	140	366	70	30	8	156	1	130	570	85
072900Z	22 2 153 8	125	22	8	153	7	125	16	0	26	7	153	7	135	112	40	30	2	151	9	140	395	80	33	6	149	6	130	884	85
072906Z	22 4 153 3	130	22	2	153	3	130	13	0	28	7	153	2	120	110	30	32	4	150	4	115	510	65	34	9	147	3	100	1130	60
072912Z	22 5 154 6	105	25	5	154	4	105	11	0	29	2	154	6	85	157	30	32	4	154	9	80	412	35	34	2	155	9	75	1669	35
072918Z	26 7 154 9	100	26	7	154	5	100	28	0	30	3	154	6	80	191	10	33	5	155	1	70	500	25	36	3	157	0	60	1009	20
073000Z	28 1 155 1	95	28	2	155	0	100	18	0	31	2	154	6	75	254	15	34	8	155	8	65	578	20	0	0	0	0	0	0	0
073006Z	29 8 155 6	90	29	7	155	4	90	12	5	30	7	157	8	60	88	10	41	2	164	8	30	254	-10	0	0	0	0	0	0	0
073012Z	31 3 156 0	80	31	3	156	0	80	0	0	35	9	159	2	50	106	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
073018Z	32 9 156 9	70	32	7	156	9	70	12	0	39	2	162	2	45	116	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
073100Z	34 4 157 9	60	34	4	157	9	65	0	0	5	40	1	164	2	40	126	-5	0	0	0	0	0	0	0	0	0	0	0	0	0
073106Z	35 6 159 6	50	35	8	159	6	55	12	5	39	2	168	2	30	107	-10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
073112Z	37 7 161 4	45	37	6	162	4	50	49	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
073118Z	37 8 163 9	40	37	8	164	1	45	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
080100Z	39 1 166 6	45	38	7	165	5	40	57	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
080106Z	40 1 170 2	40	40	0	169	5	40	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
080112Z	41 1 174 4	40	41	1	174	4	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
080118Z	42 8 177 2	40	43	0	179	0	40	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALL FORECASTS
 URNG 24-HR 48-HR 72-HR
 AVG FORECAST POSIT ERROR 20 11 73 178 284
 AVG RIGHT ANGLE ERROR 3 17 28 35
 AVG INTENSITY MAGNITUDE ERROR 3 17 28 35
 AVG INTENSITY 81.65 81.65 81.65 81.65
 NUMBER OF FORECASTS 35 29 25 23
 DISTANCE TRAVELED BY TROPICAL CYCLONE IS 2826 NM
 AVERAGE SPEED OF TROPICAL CYCLONE IS 11 KNOTS

TYPHOONS WHILE OVER 35 KTS
 URNG 24-HR 48-HR 72-HR
 20 142 336 564
 11 73 178 284
 3 17 28 35
 2 0 5 13
 34 29 25 23

TYPHOON DINAH FIX POSITIONS FOR CYCLONE NO 6

SATELLITE FIXES

FIX NO	TIME (Z)	FIX POSITION	ACCUR	DVORAK CODE	COMMENTS	SITE
1	211800	21 1N 162 5E	PCN 6	T1 0/1 0	INIT OBS	PGT
2	220000	20 0N 161 4E	PCN 6	T0 5/0 5	INIT OBS	PGT
3	220600	21 2H 160 7E	PCN 6		ULCC FIX	PGT
4	221200	20 4N 159 9E	PCN 6			PGT
5	221800	20 6N 160 1E	PCN 6	T1 0/1 0+50 0/24HRS		PGT
6	221742	20 3N 159 1E	PCN 5			PGT
7	230000	20 4N 159 0E	PCN 6	T1 0/1 0/D0 5/24HRS		PGT
8	230600	20 4N 158 3E	PCN 6		ULCC FIX	PGT
9	230822	22 3N 158 6E	PCN 5			PGT
10	231921	21 2N 157 7E	PCN 5	T0 5/1 0+40 5/24HRS		PGT
11	240000	21 0N 156 3E	PCN 6		ULCC FIX	PGT
12	240441	21 5N 156 2E	PCN 6	T2 0/2 0/D1 0/28HRS		PGT
13	240600	21 6N 156 2E	PCN 6			PGT
14	240900	21 8N 155 8E	PCN 6			PGT
15	241200	20 7N 155 1E	PCN 6			PGT
16	241726	20 7N 154 0E	PCN 6		ULCC FIX	PGT
17	241800	21 0N 154 0E	PCN 6	T2 5/2 5	INIT OBS ULCC FIX	PGT
18	241900	20 5N 153 7E	PCN 6			PGT
19	242337	21 0N 153 9E	PCN 5			PGT
20	242337	20 7N 154 0E	PCN 5	T2 5/2 5	INIT OBS	P0DN
21	250600	20 4N 152 5E	PCN 6	T3 5/3 5/D1 5/25HRS		PGT
22	250813	20 0N 152 6E	PCN 6			PGT
23	251200	19 5N 153 0E	PCN 6			PGT
24	251217	19 6N 152 7E	PCN 6			PGT
25	251217	19 6N 153 5E	PCN 5			ROD
26	251713	19 3N 151 7E	PCN 6			PGT
27	251800	19 0N 151 9E	PCN 6	T4 0/4 0/D1 5/24HRS		PGT
28	252020	19 1N 151 4E	PCN 3		EYEALL E-S-U OPN NW-NE	PGT
29	252057	19 1N 151 3E	PCN 3			PGT
30	252316	19 4N 151 3E	PCN 3			PGT
31	260000	19 5N 151 4E	PCN 4			PGT
32	260558	19 8N 150 8E	PCN 1	T4 5/4 5/D1 5/24HRS		PGT
33	260558	17 7N 150 9E	PCN 1	T5 0/5 0	INIT OBS	ROD
34	260700	17 7N 150 5E	PCN 2			PGT
35	261157	17 2N 150 3E	PCN 2			PGT
36	261300	20 2H 150 3E	PCN 2	T5 5/5 5/D1 5/24HRS		PGT
37	261343	20 2H 150 4E	PCN 2			PGT
38	261753	17 7N 150 3E	PCN 2			PGT
39	262214	20 1H 150 2E	PCN 2			PGT
40	262214	20 1H 149 9E	PCN 2	T5 0/5 0	INIT OBS	PSH
41	260032	19 1H 150 3E	PCN 2			PGT
42	270545	20 3H 150 6E	PCN 1	T6 0/6 0/D1 0/24HRS		ROD
43	270545	20 5H 150 5E	PCN 1	T5 5/5 5/D1 0/24HRS	EYE FIX	PGT
44	270911	20 5H 150 4E	PCN 4			PGT
45	271200	20 5H 150 7E	PCN 2			PGT
46	271318	20 4N 151 0E	PCN 2			PGT
47	271830	20 7N 150 8E	PCN 3			PGT
48	271937	20 7N 151 0E	PCN 2	T5 0/5 5/D0 5/24HRS		PGT
49	272147	20 8N 151 2E	PCN 4			PGT
50	280017	20 9N 151 5E	PCN 1		EYE FIX	PGT
51	280532	21 0N 151 9E	PCN 1	T6 0/6 0/D0 0/24HRS	EYE FIX	ROD
52	280533	21 0N 152 0E	PCN 1	T6 0/6 0/D0 5/24HRS		PGT
53	280847	21 0N 152 0E	PCN 1		EYE DIA 15NM	PGT
54	281258	20 9H 152 3E	PCN 2			PGT
55	281818	22 1H 153 0E	PCN 2			ROD
56	281818	21 5H 152 6E	PCN 2	T6 5/6 5/D0 5/24HRS		PGT
57	282458	20 2H 153 6E	PCN 1		EYE DIA 12NM	ROD
58	282458	20 2H 153 9E	PCN 2	T5 5/5 5	INIT OBS	PGT

- *Frax. T. 10*
- *Frax. T. 11*
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- *Frax. T. 100*

AIRCRAFT FIXES

NO	TX	TIME	FREQ	POSITION	ALT	POBMS	OBS	VEL-SFC	VEL-GRD	FLY-LVL	FLY-ANG	ACFT	EYE SHAPE	EYE DIAM	EYE TEMP (C)	WIND		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17		
		(Z)			LVL	HGT	HSLP	MFL	PNC						DIR	MSN		
1	240250	21	7N	156	9E	1500FT		1000	30	070	40	160	38	070	40	5	0	
2	240537	21	8N	156	9E	1500FT			25	260	40	160	32	230	30	10	0	
3	240555	21	8N	154	5E	7000M	3087	999	50	050	7	030	45	350	15	3	0	
4	240605	21	8N	154	5E	7000M	3021	999	45	110	3	030	54	020	20	1	0	
5	250624	20	1N	152	8E	7000M	3009	987	65	110	30	040	39	350	10	7	5	
6	250826	19	9N	152	6E	7000M	3092	990	65	040	10	110	22	040	10	7	5	
7	250846	19	9N	152	6E	7000M	3093	990	65	110	20	030	48	020	10	7	5	
8	252323	19	6N	151	5E	7000M	2696	976	75	310	20	110	86	020	15	5	0	
9	260923	19	8N	158	7E	7000M	2731					300	53	220	15	5	10	
10	261615	19	8N	157	7E	7000M	2719	958	30	290	60	310	67	050	10	10	0	
11	262037	20	1N	150	8E	7000M	2689		80	230	45	290	67	230	30	10	5	
12	262319	20	2N	150	8E	7000M	2697	956	110	030	10	240	50	310	10	10	5	
13	262611	20	2N	150	8E	7000M	2697		50	180	60	240	51	270	10	10	5	
14	271104	20	2N	150	8E	7000M	2700	967				030	62	300	30	8	0	
15	271219	20	2N	151	7E	7000M	2704	966	65	180	10	330	58	250	10	3	3	
16	272540	20	2N	151	7E	7000M	2705	965	30	180	10	030	67	300	30	8	0	
17	280832	21	1N	152	8E	7000M	2740		120	240	20	310	105	240	10	4	3	
18	281123	20	1N	152	8E	7000M	2782	917	110	360	2	350	116	300	10	6	0	
19	281642	20	1N	152	8E	7000M	2785					360	126	280	10	6	0	
20	283328	22	7N	153	6E	7000M	2740	916	100	040	7	130	97	020	10	8	2	
21	290845	24	4N	153	3E	7000M	2919	915	70	240	20	220	85	110	30	15	0	
22	291147	24	4N	153	3E	7000M	2919	915				030	85	110	30	15	0	
23	292116	22	6N	155	6E	7000M	2693		50	210	30	300	80	100	35	10	5	
24	292336	20	8N	155	6E	7000M	2693	943	50	210	30	150	88	070	20	8	0	
25	293034	20	8N	155	6E	7000M	2693		100	180	30	160	88	050	10	5	0	
26	301032	19	8N	155	6E	7000M	2722	959	210	83	130	240	83	130	240	10	2	0
27	301114	19	8N	155	6E	1500FT		959	360	11	270					10	10	0
28	302045	19	8N	157	9E	7000M	2826	970	45	280	90	140	60	050	120	10	10	0

NOTICE - THE ASTERISKS (*) INDICATE FIXES UNREPRESENTATIVE AND NOT USED FOR BEST TRACK PURPOSES

TYPHOON ED
BEST TRACK DATA

BEST TRACK				WARNING				24 HOUR FORECAST				48 HOUR FORECAST				72 HOUR FORECAST			
MO/DA/HR	POSIT	WIND	WIND	POSIT	WIND	DST	WIND	POSIT	WIND	DST	WIND	POSIT	WIND	DST	WIND	POSIT	WIND	DST	WIND
072506Z	28 0 135 1	25	0	0	0	-0	0	0	0	0	0	0	0	0	0	0	0	0	0
072512Z	28 0 135 6	30	0	0	0	-0	0	0	0	0	0	0	0	0	0	0	0	0	0
072518Z	28 0 136 1	35	0	0	0	-0	0	0	0	0	0	0	0	0	0	0	0	0	0
072524Z	28 0 137 5	45	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072530Z	28 0 138 7	50	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072536Z	28 0 139 6	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072542Z	28 0 140 0	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072548Z	28 0 140 6	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072554Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072600Z	28 0 140 4	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072606Z	28 0 140 4	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072612Z	28 0 140 4	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072618Z	28 0 140 6	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072624Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072630Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072636Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072642Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072648Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072654Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072700Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072706Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072712Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072718Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072724Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072730Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072736Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072742Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072748Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072754Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072800Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072806Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072812Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072818Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072824Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072830Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072836Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072842Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072848Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072854Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072900Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072906Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072912Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072918Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072924Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072930Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072936Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072942Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072948Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
072954Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
073000Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
073006Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
073012Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
073018Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
073024Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
073030Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
073036Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
073042Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
073048Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
073054Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
073100Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
073106Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
073112Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
073118Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
073124Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
073130Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
073136Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
073142Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
073148Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
073154Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
073200Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
073206Z	28 0 140 7	55	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0

ALL FORECASTS				TYPHOONS WHILE OVER 35 KTS			
UPNG	24-HR	48-HR	72-HR	UPNG	24-HR	48-HR	72-HR
12	140	232	246	13	139	245	245
9	82	117	125	9	81	126	137
1	17	31	17	4	19	33	15
-1	-11	-15	2	-1	-12	-22	-15
28	23	14	10	25	21	12	5

DISTANCE TRAVELED BY TROPICAL CYCLONE IS 1700 NM
AVERAGE SPEED OF TROPICAL CYCLONE IS 9 KNOTS

TYPHOON ED
FIX POSITIONS FOR CYCLONE NO 7

SATELLITE FIXES

FIX NO	TIME (Z)	FIX POSITION	ACCPY	DVORAK CODE	COMMENTS	SITE
1	200000	26 6N 141 4E	PCN 6	T1 0/1 0	INIT OBS	PGTU
2	200500	27 0N 142 4E	PCN 6			PGTU
3	201000	26 4N 142 4E	PCN 6			PGTU
4	202000	27 1N 143 3E	PCN 3			PGTU
5	221742	28 5N 146 4E	PCN 5	T1 0/1 0	INIT OBS	PGTU
6	244441	27 7N 135 2E	PCN 3	T1 5/1 5	INIT OBS EXP LLCC	PGTU
7	250610	28 2N 139 0E	PCN 5	T2 0/2 0	INIT OBS	PGTU
8	250921	28 3N 134 3E	PCN 6			PGTU
9	251200	26 3N 136 0E	PCN 6			PGTU
10	251359	26 4N 136 8E	PCN 6			PGTU
11	251800	26 2N 136 8E	PCN 6	T2 5/2 5	ULCC FIX	PGTU
12	251955	26 2N 135 8E	PCN 6		INIT OBS	PGTU
13	252020	26 2N 136 1E	PCN 3		ULCC FIX	PGTU
14	252238	26 2N 136 8E	PCN 3			PGTU
15	260056	26 5N 137 8E	PCN 3			PGTU
16	260558	25 5N 138 7E	PCN 5	T3 5/3 5-D1 5/24HRS		PGTU
17	260558	25 8N 138 7E	PCN 3	T3 0/3 0	INIT OBS	PGTU
18	260558	25 6N 138 7E	PCN 5	T3 5/3 5	INIT OBS	PGTU
19	260000	25 5N 139 2E	PCN 6			PGTU
20	261200	25 4N 140 1E	PCN 6			PGTU
21	261338	25 6N 140 3E	PCN 6			PGTU
22	261000	26 1N 140 6E	PCN 6	T3 5/3 5-D1 0/24HRS		PGTU
23	261843	26 4N 140 5E	PCN 6		ULCC FIX	PGTU
24	261959	26 2N 140 4E	PCN 6		ULCC FIX	PGTU
25	262214	26 6N 140 5E	PCN 5	T2 5/3 0-U0 5/16HRS		PGTU
26	262214	26 6N 140 6E	PCN 6		ULCC FIX	PGTU
27	270038	27 0N 140 7E	PCN 3			PGTU
28	270545	27 6N 140 6E	PCN 3	T3 5/3 5-D1 0/24HRS		PGTU
29	270545	27 5N 140 4E	PCN 3	T3 0/3 5-U0 5/24HRS		PGTU
30	270911	27 7N 140 5E	PCN 6			PGTU
31	271200	28 0N 140 2E	PCN 6			PGTU
32	271218	28 1N 139 6E	PCN 4			PGTU
33	271830	28 4N 138 4E	PCN 4	T4 0/4 0-D0 5/24HRS		PGTU
34	272149	28 4N 138 9E	PCN 4			PGTU
35	280000	29 0N 137 6E	PCN 4			PGTU
36	280532	29 4N 136 2E	PCN 3	T4 0/4 0-D1 0/24HRS		PGTU
37	280537	29 3N 136 4E	PCN 3	T4 0/4 0-D0 5/24HRS		PGTU
38	280952	29 4N 136 8E	PCN 1			PGTU
39	281258	29 5N 135 4E	PCN 2			PGTU
40	281800	29 6N 134 1E	PCN 2	T4 0/4 0-U0 0/24HRS	INIT OBS	PGTU
41	282357	29 7N 133 0E	PCN 1	T4 0/4 0		PGTU
42	290000	29 3N 133 0E	PCN 2	T4 5/4 5-U0 5/20HRS		PGTU
43	290139	29 2N 132 8E	PCN 1	T4 0/4 0-U0 0/24HRS		PGTU
44	290500	29 8N 131 7E	PCN 2			PGTU
45	290702	29 7N 131 8E	PCN 1			PGTU
46	290938	29 9N 131 2E	PCN 3	T6 0/5 0	INIT OBS EVE DIA 30NM	PGTU
47	291004	29 6N 131 1E	PCN 1			PGTU
48	291200	29 6N 130 8E	PCN 2	T6 0/5 0-D1 0 1RHRS		PGTU
49	291412	29 4N 130 6E	PCN 1			PGTU
50	291547	30 3N 129 0E	PCN 1		CIRCULAR EVE	PGTU
51	292036	30 0N 128 8E	PCN 1			PGTU
52	292242	30 2N 128 6E	PCN 1	T6 0/5 0-D1 0/24HRS	12NM EVE	PGTU
53	300000	30 3N 128 4E	PCN 2			PGTU
54	300118	30 7N 128 2E	PCN 1	T4 5/5 0-U0 5/16HRS		PGTU
55	300600	31 3N 126 4E	PCN 2	T6 0/5 0-D1 0/24HRS		PGTU
56	300650	31 0N 126 7E	PCN 1			PGTU
57	300900	31 1N 126 7E	PCN 4			PGTU
58	300940	31 6N 126 7E	PCN 6			PGTU
59	301058	31 3N 125 5E	PCN 3			PGTU
60	301200	31 1N 125 3E	PCN 4			PGTU
61	301359	31 5N 124 6E	PCN 3			PGTU
62	301359	31 3N 124 8E	PCN 5			PGTU
63	301415	31 5N 123 2E	PCN 5	T3 5/4 5-U1 5/30HRS		PGTU
64	302359	31 8N 123 0E	PCN 3	T4 0/4 5-U0 5/23HRS		PGTU
65	310000	31 4N 122 6E	PCN 4			PGTU
66	310017	32 2N 123 7E	PCN 4			PGTU
67	311046	32 5N 122 0E	PCN 1	T4 0/5 0-U1 0/20HRS	ULCC FIX	PGTU
68	311100	32 8N 121 0E	PCN 6		ULCC FIX	PGTU
69	310115	32 0N 120 9E	PCN 1	T3 5/3 5-U1 5/23HRS		PGTU
70	310115	31 1N 120 6E	PCN 3	T4 0/4 0	INIT OBS	PGTU
71	010000	31 4N 120 1E	PCN 4			PGTU
72	010018	31 4N 120 1E	PCN 4			PGTU

T4 0/4 0

T2 5/2 5

```
INIT OBS
ULCC FIX
INIT OBS
EXP LLCC
```

RODN
PGTW
RSK O
PGTW
RSK O
RPMK
RPMK
RODN
PGTW
RSK O

AIRCRAFT FIXES

FIX NO	TIME	FIX POSITION	FLT	700MB	OBS	MAX-SFC-WND	MAX-FLT-LVL-WND	ACCR	EYE SHAPE	EYE ORIENTATION	IN/EN	TEMP	MSN NO
				HGT	MSLP	VEL	DIR/VEL/BRG/RNG	PER/MET			DT	ST	
1	252219	26 2N 131 2E	1500FT		985	70	220 15	320	53 220	15	8	2	2
2	260618	26 2N 139 0E	700MB	2984	985	50	140 30	250	53 150	39	12	3	2
3	260644	26 2N 139 5E	700MB	2983	986	25	270 10	010	30 330	54	12	4	3
4	262231	26 2N 140 6E	700MB	2937		40	200 40	250	45 200	40			3
5	262341	26 2N 140 8E	700MB	2930	982	40	090 60	190	56 090	30	10	10	3
6	270830	26 2N 140 5E	1500FT		974	40	210 34	200	50 110	20	3	3	4
7	271116	26 2N 138 5E	700MB	2888	974			110	61 040	45	8	5	5
8	272038	26 2N 138 5E	700MB	2858		50	100 20	050	57 310	74	12	3	4
9	272234	26 2N 133 9E	700MB	2867	976	50	050 50	300	71 180	54	12	3	5
10	280837	26 2N 136 6E	700MB	2842	967	70	130 34	100	73 130	54	12	3	6
11	281116	26 2N 136 6E	700MB	2842		100	70 320	108	5	5	5	5	6
12	282029	26 2N 133 3E	700MB	2886		65	310 12	140	92 050	24			7
13	282320	26 2N 133 0E	700MB	2818	968	65	120 40	200	67 140	15	14	4	7
14	290835	26 2N 130 9E	700MB	2622		100	050 15	120	74 050	25	5	5	8
15	291114	26 2N 130 9E	700MB	2675	949			310	73 230	25	6	7	9
16	292030	30 1N 129 3E	700MB	2658	947	30	240 60	330	80 250	20	6	5	9
17	292321	30 4N 128 4E	700MB	2693	953	110	150 10	140	87 010	30	20	10	10
18	300602	31 2N 125 0E	700MB	2734	958	65	030 42	150	87 050	28	10	2	10
19	301136	31 2N 125 0E	700MB	2771	965			150	87 070	33	10	2	10

RADAR FIXES

FIX NO	TIME (Z)	FIX POSITION	RADAR	ACCRV	EYE SHAPE	EYE DIAM	RADOB-DB ASUAR	TDOFF	COMMENTS	RADAR POSITION	SITE UMO NO
1	290000	29 7N 132 7E	LAND				10712	52411		28 4N 129 5E	47909
2	290100	29 7N 132 5E	LAND				10712	52711		28 4N 129 5E	47909
3	290100	29 7N 132 5E	LAND				10771	52611		30 6N 131 0E	47869
4	290200	29 8N 132 4E	LAND				10713	52911		28 4N 129 5E	47909
5	290200	29 7N 132 4E	LAND				10711	52711		30 6N 131 0E	47869
6	290300	29 8N 132 2E	LAND				10712	52711		28 4N 129 5E	47909
7	290300	29 7N 132 3E	LAND				10711	52711		30 6N 131 0E	47869
8	290300	29 8N 132 4E	LAND	POOR		37	10612	52611	VMNT 3120	31 4N 131 3E	69952
9	290400	29 6N 132 0E	LAND				10612	52611		30 6N 131 0E	47869
10	290400	29 8N 132 2E	LAND	POOR		35	10712	52611	VMNT 3120	31 7N 129 8E	47909
11	290400	29 7N 131 1E	LAND				10712	52711		28 4N 129 5E	47909
12	290500	29 7N 131 9E	LAND				10612	52708		30 6N 131 0E	47869
13	290500	29 7N 131 8E	LAND	POOR		35	10612	52708	VMNT 2720	31 4N 131 3E	69952
14	290500	29 7N 131 7E	LAND				10612	52708		30 6N 131 0E	47869
15	290600	29 7N 131 6E	LAND				10812	52705		28 4N 129 5E	47909
16	290600	29 7N 131 6E	LAND				10612	52708		30 6N 131 0E	47869
17	290700	29 7N 131 5E	LAND				10712	52708		28 4N 129 5E	47909
18	290700	29 7N 131 7E	LAND	GOOD		30	10712	52703	VMNT 2715	31 4N 131 3E	69952
19	290800	29 7N 131 6E	LAND				10612	52708		30 6N 131 0E	47869
20	290800	29 7N 131 4E	LAND				10612	52708		28 4N 129 5E	47909
21	290900	29 7N 131 5E	LAND	GOOD		30	10522	52705	VMNT 2710	31 4N 131 3E	69952
22	290900	29 7N 131 3E	LAND				10712	52711		30 6N 131 0E	47869
23	290900	29 7N 131 4E	LAND				10512	52811		28 4N 129 5E	47909
24	291000	29 8N 131 1E	LAND				10712	53011		30 6N 131 0E	47869
25	291000	29 8N 131 2E	LAND				10712	53011	VMNT 2910	31 4N 131 3E	69952
26	291000	29 8N 131 2E	LAND	GOOD			10712	52811		28 4N 129 5E	47909
27	291100	29 8N 131 0E	LAND				10512	52711	VMNT 2810	31 4N 131 3E	69952
28	291100	29 8N 130 9E	LAND				10512	52711		30 6N 131 0E	47869
29	291100	29 8N 130 9E	LAND	GOOD		30	10512	52711		28 4N 129 5E	47909
30	291200	29 8N 130 8E	LAND				10712	52711	VMNT 2712	31 4N 131 3E	69952
31	291200	29 8N 130 8E	LAND	GOOD		25	10712	52813		28 4N 129 5E	47909
32	291300	29 8N 130 4E	LAND				10612	52716		30 6N 131 0E	47869
33	291300	29 8N 130 5E	LAND	GOOD		35	10513	52811	VMNT 2825	31 4N 131 3E	69952
34	291400	29 8N 130 7E	LAND				10712	52711		28 4N 129 5E	47909
35	291400	29 8N 130 3E	LAND	GOOD		35	10712	52811	VMNT 2722	31 4N 131 3E	69952
36	291500	29 9N 130 1E	LAND								

100 311700 32 8N 120 7E LAND
101 311900 32 8N 120 9E LAND
102 312000 33 0N 120 7E LAND

30541 52805
20521 50000
31452 53213

33 8N 120 3E 58151
33 8N 120 3E 58151
33 8N 120 3E 58151

NOTICE - THE ASTERISKS (*) INDICATE FIXES UNREPRESENTATIVE AND NOT USED FOR BEST TRACK PURPOSES.

**TROPICAL STORM FREDA
BEST TRACK DATA**

MO/DA/HR	BEST TRACK			WARNING			24 HOUR FORECAST			48 HOUR FORECAST			72 HOUR FORECAST		
	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS
080400Z	11 3 132 4	20	0 0 0	0 0 0	-0 0 0	0 0 0	0 0 0	0 0 0	-0 0 0	0 0 0	0 0 0	-0 0 0	0 0 0	0 0 0	-0 0 0
080406Z	12 3 131 4	20	0 0 0	0 0 0	-0 0 0	0 0 0	0 0 0	0 0 0	-0 0 0	0 0 0	0 0 0	-0 0 0	0 0 0	0 0 0	-0 0 0
080412Z	13 3 130 6	20	0 0 0	0 0 0	-0 0 0	0 0 0	0 0 0	0 0 0	-0 0 0	0 0 0	0 0 0	-0 0 0	0 0 0	0 0 0	-0 0 0
080418Z	14 3 129 6	25	0 0 0	0 0 0	-0 0 0	0 0 0	0 0 0	0 0 0	-0 0 0	0 0 0	0 0 0	-0 0 0	0 0 0	0 0 0	-0 0 0
080500Z	15 3 128 3	25	0 0 0	0 0 0	-0 0 0	0 0 0	0 0 0	0 0 0	-0 0 0	0 0 0	0 0 0	-0 0 0	0 0 0	0 0 0	-0 0 0
080506Z	16 3 127 2	30	0 0 0	0 0 0	-0 0 0	0 0 0	0 0 0	0 0 0	-0 0 0	0 0 0	0 0 0	-0 0 0	0 0 0	0 0 0	-0 0 0
080512Z	18 3 126 8	30	17 8 126 3	30 31	0 19 2 124 6	45 141	0 21 3 122 5	65 310	10 24 0 120 6	75 408	50	0 0 0	0 0 0	0 0 0	0 0 0
080518Z	18 3 126 2	35	18 8 126 2	30 25	-5 20 6 124 5	50 144	5 22 7 122 5	70 308	25 25 1 120 9	75 432	55	0 0 0	0 0 0	0 0 0	0 0 0
080600Z	19 3 125 8	40	20 0 126 1	40 25	0 24 0 125 3	55 117	0 25 9 124 6	70 303	30 31 8 126 0	85 514	65	0 0 0	0 0 0	0 0 0	0 0 0
080606Z	20 4 125 5	40	20 4 125 3	45 11	5 24 0 124 4	60 180	10 27 6 123 8	75 329	45 31 2 124 5	90 481	70	0 0 0	0 0 0	0 0 0	0 0 0
080612Z	21 5 125 1	45	23 0 125 5	45 93	0 26 3 123 2	65 226	25 29 6 124 4	80 386	55 33 5 125 4	90 520	80	0 0 0	0 0 0	0 0 0	0 0 0
080618Z	23 0 124 6	45	23 6 124 8	50 38	-5 28 3 123 2	65 208	25 32 2 121 8	45 300	31 3 34 3 122 0	70 532	50	0 0 0	0 0 0	0 0 0	0 0 0
080700Z	24 4 123 2	55	24 3 123 3	50 8	-5 28 3 121 0	50 175	20 32 2 122 2	40 351	20 0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
080706Z	25 0 121 3	50	25 0 121 9	50 33	0 28 9 118 8	25 115	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
080712Z	25 0 119 4	45	25 6 119 7	45 29	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
080800Z	26 0 118 5	40	26 2 119 0	40 29	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
080806Z	29 1 117 8	30	29 0 118 2	30 22	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
080812Z	30 0 117 0	25	0 0 0	0 0 0	-0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
080818Z	31 1 116 4	20	0 0 0	0 0 0	-0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
080900Z	32 2 115 9	20	0 0 0	0 0 0	-0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
080906Z	33 2 115 4	20	0 0 0	0 0 0	-0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
080912Z	35 2 115 1	20	0 0 0	0 0 0	-0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
080918Z	36 9 116 0	20	0 0 0	0 0 0	-0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0

AVG FORECAST POSIT ERROR	URG	24-HR	48-HR	72-HR	TYPHOONS WHILE OVER 35 KTS	URG	24-HR	48-HR	72-HR
AVG RIGHT ANGLE ERROR	30	163	328	448	0	0	0	0	0
AVG INTENSITY MAGNITUDE ERROR	20	81	218	283	0	0	0	0	0
AVG INTENSITY BIAS	-0	11	34	58	0	0	0	0	0
NUMBER OF FORECASTS	12	9	8	6	0	0	0	0	0

DISTANCE TRAVELED BY TROPICAL CYCLONE IS 1894. NM
AVERAGE SPEED OF TROPICAL CYCLONE IS 14. KNOTS

**TROPICAL STORM FREDA
FIX POSITIONS FOR CYCLONE NO. 8**

SATELLITE FIXES

FIX NO	TIME (Z)	FIX POSITION	ACCRV	DVORAK CODE	COMMENTS	SITE
* 1	040000	12 7N 133.7E	PCN 6	T1 0/1.0	INIT OBS	PGTU
* 2	040729	11 4N 132.0E	PCN 6			PGTU
* 3	040912	11 4N 130.6E	PCN 6			PGTU
* 4	041101	11 4N 131.7E	PCN 6			PGTU
* 5	041359	0N 131.6E	PCN 6	T1 5/1.5	INIT OBS	PGTU
* 6	042152	15 8N 129.5E	PCN 6		ULCC FIX	PGTU
* 7	050058	15 4N 127.4E	PCN 6			PGTU
* 8	050717	16 2N 126.8E	PCN 6	T2 0/2.0 /D1 0/31HRS		PGTU
* 9	051036	17 8N 126.7E	PCN 6			PGTU
* 10	051200	17 8N 126.4E	PCN 6			PGTU
* 11	051339	18 6N 126.8E	PCN 6			PGTU
* 12	051800	19 1N 126.8E	PCN 6	T2 5/2.5 /D1 0/28HRS		PGTU
* 13	052001	19 2N 126.2E	PCN 6			PGTU
* 14	052001	19 7N 126.2E	PCN 6			RODN
* 15	052131	19 4N 125.9E	PCN 6			PGTU
* 16	060038	21 3N 128.7E	PCN 6			PGTU
* 17	060220	20 2N 125.6E	PCN 6	T3 0/3.0	INIT OBS	RPMK
* 18	060704	20 4N 125.1E	PCN 6	T2 5/2.5 /D0 5/24HRS		PGTU
* 19	060744	20 1N 125.5E	PCN 6			RPMK
* 20	061010	23 3N 125.8E	PCN 3			PGTU
* 21	061309	23 6N 125.6E	PCN 3			PGTU
* 22	061500	23 7N 124.8E	PCN 4			RODN
* 23	061800	23 3N 124.5E	PCN 6			PGTU
* 24	062109	24 3N 123.1E	PCN 6	T3 0/3.0 /D0 5/27HRS		PGTU
* 25	062511	25 1N 121.2E	PCN 6			PGTU
* 26	070000	24 4N 122.8E	PCN 6			PGTU
* 27	070159	25 3N 122.4E	PCN 6	T3 5/3.5 /D0 5/24HRS		RPMK
* 28	070659	26 3N 121.1E	PCN 6	T3 0/3.0 /D0 5/24HRS		PGTU
* 29	070949	26 5N 121.2E	PCN 6			PGTU
* 30	071129	25 4N 121.2E	PCN 4			RODN
* 31	071129	26 1N 121.2E	PCN 3			RPMK
* 32	071440	26 5N 119.9E	PCN 3			RPMK
* 33	071800	26 9N 119.3E	PCN 6			PGTU
* 34	071936	25 5N 118.8E	PCN 6			PGTU
* 35	072229	26 7N 118.6E	PCN 7		ULCC FIX	RODN
* 36	080000	28 9N 118.2E	PCN 6		ULCC FIX	RODN
* 37	080000	28 2N 118.8E	PCN 6		ULCC FIX	PGTU
* 38	080000	27 4N 118.4E	PCN 5		ULCC FIX	RPMK
* 39	080600	29 0N 117.9E	PCN 6		ULCC FIX	PGTU

AIRCRAFT FIXES

FIX NO	TIME (Z)	FIX POSITION	FLT LVL	700MB HGT	OBS MSLP	MAX-SFC-WIND VEL/BRG/RNG	MAX-FLT-LVL-WIND DIR/VEL/BRG/RNG	ACCRV NAV/MET	EYE SHAPE	EYE ORIENTATION	EYE TEMP (C) OUT/IN/DP/SST	MSN NO
1	032240	11 0N 132.7E	1500FT		1005	25 260 35	060 30 330 110	4 10			+25 +25	32 2
2	060207	19 7N 125.4E	1500FT		993	50 160 125	270 47 160 150	3 1	CIRCULAR	20	+27 +25	33 5
* 3	06 541	20 2N 125.5E	1500FT		991	40 130 120	220 36 130 30	13 10				6 6
* 4	06 113	20 11 125.4E	1500FT		989	35 040 122	010 28 310 30	10 10			+26 +26	7 7
5	070019	24 3N 123.0E	1500FT		988	45 100 55	170 45 100 55	1 5			+26 +25 +25	7 7

RADAR FIXES

FIX NO	TIME (Z)	FIX POSITION	RADAR	ACCRV	EYE SHAPE	EYE DIAM	RADOB-CODE ASWAP TDDFF	COMMENTS	RADAR POSITION	SITE
* 1	061700	21 6N 124.8E	LAND				3//13 53619		24 3N 124.2E	47918
* 2	061800	22 2N 124.8E	LAND				6//13 53632		24 3N 124.2E	47918
* 3	061900	23 0N 124.7E	LAND				6//13 53554		24 3N 124.2E	47918
* 4	062000	23 0N 124.4E	LAND				6//13 53432		24 3N 124.2E	47918
* 5	062200	24 4N 123.9E	LAND				6//2 53227		24 3N 124.2E	47918
* 6	062200	24 2N 124.1E	LAND				6//4 53138		24 3N 124.2E	47918
* 7	070000	24 7N 122.9E	LAND				6//12 72927		24 3N 124.2E	47918
* 8	070000	24 6N 122.8E	LAND				35//4 5//		24 3N 124.2E	47918
* 9	070100	24 8N 122.6E	LAND				6//12 72924		24 3N 124.2E	47918
* 10	070200	24 7N 122.5E	LAND				6//12 72927		24 3N 124.2E	47918
* 11	070200	24 7N 122.3E	LAND				35//3 52919		24 3N 124.2E	47918
* 12	070500	25 0N 120.8E	LAND				34574 53012		27 6N 121.1E	58760

NOTICE - THE ASTERISKS (*) INDICATE FIXES UNREPRESENTATIVE AND NOT USED FOR BEST TRACK PURPOSES

TROPICAL DEPRESSION 09 BEST TRACK DATA

BEST TRACK				WARNING				24 HOUR FORECAST				48 HOUR FORECAST				72 HOUR FORECAST			
MO/DA HR	POSIT	WIND	WIND	POSIT	WIND	WIND	WIND	POSIT	WIND	WIND	WIND	POSIT	WIND	WIND	WIND	POSIT	WIND	WIND	WIND
080912Z	9 4 133 6	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
080918Z	9 9 131 5	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
081000Z	10 7 130 2	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
081006Z	11 9 129 5	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
081012Z	13 4 129 6	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
081018Z	14 9 129 9	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
081100Z	16 0 129 9	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
081106Z	17 1 129 6	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
081112Z	17 9 129 6	30	18	3	129 3	25	25	25	25	25	25	25	25	25	25	25	25	25	25
081118Z	18 8 128 6	30	19	3	129 6	30	48	0	22	7	126 4	50	169	20	24 8	123 3	60	354	38
081200Z	19 2 127 8	30	20	2	127 8	25	60	-5	23	4	124 5	35	193	5	0	0	0	0	0
081206Z	19 2 127 8	30	21	8	126 3	30	129	0	26	2	123 6	45	368	15	0	0	0	0	0
081212Z	20 2 125 7	30	22	2	125 7	30	125	0	26	2	123 6	45	442	15	0	0	0	0	0
081218Z	20 5 124 5	30	22	6	125 2	30	132	0	26	5	122 4	45	501	20	0	0	0	0	0
081300Z	20 5 123 8	30	23	6	123 8	30	151	0	0	0	0	0	0	0	0	0	0	0	0
081306Z	20 9 121 6	30	24	4	121 6	30	157	0	0	0	0	0	0	0	0	0	0	0	0
081312Z	19 7 120 1	30	24	4	120 9	30	168	0	0	0	0	0	0	0	0	0	0	0	0
081318Z	18 8 118 4	25	22	3	120 5	30	228	5	0	0	0	0	0	0	0	0	0	0	0

ALL FORECASTS				TYPHOONS WHILE OVER 35 KTS			
WRNG	24-HR	48-HR	72-HR	WRNG	24-HR	48-HR	72-HR
AVG FORECAST POSIT ERROR	122	297	420	0	0	0	0
AVG RIGHT ANGLE MAGNITUDE ERROR	105	248	296	0	0	0	0
AVG INTENSITY MAGNITUDE ERROR	2	15	33	0	0	0	0
AVG INTENSITY BIAS	-1	15	33	0	0	0	0
NUMBER OF FORECASTS	10	6	2	0	0	0	0

DISTANCE TRAVELED BY TROPICAL CYCLONE IS 1328 NM
AVERAGE SPEED OF TROPICAL CYCLONE IS 13 KNOTS

TROPICAL DEPRESSION TD09W FIX POSITIONS FOR CYCLONE NO. 9

SATELLITE FIXES

FIX NO	TIME (Z)	FIX POSITION	ACCRV	DVORAK CODE	COMMENTS	SITE
1	050000	7 2N 147 2E	PCN 6	T0 5/0 5	INIT OBS	PGTU
2	072048	6 4N 139 4E	PCN 5	T1 0/1 0	INIT OBS	PGTU
3	080139	8 8N 138 2E	PCN 5		ULCC FIX	PGTU
4	080639	8 6N 139 4E	PCN 5			PGTU
5	081238	8 3N 134 4E	PCN 5			PGTU
6	082202	7 6N 136 8E	PCN 5	T1 0/1 0+50 0/25HRS		PGTU
7	090626	9 4N 135 6E	PCN 6			PGTU
8	091200	8 9N 133 7E	PCN 6			PGTU
9	091400	9 2N 133 4E	PCN 6			PGTU
10	091911	10 1N 130 7E	PCN 6	T1 0/1 0+50 0/24HRS	EXP LLCC	PGTU
11	092147	10 7N 129 6E	PCN 6			PGTU
12	100058	11 0N 129 4E	PCN 5		ULCC FIX	PGTU
13	100614	12 0N 125 4E	PCN 6	T0 0/0 0	INIT OBS ULCC FIX	PGTU
14	101339	13 7N 130 4E	PCN 6			PGTU
15	101859	15 5N 129 1E	PCN 6	T1 0/1 0+50 0/24HRS		PGTU
16	102255	15 6N 130 4E	PCN 5			PGTU
17	102255	15 5N 130 9E	PCN 5	T1 0/1 0	INIT OBS	RPMK
18	110039	15 1N 130 2E	PCN 5			PGTU
19	110600	17 6N 129 9E	PCN 6	T1 5/1 5 /D1.5/24HRS		PGTU
20	110743	17 5N 129 1E	PCN 5	T1 0/1 0	INIT OBS	RODN
21	111006	18 0N 129 9E	PCN 6			PGTU
22	111200	18 4N 130 0E	PCN 6		ULCC FIX	PGTU
23	111319	18 5N 130 2E	PCN 6		ULCC FIX	PGTU
24	111800	19 4N 129 4E	PCN 6	T2 5/2 5 /D1 5/23HRS	EXP LLCC	PGTU
25	111846	19 5N 129 2E	PCN 6			PGTU
26	112104	19 6N 129 2E	PCN 6			PGTU
27	112230	20 2N 123 8E	PCN 5			PGTU
28	120000	20 5N 127 2E	PCN 6			PGTU
29	120200	20 8N 127 2E	PCN 5			PGTU
30	120600	22 1N 126 1E	PCN 5			PGTU
31	120731	21 2N 126 4E	PCN 5	T2 0/2 0 /D1 0/33HRS		RPMK
32	120731	22 1N 126 3E	PCN 5	T1 5/1 5+50 0/25HRS		PGTU
33	120944	22 1N 126 1E	PCN 5		ULCC FIX	RPMK
34	121109	21 2N 126 6E	PCN 5			RPMK
35	121109	21 1N 126 6E	PCN 6			RSKO
36	121200	22 1N 126 2E	PCN 6			PGTU
37	121440	22 0N 126 2E	PCN 5			RPMK
38	121800	22 6N 124 9E	PCN 6	T1 0/1 5 /U0 5/11HRS		PGTU
39	122016	22 5N 123 7E	PCN 6			RODN
40	122225	23 3N 123 3E	PCN 6			RODN
41	122348	23 4N 122 8E	PCN 5	T1 0/1 0	INIT OBS	RODN
42	122348	23 0N 123 8E	PCN 5	T1 5/1 5	INIT OBS	RSKO
43	130140	22 7N 121 4E	PCN 5			PGTU
44	130718	22 7N 121 7E	PCN 5	T1 5/1 5+50 0/24HRS		PGTU
45	130718	23 0N 121 5E	PCN 5	T2 0/2 0 /50 0/24HRS		RPMK
46	131045	23 5N 120 6E	PCN 6		ULCC FIX	PGTU
47	131104	23 5N 120 6E	PCN 6			RPMK
48	131105	23 5N 121 5E	PCN 6			RODN
49	131200	23 1N 121 6E	PCN 6			PGTU
50	131420	23 3N 121 2E	PCN 5			PGTU
51	131800	22 7N 121 0E	PCN 6	T1 0/1 0+50 0/24HRS		PGTU
52	132003	22 6N 120 6E	PCN 6			PGTU
53	132203	21 5N 120 5E	PCN 5			PGTU
54	132203	21 7N 120 6E	PCN 5	T2 5/2 5	INIT OBS	RODN
55	132323	21 9N 120 2E	PCN 5	T2 0/2 0+50 5/24HRS		RSKO
56	140119	21 8N 120 4E	PCN 6			PGTU
57	140706	22 8N 119 6E	PCN 6	T1 5/1 5+50 0/24HRS		PGTU
58	141043	23 3N 121 6E	PCN 5		ULCC 23 5N 121.4E	RPMK
59	141208	23 2N 119 8E	PCN 6		ULCC FIX	PGTU
60	141400	23 8N 120 9E	PCN 6			PGTU
61	141800	23 3N 119 2E	PCN 6	T0 0/0 0 /U1 0/24HRS		PGTU
62	142259	19 8N 118 5E	PCN 5			RODN
63	142259	24 3N 118 2E	PCN 5	T1 0/1 0	ULCC FIX	RPMK

AIRCRAFT FIXES

FIX NO	TIME (Z)	FIX POSITION	FLT LVL	700MB HGT	OBS MSLP	MAX-SFC-WND VEL/BRG/RNG	MAX-FLT-LVL-WND DIR/VEL/BRG/RNG	ACCRV NAV/MET	EYE SHAPE	EYE ORIENTATION	EYE TEMP (C) IN/DP/SST	RSN NO
1	110729	17 3N 129 5E	1500FT			1003 25 310 37	150 25 310 37	8 20			+26 +23 +28	29 3
2	120027	17 9N 126 6E	1500FT			1003 18 030 130	160 21 030 135	3 00			+25 +25	31 4

NOTICE - THE ASTERISKS (*) INDICATE FIXES UNREPRESENTATIVE AND NOT USED FOR BEST TRACK PURPOSES

TROPICAL STORM GERALD BEST TRACK DATA

BEST TRACK				WARNING				24 HOUR FORECAST				48 HOUR FORECAST				72 HOUR FORECAST			
MO/DA/HR	POSIT	WIND	POSIT	WIND	ERRORS	POSIT	WIND	POSIT	WIND	ERRORS	POSIT	WIND	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	
081512Z	19 2 119 1	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
081518Z	19 7 118 8	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
081600Z	20 0 118 3	40	20	0	118 4	40	6	0	21 7 117 3	55	207	5	23 0 115 8	45	277	-10	0	0	
081606Z	20 1 117 6	40	20	3	118 2	40	36	0	21 8 117 1	60	199	10	23 4 115 2	45	289	-10	0	0	
081612Z	19 7 116 7	45	20	3	117 9	45	74	0	21 1 116 8	55	166	5	22 8 114 9	55	204	0	22 3 118 6	30	
081618Z	19 0 116 1	45	20	3	116 8	45	87	0	20 8 114 7	55	148	0	21 6 112 6	55	216	0	19 2 119 0	45	
081700Z	18 4 116 2	50	18	5	116 2	50	6	0	18 5 116 2	50	120	-5	18 6 117 0	55	264	0	19 3 119 3	45	
081706Z	18 6 115 8	50	18	5	116 3	50	6	0	18 5 116 2	50	120	-5	18 6 117 4	55	302	0	19 3 119 3	45	
081712Z	18 5 115 8	50	18	5	116 3	50	28	0	18 5 116 3	50	171	-5	19 1 118 1	55	347	0	20 8 119 3	60	
081718Z	18 4 115 3	55	18	6	116 0	55	42	-5	18 3 116 6	55	217	0	19 4 118 4	55	358	5	21 1 119 6	65	
081800Z	18 5 114 7	55	18	4	114 9	55	13	0	18 3 116 1	60	12	5	18 7 119 0	60	133	15	18 4 111 0	65	
081806Z	18 7 114 1	55	18	5	114 2	55	13	0	18 6 112 1	60	12	5	18 7 119 0	60	133	15	18 8 109 6	60	
081812Z	18 5 113 3	55	18	9	113 1	55	27	0	20 5 111 2	50	117	-5	22 4 109 6	35	230	-10	0	0	
081818Z	18 2 112 8	55	19	0	112 6	55	61	0	20 8 110 7	50	134	0	22 6 109 1	35	250	-10	0	0	
081900Z	19 1 112 4	55	18	5	111 8	55	13	0	18 3 109 6	45	21	0	18 5 106 6	50	482	10	0	0	
081906Z	18 4 112 1	55	18	5	112 3	55	13	0	19 1 110 2	45	157	0	19 6 107 8	45	464	10	0	0	
081912Z	18 7 112 0	55	18	5	111 8	55	17	0	18 8 110 1	45	214	0	19 3 108 1	45	506	15	0	0	
081918Z	19 0 112 0	55	18	5	111 8	55	35	0	18 8 110 1	45	214	0	19 3 108 1	45	506	15	0	0	
082000Z	19 5 112 4	45	19	0	112 0	45	38	0	19 0 112 0	45	215	5	0	0	0	0	0	0	
082006Z	20 0 112 8	45	20	0	112 8	45	0	-5	22 7 115 4	35	13	0	0	0	0	0	0	0	
082012Z	20 7 113 3	45	20	0	113 4	45	13	0	22 7 115 4	35	13	0	0	0	0	0	0	0	
082018Z	21 4 113 3	45	21	5	113 4	45	6	-5	25 0 114 8	20	40	-5	0	0	0	0	0	0	
082100Z	21 8 114 4	40	21	7	114 0	40	23	0	0	0	0	0	0	0	0	0	0	0	
082106Z	22 9 115 3	35	23	0	115 4	35	8	0	0	0	0	0	0	0	0	0	0	0	
082112Z	22 9 115 3	35	23	0	115 4	35	8	0	0	0	0	0	0	0	0	0	0	0	
082118Z	25 4 115 4	25	25	8	115 7	25	29	0	0	0	0	0	0	0	0	0	0	0	

ALL FORECASTS				TYPHOONS WHILE OVER 35 KTS			
AVG FORECAST POSIT ERROR	24-HR	48-HR	72-HR	24-HR	48-HR	72-HR	
25	136	311	331	0	0	0	
AVG RIGHT ANGLE ERROR	9	157	123	0	0	0	
AVG INTENSITY MAGNITUDE ERROR	1	3	8	0	0	0	
AVG INTENSITY	1	3	8	0	0	0	
NUMBER OF FORECASTS	24	20	16	0	0	0	

DISTANCE TRAVELED BY TROPICAL CYCLONE IS 1009. NM
AVERAGE SPEED OF TROPICAL CYCLONE IS 7. KNOTS

TROPICAL STORM GERALD FIX POSITIONS FOR CYCLONE NO. 10

SATELLITE FIXES

FIX NO.	TIME (Z)	POSITION	ACCRV	DVORAK CODE	COMMENTS	SITE
1	150241	20 0N 117 7E	PCN 5	T1 5/1.5	INIT OBS	RPMK
2	151022	19 0N 119 0E	PCN 6	T1 5/1.5	INIT OBS	PGTU
3	151800	19 6N 118 9E	PCN 6			PGTU
4	151938	20 0N 118 7E	PCN 5	T2 0/2.0	INIT OBS	PGTU
5	160016	19 8N 118 4E	PCN 6			RPMK
6	160220	19 9N 118 6E	PCN 3	T2 5/2.5 /D1 0/24HRS		RPMK
7	160600	20 3N 117 8E	PCN 6			PGTU
8	160823	20 0N 118 0E	PCN 6			RPMK
9	161113	20 1N 117 6E	PCN 6			RPMK
10	161113	20 4N 116 7E	PCN 5			RODN
11	161500	19 8N 116 3E	PCN 4			RODN
12	161800	19 6N 115 5E	PCN 6			PGTU
13	162241	18 4N 115 1E	PCN 5			RODN
14	162352	18 7N 115 9E	PCN 3			PGTU
15	170000	18 5N 116 1E	PCN 3			RPMK
16	170200	18 6N 116 0E	PCN 3	T3 0/3.0 /D0 5/24HRS	EXP LLCC	RPMK
17	170200	18 4N 116 3E	PCN 4	T3 0/3.0	INIT OBS	PGTU
18	170600	18 5N 116 3E	PCN 4		EXP LLCC	PGTU
19	171049	18 4N 116 1E	PCN 6			RPMK
20	171121	18 6N 116 5E	PCN 4			RSKO
21	171441	17 9N 116 1E	PCN 6			PGTU
22	171800	19 0N 115 1E	PCN 6	T3 5/3.5 /D1 5/22HRS		PGTU
23	172055	18 0N 115 0E	PCN 3		ULCC FIX	RPMK
24	172220	18 3N 114 2E	PCN 3			RODN
25	172328	18 2N 114 4E	PCN 3			PGTU
26	172328	18 0N 114 8E	PCN 5	T3 0/3.0	INIT OBS ULCC FIX	RSKO
27	180140	18 2N 114 2E	PCN 3			PGTU
28	180600	18 1N 114 0E	PCN 3	T3 5/3.5 /D0 0/12HRS		RPMK
29	180758	18 5N 113 8E	PCN 5	T3 5/3.5 /D0 5/30HRS		RPMK
30	181100	18 4N 113 2E	PCN 3			RPMK
31	181206	18 3N 113 1E	PCN 6			RPMK
32	182042	18 0N 112 9E	PCN 3			RODN
33	182159	18 2N 112 5E	PCN 4			PGTU
34	190000	18 1N 112 5E	PCN 5			PGTU
35	190045	18 1N 112 5E	PCN 5	T3 5/3.5 /D0 0/19HRS		RPMK
36	190301	18 6N 112 6E	PCN 3		INIT OBS	RPMK
37	190600	18 6N 112 4E	PCN 4	T3 0/3.0		PGTU
38	190745	19 5N 111 3E	PCN 5	T3 5/3.5 /D0 5/30HRS		RSKO
39	191039	18 4N 112 0E	PCN 4			PGTU
40	191141	18 3N 112 0E	PCN 3			RPMK
41	191800	18 5N 111 8E	PCN 6	T3 0/3.0 /D0 0/24HRS		PGTU
42	192010	19 2N 111 7E	PCN 6			RODN
43	192319	19 4N 111 8E	PCN 5	T3 0/3.5 /D0 5/23HRS		RPMK
44	200000	19 4N 112 5E	PCN 6			PGTU
45	200020	19 9N 112 0E	PCN 5	T2 0/2.0	INIT OBS	RODN
46	200600	20 1N 112 9E	PCN 6	T3 0/3.0 /D0 0/24HRS		PGTU
47	200733	20 3N 113 4E	PCN 3			RPMK
48	200733	20 3N 112 5E	PCN 5	T3 5/3.5 /D0 0/24HRS		RSKO
49	201017	20 8N 113 1E	PCN 5			PGTU
50	201117	21 0N 113 2E	PCN 3		EXP LLCC	RPMK
51	201117	20 5N 112 0E	PCN 3			RODN
52	201200	20 9N 113 4E	PCN 6			PGTU
53	201521	21 7N 112 8E	PCN 6	T3 0/3.0 /D0 0/24HRS		RPMK
54	201800	21 4N 113 3E	PCN 6	T2 5/3.0 /D0 5/24HRS		PGTU
55	202356	21 4N 114 8E	PCN 3			RPMK
56	202356	21 7N 112 7E	PCN 5			RODN
57	210000	21 8N 113 7E	PCN 5		EXP LLCC	PGTU
58	210000	21 8N 115 4E	PCN 5			RPMK
59	210720	23 6N 114 9E	PCN 5			PGTU
60	211137	24 1N 115 6E	PCN 6			RPMK
61	211137	24 2N 113 8E	PCN 6			RODN
62	211200	25 8N 114 5E	PCN 6			PGTU
63	211501	24 7N 115 6E	PCN 6			RPMK
64	212336	26 4N 114 7E	PCN 5			RODN
65	212332	26 8N 114 3E	PCN 5			RPMK
66	212332	26 3N 115 1E	PCN 6			PGTU
67	220200	26 7N 114 6E	PCN 3			RPMK
68	220900	22 8N 121 4E	PCN 6			PGTU

AIRCRAFT FIXES

FIX NO	TIME (Z)	FIX POSITION	FLT LVL	700MB HGT	OBS MSLP	MAX-SEC-UND VEL/BRG/PNG	MAX-FLT-LVL-UND DIR/VEL/BRG/PNG	ACCY NAV/RET	EYE SHAPE	EYE OPEN-DIAM/TATION	EYE TEMP (C) OUT/IN/DP/SST	MSN NO
1	152335	20 0N 118 4E	1500FT	991	991	40 300 15	030 42 300 20	7 3	CIRCULAR	10	+24 +26 +26	1
2	162042	18 5N 116 1E	700MB	2329	979	50 100 15	310 47 190 32	20			+15 +16 +13	2
3	162313	18 5N 116 2E	700MB	2331	980	50 100 15	240 44 120 55	15			+12 +16 +14	3
4	170311	18 5N 116 3E	700MB	2341	980	50 030 20	360 50 250 30	5 050	CIRCULAR	20	+15 +17 +11	4
5	171032	18 5N 116 3E	1500FT	981	981	50 210 60	340 46 210 30	5 10			+23 +26 +23	5
6	172042	18 4N 114 9E	700MB	2330	979	50 170 20	170 52 090 118	10			+13 +14	6
7	172116	18 5N 114 8E	700MB	2332	980	55 120 45	190 49 120 45	12 10			+13 +18	7
8	180614	18 7N 114 2E	700MB	2352	984	45 120 40	200 46 120 120	12 7			+25 +27 +26	8
9	180744	18 8N 113 6E	1500FT									9

PADAR FIXES

FIX NO	TIME (Z)	FIX POSITION	RADAR	ACCY	EYE SHAPE	EYE DIAM	RADAR CODE ASUAR TDDFF	COMMENTS	PADAR POSITION	SITE UNO NO
1	180800	18 3N 113 8E	LAND				5775 72706		16 8N 112 3E	59921
2	181100	18 0N 112 6E	LAND				10293 72606		16 8N 112 3E	59981
3	182100	18 1N 112 5E	LAND				12834 72706		16 8N 112 3E	59981
4	182200	18 1N 112 4E	LAND				12711 72706		16 8N 112 3E	59981
5	182300	18 1N 112 4E	LAND				11713 52706		16 8N 112 3E	59981
6	190000	18 1N 112 3E	LAND				11814 52704		16 8N 112 3E	59981
7	190100	18 1N 112 3E	LAND				11614 52702		16 8N 112 3E	59981
8	190200	18 2N 112 3E	LAND				11634 53006		16 8N 112 3E	59981
9	190500	18 5N 112 1E	LAND				11614 53208		16 8N 112 3E	59981
10	190600	18 5N 111 9E	LAND				11934 52808		16 8N 112 3E	59981
11	190700	18 5N 111 9E	LAND				21933 52808		16 8N 112 3E	59981
12	190900	18 7N 112 0E	LAND				11713 53104		16 8N 112 3E	59981
13	191100	18 7N 112 0E	LAND				11523 53402		16 8N 112 3E	59981
14	191200	18 7N 112 1E	LAND				11814 53602		16 8N 112 3E	59981
15	191300	18 7N 112 2E	LAND				11814 53602		16 8N 112 3E	59981
16	191400	18 8N 112 2E	LAND				21814 53602		16 8N 112 3E	59981
17	191500	18 8N 112 2E	LAND				21814 53602		16 8N 112 3E	59981
18	191600	18 7N 112 2E	LAND				21744 53402		16 8N 112 3E	59981
19	191600	18 7N 111 9E	LAND				5773 52803		21 9N 112 0E	59663
20	191700	18 8N 112 1E	LAND				4774 53402		16 8N 112 3E	59981
21	191800	18 8N 112 1E	LAND				4774 53602		16 8N 112 3E	59981
22	192100	18 8N 112 1E	LAND				5774 50208		16 8N 112 3E	59981
23	192300	18 8N 112 4E	LAND				5774 50208		16 8N 112 3E	59981
24	200000	18 8N 112 4E	LAND				5774 50202		16 8N 112 3E	59981
25	200100	18 8N 112 5E	LAND				5774 50604		16 8N 112 3E	59981
26	200200	18 8N 112 9E	LAND				11523 53605		21 9N 112 0E	59663
27	200400	18 8N 112 9E	LAND				4703 50406		16 8N 112 3E	59981
28	200500	18 8N 112 8E	LAND				4771 50406		16 8N 112 3E	59981
29	200600	20 0N 112 8E	LAND				4771 50306		16 8N 112 3E	59981
30	200800	20 2N 113 1E	LAND				6590		22 3N 114 2E	45005
31	200800	20 3N 113 1E	LAND				5771 50406		16 8N 112 3E	59981
32	200900	20 2N 113 2E	LAND				22977		22 3N 114 2E	45005
33	200900	20 4N 113 2E	LAND				5771 50306		16 8N 112 3E	59981
34	201000	20 4N 113 4E	LAND				3565		22 3N 114 2E	45005
35	201100	20 6N 113 4E	LAND				3595		22 3N 114 2E	45005
36	201100	20 5N 112 8E	LAND				6771 63310		21 9N 112 0E	59663
37	201200	20 7N 113 4E	LAND				20977 70310		22 3N 114 2E	45005
38	201300	20 7N 113 3E	LAND				10977 70310		22 3N 114 2E	45005
39	201400	21 0N 113 5E	LAND				20917 70309		22 3N 114 2E	45005
40	201500	21 1N 113 6E	LAND				31917 70309		22 3N 114 2E	45005
41	201600	21 2N 113 5E	LAND				25947 70309		22 3N 114 2E	45005
42	201700	21 5N 113 6E	LAND				20917 70310		22 3N 114 2E	45005
43	201800	21 5N 113 6E	LAND				35947 70309		22 3N 114 2E	45005
44	201900	21 7N 113 5E	LAND				25947 70609		22 3N 114 2E	45005
45	202000	21 7N 113 6E	LAND				35947 70604		22 3N 114 2E	45005
46	202100	21 5N 113 8E	LAND				25947 70604		22 3N 114 2E	45005
47	202200	21 5N 113 9E	LAND				35947 70904		22 3N 114 2E	45005
48	202300	21 6N 114 1E	LAND				25982 60510		22 3N 114 2E	45005
49	210000	21 6N 114 6E	LAND				35931 30910		22 3N 114 2E	45005
50	210100	21 7N 114 4E	LAND				65947 70510		22 3N 114 2E	45005
51	210200	22 0N 114 6E	LAND				65947 70510		22 3N 114 2E	45005
52	210300	22 3N 114 7E	LAND				65947 80312		22 3N 114 2E	45005

PDR ECHO OPN TO E

SYNOPTIC FIXES

FIX NO	TIME (Z)	FIX POSITION	INTENSITY ESTIMATE	NEAREST DATA (NM)	COMMENTS
1	210000	22 1N 114 SE	040	024	
2	210300	21 5N 115 1E	015	024	
3	210500	21 5N 115 9E	030	025	59317 59316 59303

NOTICE - THE ASTERISKS (*) INDICATE FIXES UNREPRESENTATIVE AND NOT USED FOR BEST TRACK PURPOSES

TYPHOON HOLLY
BEST TRACK DATA

BEST TRACK				WARNING				24 HOUR FORECAST				48 HOUR FORECAST				72 HOUR FORECAST			
MO/DA/HR	POSIT	WIND		POSIT	WIND		POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	
081412Z	19.3	137.6	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
081418Z	19.6	136.8	30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
081500Z	20.0	135.8	30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
081506Z	20.3	134.4	35	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
081512Z	21.1	134.1	35	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
081518Z	21.9	133.4	40	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
081600Z	22.6	132.6	40	22.5	132.6	40	6.0	25.3	129.5	60	147	5	27.2	125.6	80	258	15	31.1	
081606Z	22.8	131.8	45	22.8	132.3	40	28	6	25.8	128.5	60	182	0	27.8	124.7	80	257	15	
081612Z	23.8	131.1	45	22.8	131.2	45	6	0	25.8	127.7	65	153	5	27.0	124.4	85	214	20	
081618Z	22.8	130.5	50	22.8	130.5	50	0	0	23.9	127.3	70	88	10	26.0	123.9	90	131	25	
081700Z	22.9	130.0	55	22.7	129.0	60	25	5	23.5	126.2	75	110	10	25.1	122.3	90	216	20	
081706Z	22.9	129.5	60	22.8	129.5	60	6	0	23.5	125.6	80	91	15	24.9	122.7	90	225	20	
081712Z	23.0	129.1	60	23.1	128.4	60	39	0	23.9	125.6	80	109	15	25.4	122.6	90	251	15	
081718Z	23.2	128.7	60	23.3	127.7	60	55	-5	24.5	124.9	80	105	15	26.3	121.9	90	272	15	
081800Z	23.6	128.2	65	23.4	127.5	60	12	-5	24.5	126.1	75	102	5	26.8	123.7	90	299	15	
081806Z	24.4	127.6	65	23.4	127.5	60	25	-5	25.5	125.1	75	88	5	28.1	122.7	90	226	15	
081812Z	25.2	127.0	65	25.0	126.9	60	5	-5	28.1	124.5	60	109	-15	31.0	122.0	90	231	-25	
081818Z	25.7	126.3	65	25.9	126.4	60	13	-5	28.8	124.1	60	117	-15	32.0	122.4	90	230	-20	
081900Z	26.3	125.7	70	26.2	126.1	70	9	0	28.8	124.4	75	103	0	32.7	123.2	95	233	0	
081906Z	26.8	126.3	70	26.8	126.0	70	16	0	29.4	125.5	70	65	-5	33.0	125.4	60	189	0	
081912Z	27.7	126.5	75	27.5	126.6	75	13	0	30.3	126.6	75	48	0	33.5	127.1	60	199	5	
081918Z	28.6	126.6	75	28.5	126.5	75	12	0	32.0	126.7	70	16	0	35.3	128.0	55	232	5	
082000Z	29.5	126.2	75	29.5	126.4	75	10	0	33.2	126.7	70	57	5	37.1	128.0	45	332	0	
082006Z	30.3	126.2	75	30.3	126.4	75	10	0	33.7	126.7	65	114	5	0	0	0	0	0	
082012Z	31.4	126.2	75	31.2	126.5	75	15	0	35.3	127.2	50	0	0	0	0	0	0	0	
082018Z	31.8	126.9	70	32.0	126.6	70	19	0	36.3	128.2	50	205	0	0	0	0	0	0	
082100Z	33.0	127.8	65	33.1	127.9	65	8	0	36.9	131.9	45	165	0	0	0	0	0	0	
082106Z	34.2	128.9	60	33.9	128.9	60	18	0	0	0	0	0	0	0	0	0	0	0	
082112Z	34.2	130.4	50	34.1	130.4	50	20	0	0	0	0	0	0	0	0	0	0	0	
082118Z	36.8	132.4	50	36.6	132.8	50	23	0	0	0	0	0	0	0	0	0	0	0	
082200Z	38.4	134.8	45	38.5	135.0	45	11	0	0	0	0	0	0	0	0	0	0	0	

	ALL FORECASTS				TYPHOONS UNILE OVER 35 KTS			
	WRNG	24-HR	48-HR	72-HR	WRNG	24-HR	48-HR	72-HR
AVG FORECAST POSIT ERROR	16	111	230	423	16	111	230	423
AVG RIGHT ANGLE ERROR	11	72	149	316	11	72	149	316
AVG INTENSITY MAGNITUDE ERROR	1	2	14	13	1	2	14	13
AVG INTENSITY BIAS	-1	3	8	-11	-1	3	8	-11
NUMBER OF FORECASTS	25	21	17	13	25	21	17	13

DISTANCE TRAVELED BY TROPICAL CYCLONE IS 1712 NM

AVERAGE SPEED OF TROPICAL CYCLONE IS 10. KNOTS

TYPHOON HOLLY
FIX POSITIONS FOR CYCLONE NO. 11

SATELLITE FIXES

FIX NO.	TIME (Z)	FIX POSITION	ACCRV	DVORAK CODE	COMMENTS	SITE
1	121800	17.9N 140.8E	PCN 6	T0.0/0.0	INIT OBS	PQTU
2	122043	17.5N 138.6E	PCN 6	T0.5/0.5	ULCC FIX	PQTU
3	130923	17.3N 139.9E	PCN 6	T1.0/1.0 /D0.5/24HRS	INIT OBS	PQTU
4	140902	19.0N 138.3E	PCN 6			PQTU
5	141200	19.7N 137.1E	PCN 6			PQTU
6	141400	19.6N 136.6E	PCN 6			PQTU
7	141800	19.6N 136.6E	PCN 2	T2.0/2.0 /D1.0/09HRS		PQTU
8	142142	20.0N 136.4E	PCN 5			PQTU
9	142259	19.5N 138.0E	PCN 3	T1.5/1.5	INIT OBS	PQTU
10	150000	19.3N 136.0E	PCN 5		ULCC FIX	RODN
11	150553	20.3N 133.8E	PCN 6			RODN
12	150956	19.9N 134.4E	PCN 6			RSKO
13	151922	20.8N 134.1E	PCN 6			RODN
14	151340	21.5N 133.9E	PCN 5			PQTU
15	151800	22.2N 133.8E	PCN 6	T2.5/2.5 /D0.5/26HRS		PQTU
16	152238	23.0N 133.7E	PCN 3			PQTU
17	152235	23.0N 133.7E	PCN 3			PQTU
18	160038	23.3N 132.1E	PCN 4		EXP LLCC	PQTU
19	160641	21.8N 132.7E	PCN 6	T3.0/3.0	EXP LLCC	PQTU
20	160641	21.8N 132.7E	PCN 6	T3.0/3.0	ULCC FIX	PQTU
21	161001	22.0N 132.6E	PCN 6		INIT OBS	RODN
22	161319	22.6N 131.0E	PCN 5		ULCC FIX	PQTU
23	161926	22.6N 130.5E	PCN 5	T3.5/3.5 /D1.0/24HRS	ULCC FIX	PQTU
24	162100	22.8N 130.3E	PCN 5			PQTU
25	162211	22.9N 130.0E	PCN 5			PQTU
26	170000	22.8N 129.5E	PCN 6			PQTU
27	170200	22.7N 129.5E	PCN 6		ULCC FIX	PQTU
28	170628	23.1N 128.7E	PCN 5	T3.5/3.5 /D0.5/24HRS	ULCC FIX	PQTU
29	170940	23.2N 128.3E	PCN 6			PQTU
30	171040	23.2N 128.3E	PCN 6			PQTU
31	171441	22.5N 128.3E	PCN 3			RSKO
32	171913	23.4N 127.7E	PCN 6	T3.5/3.5+/50.0/24HRS		PQTU
33	172038	22.9N 128.1E	PCN 4			PQTU
34	172328	23.3N 127.7E	PCN 3	T4.0/4.0	INIT OBS	RSKO
35	172328	23.2N 128.3E	PCN 5			PQTU
36	180140	23.6N 127.9E	PCN 3			PQTU
37	180615	24.3N 127.6E	PCN 3	T2.5/3.5+/U1.0/24HRS		PQTU
38	180918	24.8N 127.4E	PCN 5		ULCC FIX	PQTU
39	181025	24.8N 127.3E	PCN 5		ULCC FIX	PQTU
40	181100	24.5N 128.0E	PCN 6		ULCC FIX	RODN
41	181900	26.0N 125.5E	PCN 6	T3.5/3.5 /50.0/24HRS	ULCC FIX	PQTU
42	182042	26.0N 126.1E	PCN 5			RODN
43	182159	25.8N 125.7E	PCN 4			PQTU
44	182303	26.4N 125.4E	PCN 3	T4.0/4.0 /50.0/24HRS	EVEWALL OPN NE	RSKO
45	182303	26.0N 126.0E	PCN 4			PQTU
46	190120	26.1N 126.0E	PCN 4			PQTU
47	190600	26.7N 126.3E	PCN 4	T3.5/3.5 /D1.0/24HRS		PQTU
48	190745	26.8N 125.8E	PCN 5			RSKO
49	191039	26.9N 126.4E	PCN 4			PQTU
50	191200	27.5N 126.7E	PCN 4			PQTU
51	191400	28.2N 126.3E	PCN 5		ULCC FIX	PQTU
52	191800	28.4N 126.1E	PCN 6	T4.0/4.0-/D0.5/23HRS	ULCC FIX	PQTU
53	192010	28.8N 126.6E	PCN 4			RODN
54	192137	28.7N 125.8E	PCN 3			PQTU
55	192230	28.8N 125.9E	PCN 3		PARTIAL EVEWALL S-SE	PQTU
56	190059	29.6N 125.3E	PCN 3			PQTU
57	200000	30.0N 126.1E	PCN 4	T4.0/4.0-/D0.5/24HRS		PQTU
58	200733	30.1N 126.5E	PCN 3	T4.0/4.0 /50.0/31HRS		RSKO
59	200733	30.0N 126.2E	PCN 3	T4.0/4.0	INIT OBS	RODN
60	200900	30.4N 126.2E	PCN 6		ULCC FIX	PQTU
61	201117	31.2N 126.2E	PCN 4			RODN
62	201200	31.1N 126.4E	PCN 4			PQTU
63	201340	31.1N 126.5E	PCN 4			PQTU
64	201800	31.7N 126.9E	PCN 4	T3.0/4.0-/U1.0/24HRS		PQTU
65	202017	32.0N 127.1E	PCN 4			RODN
66	202116	32.1N 127.2E	PCN 6			PQTU
67	202356	32.6N 128.4E	PCN 3			RODN
68	202356	32.7N 128.2E	PCN 3	T3.5/4.0-/U0.5/25HRS		RODN
69	210035	33.0N 128.1E	PCN 5		ULCC FIX	PQTU
70	210035	34.6N 129.3E	PCN 5	T2.5/3.5-/U1.0/24HRS		RSKO
71	210956	35.0N 129.7E	PCN 5	T2.5/3.5-/U1.0/24HRS		PQTU
72	211053	35.0N 130.1E	PCN 6		ULCC FIX	PQTU
73	211200	35.2N 130.4E	PCN 6			P

74 211320 35 3N 131 2E PCN 6
75 212005 37 3N 132 4E PCN 6
76 212332 38 7N 133 8E PCN 5
77 220000 38 6N 131 3E PCN 5
78 220526 40 7N 135 7E PCN 3
79 220526 38 5N 138 2E PCN 6
80 220935 41 4N 136 4E PCN 3
81 230000 42 3N 135 7E PCN 4

ULCC FIX
EXP LLCC

PGTU
RSKO
RSKO
PGTU
RODN
PGTU
RSKO
PGTU

AIRCRAFT FIXES

FIX NO	TIME (Z)	FIX POSITION	FLT LVL	700MB HGT	OBS MSLP	MAX-SFC-UND VEL/BRG/RNG	MAX-FLT-LVL-UND DIR/VEL/BRG/RNG	ACCRV MAY/MET	EYE SHAPE	EYE ORIEN- DIAM/TATION	EYE TEMP (C) OUT/ IN/ DP/SST	MSN NO.
1	160225	23 0N 132 3E	1500FT		992	55 210 130	270 52 210 130	3 3			+25 +25 +24 29	2
2	160620	22 5N 132 0E	1500FT		990	25 080 32	080 15 090 65	10 10			+25 +25	3
3	160856	22 6N 131 3E	1500FT		987	50 160 20	280 42 220 70	10 2			+25 +26	4
4	162055	22 0N 130 3E	700MB	2951		57 040 90	080 53 340 70	20 30			+16 +13 +11	4
5	162330	22 0N 129 7E	700MB	2942		70 350 60	100 65 350 15	10 20			+13 +13 +12	4
6	170653	22 0N 129 6E	700MB	2892		70 350 80	090 62 350 75	10 10			+14 +14	5
7	170833	23 0N 129 2E	700MB	2892	977	70 350 145	070 70 350 107	5 5			+13 +13	6
8	172036	23 0N 129 3E	700MB	2856	970	65 080 70	200 74 090 110	10 30			+13 +15 +10	6
9	172343	23 6N 128 3E	700MB	2863	973	60 350 90	250 75 170 120	5 15	CIRCULAR	60	+15 +15 +11	6
10	180900	26 1N 127 3E	700MB	2855		40 210 120	130 67 030 100	20 15			+15 +16 +13	7
11	181134	26 2N 127 0E	700MB	2845			220 61 120 115	5 5			+15 +17 +15	7
12	182344	26 0N 126 3E	700MB	2811	964	50 220 30	230 39 290 93	5 5	CIRCULAR	5	+13 +16 +12	8
13	190226	26 4N 126 2E	700MB	2799	963	45 310 90	240 57 150 120	5 3	CIRCULAR	15	+14 +16 +15	9
14	190932	26 1N 127 1E	700MB	2818		75 050 90	260 75 170 58	5 5	CIRCULAR	15	+15 +16 +15	9
15	191127	27 7N 126 8E	700MB	2814	966	40 290 130	080 40 220 120	5 3	CIRCULAR	15	+14 +16 +12	10
16	192142	29 2N 126 2E	700MB	2804		75 130 120	220 72 120 87	10 6			+14 +16 +16	10
17	192338	26 5N 127 1E	700MB	2812	965	60 050 45	160 61 050 65	12 3			+15 +16 +16	11
18	200850	30 7N 126 3E	700MB	2797	965	70 130 60	220 73 140 140	10 10			+14 +16	11
19	201125	31 2N 126 7E	700MB	2806			280 78 210 135	15 10			+14 +16	12
20	202045	32 5N 125 3E	700MB	2853	973		270 70 180 60	10 5			+14 +13 +13	12
21	202330	33 1N 127 7E	700MB	2862	975		230 56 140 125	5 5	CIRCULAR	25		

RADAR FIXES

FIX NO	TIME (Z)	FIX POSITION	RADAR	ACCRV	EYE SHAPE	EYE DIAM	RADAR-CODE ASUAR TDFF	COMMENTS	RADAR POSITION	SITE WMO NO
1	170500	23 6N 128 7E	LAND				54512 5777		26 2N 127 8E	47937
2	180800	25 0N 127 5E	LAND				67755 5777		24 8N 125 3E	47927
3	180900	25 0N 127 0E	LAND				67755 53519		24 8N 125 3E	47927
4	181000	25 3N 127 4E	LAND				67755 53519		24 8N 125 3E	47927
5	181100	25 4N 127 1E	LAND				67755 52919		24 8N 125 3E	47927
6	181200	25 0N 127 3E	LAND				67755 5777		26 2N 127 8E	47937
7	181200	25 0N 127 0E	LAND				67755 3008		24 8N 125 3E	47927
8	181300	25 1N 127 1E	LAND				67755 53111		26 2N 127 8E	47937
9	181400	25 1N 127 0E	LAND				54782 52704		26 2N 127 8E	47937
10	181400	25 1N 127 1E	LAND				67755 5777		24 8N 125 3E	47927
11	181500	25 2N 127 1E	LAND				54713 50308		26 2N 127 8E	47937
12	181500	25 3N 127 1E	LAND				54713 53615		24 8N 125 3E	47927
13	181600	25 4N 126 8E	LAND				54713 53608		26 2N 127 8E	47937
14	181600	25 5N 127 1E	LAND				57755 53611		24 8N 125 3E	47927
15	181600	25 4N 126 3E	LAND				67755 53012		27 6N 121 1E	58760
16	181700	25 8N 127 1E	LAND				54713 73414		26 2N 127 8E	47937
17	181700	25 8N 126 2E	LAND				67755 53012		27 6N 121 1E	58760
18	181700	25 7N 127 2E	LAND	POOR		60		MOV 3620	26 2N 127 7E	47936
19	181800	26 1N 126 8E	LAND				67755 53019		24 8N 125 3E	47927
20	181800	25 7N 126 1E	LAND				67755 53212		27 6N 121 1E	58760
21	181800	26 1N 126 8E	LAND				54732 73416		26 2N 127 8E	47937
22	181800	26 0N 126 7E	LAND	POOR		60		MOV 3250	26 2N 127 7E	47936
23	181900	25 0N 125 9E	LAND				67755 5777		27 6N 121 1E	58760
24	181900	26 4N 126 5E	LAND				67755 53222		24 8N 125 3E	47927
25	181900	26 2N 126 3E	LAND				54712 73219		26 2N 127 8E	47937
26	181900	26 5N 125 8E	LAND	POOR		60		MOV 3140	26 2N 127 8E	47937
27	182000	26 5N 125 8E	LAND				54712 72923		26 2N 127 8E	47937
28	182100	16 3N 125 6E	LAND				67755 53215		27 6N 121 1E	58760
29	182100	26 1N 125 8E	LAND				54712 72718		26 2N 127 8E	47937
30	182200	27 1N 125 1E	LAND				10282 72011		26 2N 127 8E	47937
31	182200	25 8N 126 1E	LAND				67755 5777		24 8N 125 3E	47927
32	182300	25 9N 126 2E	LAND				20442 71410		26 2N 127 8E	47937
33	182300	25 3N 126 1E	LAND				67755 5077		24 8N 125 3E	47927
34	190000	26 0N 126 2E	LAND				54752 50105		26 2N 127 8E	47937
35	190000	26 2N 126 1E	LAND				3774 53614		24 8N 125 3E	47927
36	190100	26 1N 126 1E	LAND				54712 73610		26 2N 127 8E	47937
37	190200	27 0N 125 8E	LAND				57755 52410		26 2N 127 8E	47937
38	190200	26 3N 126 1E	LAND				65772 73609		26 2N 127 8E	47937
39	190300	26 6N 126 2E	LAND				67755 73608		24 8N 125 3E	47927
40	190300	26 5N 126 1E	LAND				67755 73610		26 2N 127 8E	47937
41	190400	26 5N 126 1E	LAND				67755 73608		26 2N 127 8E	47937
42	190400	26 5N 126 1E	LAND				67755 51905		24 8N 125 3E	47927
43	190400	27 0N 125 4E	LAND				67755 53405		27 6N 121 1E	58760
44	190500	26 3N 126 1E	LAND				57755 51812		24 8N 125 3E	47927
45	190500	26 5N 126 1E	LAND				64713 73608		26 2N 127 8E	47937
46	190500	26 5N 126 1E	LAND				67755 53405		27 6N 121 1E	58760
47	190600	26 6N 126 0E	LAND				67755 53422		24 8N 125 3E	47927
48	190600	26 6N 126 2E	LAND				64713 70302		26 2N 127 8E	47937
49	190700	26 7N 126 0E	LAND				64713 70304		26 2N 127 8E	47937
50	190700	26 7N 126 0E	LAND				67755 52805		24 8N 125 3E	47927
51	190700	27 0N 125 8E	LAND				57755 53405		27 6N 121 1E	58760
52	190800	27 0N 125 8E	LAND				57755 50000		26 2N 127 8E	47937
53	190800	26 8N 126 0E	LAND				57755 53405		27 6N 121 1E	58760
54	190900	27 1N 126 4E	LAND				54712 70210		26 2N 127 8E	47937
55	191000	27 0N 125 8E	LAND				57755 50000		26 2N 127 8E	47937
56	191100	27 2N 125 7E	LAND				57755 53408		27 6N 121 1E	58760
57	191100	27 3N 126 6E	LAND				64712 70215		26 2N 127 8E	47937
58	191200	27 7N 126 5E	LAND				54773 70112		26 2N 127 8E	47937
59	191300	27 5N 125 5E	LAND				57755 53408		27 6N 121 1E	58760
60	191300	27 9N 126 5E	LAND				64714 73611		26 2N 127 8E	47937
61	191400	28 3N 126 5E	LAND				35704 5777		28 4N 129 5E	47909
62	191400	28 4N 126 8E	LAND				65772 73617		26 2N 127 8E	47937
63	191400	27 7N 125 5E	LAND				57755 53408		27 6N 121 1E	58760
64	191500	28 8N 126 6E	LAND				75773 73621		26 2N 127 8E	47937
65	191500	28 6N 126 5E	LAND				57755 53616		28 4N 129 5E	47909
66	191500	27 8N 125 5E	LAND				57755 53408		27 6N 121 1E	58760
67	191600	28 0N 125 5E	LAND				57755 53409		27 6N 121 1E	58760
68	191600	27 4N 126 0E	LAND				3774 53616		28 4N 129 5E	47909
69	191700	27 1N 125 5E	LAND				67755 53409		27 6N 121 1E	58760
70	191800	27 2N 125 5E	LAND				67755 53409		27 6N 121 1E	58760
71	191900	27 3N 125 5E	LAND				67755 53409		27 6N 121 1E	58760
72	192000	27 4N 125 5E	LAND				67755 53412		27 6N 121 1E	58760
73	192100	27 4N 125 5E	LAND				67755 53412		27 6N 121 1E	58760
74	192100	28 0N 126 2E	LAND				67755 53516		28 4N 129 5E	47909
75	192200	28 0N 126 2E	LAND				67755 53412		27 6N 121 1E	58760
76	192200	27 0N 126 2E	LAND				67755 53611		28 4N 129 5E	47909
77	192300	27 2N 126 2E	LAND				67755 53613		28 4N 129 5E	47909
78	200000	29 2N 125 6E	LAND				67755 53612		27 6N 121 1E	58760
79	200000	29 4N 125 6E	LAND				67755 50224		28 4N 129 5E	47909
80	200100	29 4N 125 6E	LAND				67755 53612		27 6N 121 1E	58760
81	200200	29 7N 125 8E	LAND				67755 50112		27 6N 121 1E	58760
82	200300	30 0N 126 0E	LAND				67755 50212		27 6N 121 1E	58760
83	202300	32 7N 127 5E	LAND				67755 5777		33 4N 130 4E	47806
84	210000	31 0N 127 7E	LAND							

99 211300 35 6N 131.2E LAND
 100 211300 35 6N 131.1E LAND
 101 211300 35 6N 131.2E LAND
 102 211400 35 8N 131.4E LAND
 103 211400 35 9N 131.4E LAND
 104 211400 35 9N 131.3E LAND
 105 211500 36 1N 131.8E LAND
 106 211500 36 2N 131.6E LAND
 107 211500 36 2N 131.6E LAND
 108 211600 36 5N 131.8E LAND
 109 211700 36 7N 133.2E LAND
 110 211800 36 8N 132.7E LAND
 111 211900 37 0N 133.2E LAND
 112 212000 37 2N 133.6E LAND
 113 212100 37 5N 134.0E LAND
 114 212200 37 6N 134.5E LAND
 115 212300 37 9N 134.9E LAND
 *116 220100 38 7N 137.7E LAND
 *117 220200 39 2N 137.0E LAND

65/51 50422
 304/1 50327
 65/// 50527
 55/// 50522
 65/51 50422
 55/// 50325
 65/1 50622
 2/// 50322
 55/// 50322
 65/// 50622
 65/// 50622
 65/// 50724
 65/// 50727
 65/// 50527
 65/// 50527
 65/// 50622
 75/// 50622
 67/// 50622

34 3N 132.6E 47792
 33 4N 130.4E 47806
 35 5N 133.1E 47791
 33 4N 130.4E 47806
 34 3N 132.6E 47792
 35 5N 133.1E 47791
 34 3N 132.6E 47792
 33 4N 130.4E 47806
 35 5N 133.1E 47791
 35 5N 133.1E 47791
 35 5N 133.1E 47791
 35 5N 133.1E 47791
 35 5N 133.1E 47791
 35 5N 133.1E 47791
 35 5N 133.1E 47791
 37 7N 138.8E 47572

SYNOPTIC FIXES

FIX NO.	TIME (Z)	FIX POSITION	INTENSITY ESTIMATE	NEAREST DATA (NM)	COMMENTS
1	181800	25 8N 126.3E	060	040	47929 47936 47927

NOTICE - THE ASTERISKS (*) INDICATE FIXES UNREPRESENTATIVE AND NOT USED FOR BEST TRACK PURPOSES.

TROPICAL DEPRESSION 12
BEST TRACK DATA

BEST TRACK				WARNING				24 HOUR FORECAST				48 HOUR FORECAST				72 HOUR FORECAST			
MO/DA/HR	POSIT	WIND	WIND	POSIT	WIND	WIND	WIND	POSIT	WIND	WIND	WIND	POSIT	WIND	WIND	WIND	POSIT	WIND	WIND	WIND
082300Z	19 1 142 7	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
082306Z	19 5 141 8	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
082312Z	19 7 140 8	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
082318Z	20 0 139 8	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
082400Z	20 3 138 7	20	20	4	139 4	25	18	5	21 2	135 9	45	204	25	0	0	0	0	0	0
082406Z	20 8 137 4	20	20	7	137 5	30	8	10	0	0	0	0	0	0	0	0	0	0	0
082412Z	21 4 136 1	20	21	0	136 8	25	46	5	0	0	0	0	0	0	0	0	0	0	0
082418Z	22 2 134 5	20	21	0	136 8	25	147	5	0	0	0	0	0	0	0	0	0	0	0
082500Z	23 3 133 0	20	23	5	133 1	25	13	5	0	0	0	0	0	0	0	0	0	0	0

ALL FORECASTS				TYPHOONS WHILE OVER 35 KTS			
UPNG	24-HR	48-HR	72-HR	UPNG	24-HR	48-HR	72-HR
AVG FORECAST POSIT ERROR	46	204	0	0	0	0	0
AVG RIGHT ANGLE ERROR	8	16	0	0	0	0	0
AVG INTENSITY MAGNITUDE ERROR	6	25	0	0	0	0	0
AVG INTENSITY BIAS	6	25	0	0	0	0	0
NUMBER OF FORECASTS	5	1	0	0	0	0	0

DISTANCE TRAVELED BY TROPICAL CYCLONE IS 605 NM
AVERAGE SPEED OF TROPICAL CYCLONE IS 13 KNOTS

TROPICAL DEPRESSION TD10U
FIX POSITIONS FOR CYCLONE NO. 12

SATELLITE FIXES

FIX NO	TIME (Z)	FIX POSITION	ACQRY	DVOPRY CODE	COMMENTS	SITE
1	212151	17 0N 142 0E	PCN 6	T1 0/1 0	INIT OBS	PGTU
2	220000	16 0N 143 2E	PCN 6		ULCC FIX	PGTU
3	220526	17 0N 138 2E	PCN 6		ULCC FIX	PGTU
4	222034	19 1N 143 5E	PCN 6			PGTU
5	222359	19 2N 142 4E	PCN 5	T1 5/1 5 /D0 5/25HRS		PGTU
6	230600	20 3N 140 8E	PCN 6			PGTU
7	230914	19 0N 141 4E	PCN 6		ULCC FIX	PGTU
8	231005	19 0N 142 4E	PCN 6		ULCC FIX	PGTU
9	231209	20 4N 141 1E	PCN 6		ULCC FIX SCNDRY 19 6N 142 3E	PGTU
10	231505	19 2N 141 4E	PCN 6	T2 0/2 0	INIT OBS	PGTU
11	232012	19 5N 140 6E	PCN 6			PGTU
12	240000	20 5N 143 4E	PCN 6		ULCC FIX	PGTU
13	240120	20 5N 139 2E	PCN 6	T2 0/2 0 /D0 5/25HRS		PGTU
14	240540	21 5N 137 6E	PCN 6		ULCC 24 4N 136 9E	PGTU
15	240650	21 5N 137 5E	PCN 6		ULCC FIX	PGTU
16	240941	19 5N 139 1E	PCN 6		ULCC FIX SCNDRY 25 3N 136 1E	PGTU
17	241140	17 0N 138 3E	PCN 5			PGTU
18	242119	17 0N 137 9E	PCN 5			PGTU
19	242119	17 0N 137 7E	PCN 5			PGTU

AIRCRAFT FIXES

FIX NO	TIME (Z)	FIX POSITION	FLT LVL	700MB HGT	OBS MSLP	MAX-SFC-WND VEL/BPG-RNG	MAX-FLT-LVL-WND DIR/VEL BPG-RNG	ACQRY NAV/MET	EYE SHAPE	EYE ORIEN-DIAR/TATION	EYE TEMP (C) OUT/ IN/ DP/5ST	MSN NO
1	240010	20 0N 133 4E	1500FT		999	20 100 90	160 20 100 90	15 40			+26 +25	2
2	240010	20 0N 133 2E	1500FT		995	20 140 150	160 20 030 90	10 60			+25 +25 +23	3

NOTICE - THE ASTERISKS (*) INDICATE FIXES UNREPRESENTATIVE AND NOT USED FOR BEST TRACK PURPOSES

TYPHOON IKE
BEST TRACK DATA

MO/DA/HR	BEST TRACK				WARNING				24 HOUR FORECAST				48 HOUR FORECAST				72 HOUR FORECAST			
	POSIT	WIND	POSIT	WIND	POSIT	WIND	POSIT	WIND	POSIT	WIND	POSIT	WIND	POSIT	WIND	POSIT	WIND	POSIT	WIND	POSIT	WIND
082600Z	8 2 146 0	20 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
082606Z	8 2 145 9	20 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
082612Z	9 4 145 9	20 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
082618Z	10 2 145 5	30 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
082700Z	10 8 144 9	35 10	8 145 1	30 12	-5 13 5	143 7	45 67	-15 15 9	141 5	60 227	-10 17 8	138 8	75 411	15 17 7	136 2	80 429	20 18 3	134 1	90 491	25 19 1
082706Z	11 4 144 4	40 11	4 144 6	40 12	-5 14 0	143 0	60 74	0 16 3	140 1	70 248	0 17 7	138 3	85 273	20 18 3	134 1	90 491	25 19 1	133 0	95 546	30 20 2
082712Z	11 9 143 9	50 11	9 143 8	45 16	-10 14 9	140 6	70 139	10 17 0	137 2	85 333	25 19 1	133 0	95 546	30 20 2	132 3	90 618	20 20 6	130 3	90 659	10 20 7
082718Z	12 5 143 3	60 13	5 142 5	50 13	0 15 4	139 6	70 190	0 18 0	136 3	80 430	20 20 2	132 3	90 618	20 20 6	130 3	90 659	10 20 7	129 3	90 668	15 20 8
082800Z	13 2 142 6	60 13	2 142 5	60 13	0 16 5	137 8	70 279	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
082806Z	13 6 141 8	60 13	6 141 7	60 13	0 17 1	136 6	80 322	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
082812Z	13 2 141 2	60 14	2 140 9	60 12	0 18 5	133 3	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
082818Z	12 6 140 9	60 13	6 140 8	60 12	0 19 3	132 4	90 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
082900Z	12 3 140 3	70 15	3 139 9	70 18	0 20 4	131 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
082906Z	12 2 139 6	70 15	2 139 0	70 18	0 21 2	130 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
082912Z	12 0 139 0	65 12	0 139 0	70 18	0 22 0	129 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
082918Z	11 6 138 5	60 12	6 138 8	65 30	0 23 0	128 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
083000Z	11 0 137 0	60 11	0 137 9	60 0	0 24 0	127 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
083006Z	10 6 137 1	60 10	6 136 3	60 6	0 25 0	126 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
083012Z	10 4 136 3	65 10	4 135 4	65 6	0 26 0	125 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
083018Z	10 3 135 4	65 10	3 134 4	65 6	0 27 0	124 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
083100Z	10 1 134 4	70 10	1 133 5	80 22	0 28 0	123 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
083106Z	10 0 133 3	80 10	0 132 3	80 22	0 29 0	122 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
083112Z	9 9 132 1	85 10	9 131 1	85 12	0 30 0	121 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
083118Z	9 6 130 7	95 9	6 129 7	100 15	0 31 0	120 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
090100Z	9 6 129 5	105 9	6 128 5	110 12	0 32 0	119 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
090106Z	9 4 128 8	115 9	4 127 8	115 13	0 33 0	118 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
090112Z	9 4 126 8	125 9	4 125 8	125 13	0 34 0	117 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
090118Z	9 8 125 6	115 9	8 124 6	115 13	0 35 0	116 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
090200Z	9 9 124 1	125 9	9 123 1	125 13	0 36 0	115 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
090206Z	10 1 122 0	135 10	1 121 0	135 12	0 37 0	114 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
090212Z	10 8 122 0	145 10	8 121 0	145 12	0 38 0	113 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
090218Z	11 3 121 2	155 11	3 120 2	155 13	0 39 0	112 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
090224Z	12 9 119 4	165 12	9 118 4	165 14	0 40 0	111 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
090300Z	13 8 118 4	175 13	8 117 4	175 15	0 41 0	110 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
090306Z	13 2 116 4	185 14	2 115 4	185 16	0 42 0	109 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
090312Z	13 0 115 4	190 16	0 114 4	190 18	0 43 0	108 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
090318Z	12 5 114 3	195 16	5 113 3	195 18	0 44 0	107 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
090400Z	15 9 115 4	200 16	9 114 4	200 18	0 45 0	106 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
090412Z	15 5 114 3	200 16	5 113 3	200 18	0 46 0	105 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
090418Z	17 5 114 3	200 16	5 113 3	200 18	0 47 0	104 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
090500Z	18 3 112 2	200 16	3 111 2	200 18	0 48 0	103 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
090506Z	19 2 111 2	200 16	2 110 2	200 18	0 49 0	102 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
090512Z	20 1 110 4	200 16	1 109 4	200 18	0 50 0	101 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
090518Z	20 8 109 4	200 16	8 108 4	200 18	0 51 0	100 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
090600Z	21 5 108 9	200 16	5 107 9	200 18	0 52 0	99 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
090606Z	22 0 108 9	200 16	0 107 9	200 18	0 53 0	98 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2
090612Z	22 9 107 2	200 16	9 106 2	200 18	0 54 0	97 6	80 332	10 18 9	134 0	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2	132 8	80 501	15 16 2

ALL FORECASTS
 AVG FORECAST POSIT ERROR
 AVG RIGHT ANGLE ERROR
 AVG INTENSITY MAGNITUDE ERROR
 AVG INTENSITY
 NUMBER OF FORECASTS

WRNG	24-HR	48-HR	72-HR
13	80	179	242
10	63	149	242
3	14	17	19
1	7	15	15
42	39	35	31

TYPHOONS WHILE OVER 35 KTS

WRNG	24-HR	48-HR	72-HR
13	80	182	287
10	63	149	242
3	14	18	20
1	7	15	15
42	38	34	30

DISTANCE TRAVELED BY TROPICAL CYCLONE IS 2806 NM
 AVERAGE SPEED OF TROPICAL CYCLONE IS 10 KNOTS

TYPHOON IKE
FIX POSITIONS FOR CYCLONE NO. 13

SATELLITE FIXES

FIX NO	TIME (Z)	FIX POSITION	ACCR	DVORAK CODE	COMMENTS	SITE
1	260000	8 2N 146 0E	PCN 6	T0 0/0 0	INIT OBS	PGTU

PGTW
 PGTW
 PGTW
 RPMK
 RODN
 PGTW
 PGTW
 RODN
 RPMK
 PGTW
 RPMK
 PGTW
 RPMK
 RODN
 PGTW
 PGTW
 PGTW
 PGTW
 RODN
 PGTW
 RPMK
 PGTW
 RODN
 RPMK
 PGTW
 RPMK
 RODN
 PGTW
 RSKO
 RODN
 RPMK
 PGTW
 RSKO
 RPMK
 PGTW

IX NO	TIME (Z)	FIX POSITION	FLT LVL	700MB HGT	OBS MSLP	MAX-SFC-UNG VEL/BRG/RND	MAX-FLT-LVL-UNG DIR/VEL/BRG/RND	ACCRV M/NET	EYE SHAPE	EYE ORIM DIAM/TATION	EYE TEMP (C) IN/P/SSST	MSN NO.
1	270510	11 3N 144 5E	1500FT		997	35 330 17	060 42 330 17	9 2			+26 +25	1
2	270713	11 4N 144 2E	1500FT		999	50 120 40	220 51 120 40	8 1			+24 +25	2
3	271220	12 8N 142 6E	1500FT		997	50 040 20	010 54 320 23	16 2			+23 +24 +24 28	3
4	280007	12 1N 141 2E	700MB			65 40 10	310 1 240 40	10 1				4
5	280531	13 7N 141 8E	700MB			50 110 10	210 56 110 10	12 10			+14 + 8	5
6	280844	13 7N 141 5E	700MB			25 290 60	340 34 280 50	8 1	CIRCULAR	5	+10 +11 + 6	6
7	281211	14 0N 140 15E	700MB		990	65 40 10	250 5 210 10	7 5				7
8	282341	12 3N 140 4E	1500FT		991	75 140 11	170 75 090 10	5 5	CIRCULAR	20	+26 +25 +23 30	8
9	290045	12 13N 139 5E	700MB	2971		45 090 35	150 51 000 39	7 5			+9 +16 + 7	9
10	291118	12 1N 138 8E	700MB	2969	989		120 5 006 30	7 5	CIRCULAR	28	+10 +11 + 6	10
11	292035	11 1N 138 1E	700MB	2969	985		140 66 070 15	10 1	CIRCULAR	25	+ 8 +15 +10	11
12	292322	11 0N 138 0E	700MB	2968		50 140 15	190 48 120 25	10 1	ELLIPTICAL	30 25 030	+10 +17 +10	12
13	300917	10 7N 136 7E	700MB	2912		50 120 40	090 88 130 38	9	ELLIPTICAL	30	+10 +14 9	13
14	301206	10 1N 136 4E	700MB	2912			71 270 10	12 2	ELLIPTICAL	45 35 050	+ 9 +16 +10	14
15	302040	10 1N 135 0E	700MB	2872	973		040 87 310 30	5				15
16	302310	10 2N 134 6E	700MB	2851		75 120 30	180 77 120 10					16
17	310037	9 1N 132 1E	700MB	2755	961	85 080 10	180 110 275 10	5 3	ELLIPTICAL	25 20 170	+12 +18 + 7	17
18	311111	9 0N 132 2E	700MB	2757	960		280 68 190 10	15	CIRCULAR	18	+ 9 +18 + 8	18
19	312356	9 7N 129 6E	700MB	2670	953	100 300 30	030 102 230 22	10 9	CIRCULAR	15	+10 +20 +18	19
20	313006	9 4N 128 0E	700MB	2656		100 360 10	050 140 360 40	10 1			+10 +15 + 6	20
21	010845	9 4N 127 7E	700MB	2630	947	110 040 12	100 117 040 12	7 2	CIRCULAR	25	+12 +16 +12	21
22	011118	9 3N 126 9E	700MB	2651	949		080 103 030 17	7 7	CIRCULAR	30	+9 +21 +12	22
23	011222	9 0N 126 7E	700MB	2651	951		070 100 350 09	7 7	CIRCULAR	25	+10 +15 + 6	23
24	021144	10 9N 122 0E	700MB	3063			360 69 280 14	7 7			+ 8 + 6 + 6	24
25	021417	10 9N 121 8E	700MB	3042			130 64 020 30	7 7			+ 9 +10 +10	25
26	022055	10 5N 120 8E	700MB	2986	996		220 51 200 35	7 7	CIRCULAR	35	+10 +15 + 6	26
27	023339	10 0N 120 4E	700MB	3022	992	45 150 80	210 47 150 38	4 5	CIRCULAR	40	+11 +15 + 7	27
28	030843	13 2N 119 1E	700MB	2962		65 040 30	110 68 040 27	7 7	CIRCULAR	30	+13 +13 + 7	28
29	031132	13 8N 118 4E	700MB	2978	989		080 65 100 27	7 7				29
30	032033	13 7N 116 3E	700MB	2937	984		080 66 340 15	10 6	CIRCULAR	20	+10 +12 18	30
31	032338	15 1N 116 5E	7									

FIX NO	TIME (Z)	FIX POSITION	RADAR	ACQRY	EYE SHAPE	EYE DIAM	RADAR CODE ASUAR	TDDFF	COMMENTS	RADAR POSITION	WMO SITE NO
1	270735	11 4N 144 5E	LAND	POOR						13 6N 144 4E	91218
2	270915	11 4N 144 5E	LAND	POOR						13 6N 144 9E	91218
3	271041	11 4N 144 5E	LAND	POOR					MOV 1805	13 6N 144 9E	91218
4	271215	11 6N 141 7E	LAND	POOR					MOV 0600	13 6N 144 9E	91218
5	271315	11 6N 143 5E	LAND	FAIR	CIRCULAR				MOV 0810	13 6N 144 9E	91218
6	271435	12 5N 143 1E	LAND	POOR						13 6N 144 9E	91218
7	271815	11 6N 142 7E	LAND	POOR						13 6N 144 9E	91218
8	272155	11 7N 142 8E	LAND	POOR						13 6N 144 9E	91218
9	011400	9 3N 146 5E	LAND				10801	42710		10 3N 124 0E	98846
10	011500	9 8N 126 3E	LAND				10611	42815		10 3N 124 0E	98846
11	011600	9 8N 126 1E	LAND				11931	42815		10 3N 124 0E	98846
12	011700	9 8N 125 7E	LAND				10482	42615		10 3N 124 0E	98846
13	011800	9 8N 125 5E	LAND				14382	42612		10 3N 124 0E	98846
14	030700	13 5N 118 6E	LAND				5 333	53111		14 8N 120 3E	98426
15	030800	13 2N 113 0E	LAND				5 333	53111		14 8N 120 3E	98426
16	030900	13 5N 118 8E	LAND				51670	53308		14 8N 120 3E	98426
17	031000	13 7N 118 7E	LAND				22587	43208		14 8N 120 3E	98426
18	031100	14 1N 118 6E	LAND				35647	43308		14 8N 120 3E	98426
19	031200	14 6N 119 6E	LAND				4 3309			14 8N 120 3E	98426
20	031200	11 3N 118 7E	LAND				10502	42910		16 8N 112 3E	59981
21	031300	11 5N 118 4E	LAND				10612	42912		16 8N 112 3E	59981
22	031500	11 6N 118 0E	LAND				10763	42718		16 8N 112 3E	59981
23	041000	16 6N 114 7E	LAND				10426	53112		16 8N 112 3E	59981
24	041300	17 8N 114 0E	LAND				10315	53014		16 8N 112 3E	59981
25	041400	17 3N 113 6E	LAND				10416	53114		16 8N 112 3E	59981
26	041600	17 4N 113 4E	LAND				10315	53114		16 8N 112 3E	59981
27	041700	17 5N 113 2E	LAND				10315	53014		16 8N 112 3E	59981
28	041800	17 6N 113 0E	LAND				10315	53014		16 8N 112 3E	59981
29	041900	17 7N 112 7E	LAND				10315	53014		16 8N 112 3E	59981
30	042000	17 9N 112 6E	LAND				10314	53114		16 8N 112 3E	59981
31	050000	18 4N 112 0E	LAND				21434	53011		16 8N 112 3E	59981
32	050200	18 6N 111 0E	LAND				21414	53011		16 8N 112 3E	59981
33	050300	18 7N 111 5E	LAND				21414	53111		16 8N 112 3E	59981
34	050400	18 8N 111 1E	LAND				21464	53012		16 8N 112 3E	59981
35	050500	19 1N 111 1E	LAND				4 3214	53214		16 8N 112 3E	59981
36	050600	19 2N 110 9E	LAND				3 54	53114		16 8N 112 3E	59981
37	050700	19 4N 110 8E	LAND				4 34	53214		16 8N 112 3E	59981
38	0508										

SYNOPTIC FIXES

FIX NO	TIME (Z)	FIX POSITION	INTENSITY ESTIMATE	NEAREST DATA (NM)	COMMENTS
1	051200	20 2N 110 2E	070	017	59758 59658 59355 59845
2	051800	21 0N 109 2E	065	010	59647 59644 59658 59632
3	060600	22 3N 108 0E	040	025	59431 59417

NOTICE - THE ASTERISKS (*) INDICATE FIXES UNREPRESENTATIVE AND NOT USED FOR BEST TRACK PURPOSES

TROPICAL STORM JUNE BEST TRACK DATA

BEST TRACK				WARNING				ERRORS				24 HOUR FORECAST				48 HOUR FORECAST				72 HOUR FORECAST			
MO/DA/HR	POSIT	WIND	POSIT	WIND	DST	WIND	POSIT	WIND	DST	WIND	POSIT	WIND	DST	WIND	POSIT	WIND	DST	WIND	POSIT	WIND	DST	WIND	
082800Z	17 7 125 3	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
082806Z	17 7 125 3	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
082812Z	17 9 122 9	55	18	0	124 0	50	63	-5	19 2 121	6	60	149	10	20 9 118	3	70	112	10	0	0	0	0	
082818Z	18 2 121 6	45	18	0	122 8	50	69	5	19 6 119	2	60	128	5	22 3 115	6	70	105	0	0	0	0		
082900Z	18 2 120 4	45	17	7	121 4	45	71	0	18 7 116	1	70	157	10	21 3 112	0	80	278	0	0	0	0		
082906Z	18 7 119 6	50	18	2	119 4	50	32	0	19 7 115	3	75	145	15	0	0	0	0	0	0	0	0		
082912Z	18 9 119 0	50	18	5	118 7	50	29	0	20 5 114	8	70	131	10	0	0	0	0	0	0	0	0		
082918Z	19 6 118 4	55	18	9	117 7	55	1	0	21 3 113	6	75	189	30	0	0	0	0	0	0	0	0		
083000Z	20 4 118 4	60	20	9	118 8	60	37	0	24 6 116	8	40	0	0	0	0	0	0	0	0	0	0		
083006Z	21 1 117 4	60	21	9	117 4	60	48	-2	0	0	0	0	0	0	0	0	0	0	0	0	0		
083012Z	21 9 116 6	60	21	1	115 2	60	153	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
083018Z	23 1 116 5	45	45	3	114 3	25	175	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
083100Z	24 1 116 0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

ALL FORECASTS				TYPHOONS WHILE OVER 35 KTS			
URG	24-HR	48-HR	72-HR	URG	24-HR	48-HR	72-HR
70	121	125	0	0	0	0	0
28	104	85	0	0	0	0	0
5	13	25	0	0	0	0	0
-4	13	25	0	0	0	0	0
11	8	4	0	0	0	0	0

DISTANCE TRAVELED BY TROPICAL CYCLONE IS 738 NM
AVERAGE SPEED OF TROPICAL CYCLONE IS 10 KNOTS

TROPICAL STORM JUNE FIX POSITIONS FOR CYCLONE NO. 14

SATELLITE FIXES

FIX NO.	TIME (Z)	FIX POSITION	ACCRV	DVORAK CODE	COMMENTS	SITE
1	250630	18 1N 136 3E	PCN 6	T0 5/0 5	INIT OBS	PQTU
2	250916	18 1N 136 0E	PCN 6		ULCC FIX	PQTU
3	260617	19 7N 133 0E	PCN 5	T0 0/0 5 /U0 5/24HRS		PQTU
4	270201	19 6N 126 3E	PCN 5			PQTU
5	270605	18 1N 128 8E	PCN 5	T1 0/1 0 /D1 0/24HRS		PQTU
6	271200	19 2N 129 4E	PCN 6	T1 0/1 0	INIT OBS ULCC FIX	PQTU
7	271800	19 0N 128 9E	PCN 6		ULCC FIX	PQTU
8	271850	19 2N 128 8E	PCN 6		ULCC FIX	PQTU
9	272247	19 4N 124 5E	PCN 6		ULCC FIX	PQTU
10	280141	17 4N 125 5E	PCN 6			PQTU
11	280141	18 0N 123 8E	PCN 5	T2 5/2 5	INIT OBS	RPMK
12	280734	18 3N 124 6E	PCN 5	T2 5/2 5 /D1 5/25HRS		PQTU
13	280734	17 5N 124 4E	PCN 5			RPMK
14	280734	18 0N 125 1E	PCN 5	T2 5/2 5		RODN
15	281126	17 8N 123 5E	PCN 5			RPMK
16	281126	17 8N 123 5E	PCN 6			RODN
17	281200	18 1N 124 1E	PCN 6	T2 5/2 5 /D1 5/24HRS		PQTU
18	281421	17 7N 122 9E	PCN 6		ULCC FIX	PQTU
19	281800	17 5N 122 4E	PCN 6		ULCC FIX	PQTU
20	282019	17 5N 122 4E	PCN 5			RPMK
21	282019	17 9N 120 4E	PCN 5			RODN
22	282149	17 5N 121 6E	PCN 5	T3 0/3 0 /D0 5/20HRS		RPMK
23	282149	17 2N 121 7E	PCN 6			PQTU
24	290004	18 2N 119 7E	PCN 5			RODN
25	290005	17 7N 121 0E	PCN 5	T3 5/3 5 /D1 0/22HRS		RPMK
26	290120	18 2N 120 2E	PCN 5			PQTU
27	290722	18 1N 118 5E	PCN 5	T3 5/3 5 /D1 0/24HRS		PQTU
28	291029	18 0N 118 2E	PCN 6			PQTU
29	291102	18 0N 118 8E	PCN 5			RPMK
30	291401	18 9N 118 2E	PCN 6			PQTU
31	291800	19 0N 117 7E	PCN 6	T3 0/3 0 /D0 5/30HRS		PQTU
32	292128	19 4N 117 4E	PCN 6			PQTU
33	292340	19 1N 118 8E	PCN 3			RPMK
34	300242	18 5N 117 3E	PCN 6		ULCC FIX	PQTU
35	300709	22 7N 116 3E	PCN 6	T2 5/3 5 /U1 0/24HRS		PQTU
36	301805	23 8N 115 6E	PCN 6			PQTU
37	301200	24 2N 115 2E	PCN 6			PQTU
38	302316	23 5N 116 1E	PCN 5			RPMK
39	302316	23 4N 116 1E	PCN 6			PQTU
40	302316	23 0N 115 3E	PCN 5	T2 5/2 5	INIT OBS	RODN
41	310221	23 7N 115 3E	PCN 5			RODN
42	310830	24 7N 114 7E	PCN 5			RPMK
43	311013	25 9N 115 0E	PCN 5			PQTU
44	311127	24 1N 119 4E	PCN 5			RODN
45	311155	25 5N 114 4E	PCN 5			RPMK
46	311502	26 0N 114 5E	PCN 5			PSKO

AIRCRAFT FIXES

FIX NO.	TIME (Z)	FIX POSITION	FLT LVL	700MB HGT	OBS MSLP	MAX-SFC-WND VEL/BRG/RNG	MAX-FLT-LVL-WND DIR/VEL/BRG/RNG	ACCRV	EYE SHAPE	EYE ORIENT- DIAM/TATION	EYE TEMP (C) OUT/ IN/ DP/SST	MSN NO
1	270651	17 5N 129 7E	1500FT		993	30 220 90	260 35 270 149	7 15			+26 +24 +24 27	1
2	272341	17 5N 124 9E	1500FT		990	45 150 65	250 50 150 165	13 1			+25 +25	2
3	280540	18 0N 124 6E	1500FT		986	45 080 100	170 35 080 100	10 20				3
4	280820	17 9N 124 2E	1500FT		986	55 230 65	040 44 310 100	10 10			+26 +26	3
5	290627	18 2N 119 3E	700MB	2972		50 180 30	250 42 180 30	10 10				4
6	290838	18 7N 119 6E	1500FT		986	40 300 70	250 60 160 30	10 10			+26 +25	4
7	292305	20 7N 118 9E	700MB	2939	983	65 080 60	210 45 130 90	6 7			+13 +14 +12	5

RADAR FIXES

FIX NO	TIME (Z)	FIX POSITION	RADAR	ACCRV	EYE SHAPE	EYE DIAM	RADAR-CODE ASUAR TDDFF	COMMENTS	RADAR POSITION	SITE UMO NO
1	281200	17 1N 122 6E	LAND				20351 73418		18 4N 121 6E	98231
2	301000	21 4N 116 9E	LAND				7777 73007		23 4N 116 7E	59316
3	301100	21 4N 116 8E	LAND				7777 43008		23 4N 116 7E	59316
4	301200	21 5N 116 8E	LAND				6773 53008		23 4N 116 7E	59316
5	301200	21 7N 116 6E	LAND				5577 73110		22 3N 114 2E	45005
6	301300	21 6N 116 6E	LAND				5577 73110		22 3N 114 2E	45005
7	301400	21 6N 116 6E	LAND				5577 73110		22 3N 114 2E	45005
8	301500	22 4N 116 2E	LAND				5577 73318		22 3N 114 2E	45005
9	301500	22 3N 116 1E	LAND				5577 73318		22 3N 114 2E	45005
10	301700	22 5N 116 1E	LAND				2091 73318		22 3N 114 2E	45005
11	301800	22 5N 116 0E	LAND				5577 83310		22 3N 114 2E	45005
12	302000	22 8N 115 9E	LAND				2577 73310		22 3N 114 2E	45005
13	302100	22 8N 115 7E	LAND				3511 73310		22 3N 114 2E	45005
14	302200	23 3N 115 1E	LAND				7777 73310		22 3N 114 2E	45005

NOTICE - THE ASTERISKS (*) INDICATE FIXES UNREPRESENTATIVE AND NOT USED FOR BEST TRACK PURPOSES

TYPHOON KELLY BEST TRACK DATA

BEST TRACK				WARNING				24 HOUR FORECAST				48 HOUR FORECAST				72 HOUR FORECAST			
MO/DA/HR	POSIT	WIND	WIND	POSIT	WIND	WIND	WIND	POSIT	WIND	WIND	WIND	POSIT	WIND	WIND	WIND	POSIT	WIND	WIND	WIND
091300Z	22 4 171 5	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
091306Z	21 9 170 8	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
091312Z	21 9 170 8	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
091318Z	20 8 171 8	35	22	0	169	8	30	140	-5	0	0	0	0	0	0	0	0	0	0
091400Z	21 2 172 1	40	21	3	171	3	40	45	-5	0	0	0	0	0	0	0	0	0	0
091406Z	22 0 172 0	45	21	7	171	7	40	25	-5	0	0	0	0	0	0	0	0	0	0
091412Z	22 0 172 0	45	21	7	171	7	40	25	-5	0	0	0	0	0	0	0	0	0	0
091418Z	22 0 172 0	45	21	7	171	7	40	25	-5	0	0	0	0	0	0	0	0	0	0
091500Z	25 1 171 7	50	25	0	171	7	45	6	-5	0	0	0	0	0	0	0	0	0	0
091506Z	25 4 171 4	50	25	0	171	4	55	13	-5	0	0	0	0	0	0	0	0	0	0
091512Z	25 4 171 4	50	25	0	171	4	55	13	-5	0	0	0	0	0	0	0	0	0	0
091518Z	29 1 170 2	70	29	0	170	2	70	6	-5	0	0	0	0	0	0	0	0	0	0
091600Z	30 2 168 7	70	30	2	168	7	70	10	-5	0	0	0	0	0	0	0	0	0	0
091606Z	31 0 167 3	70	31	3	167	3	70	13	-5	0	0	0	0	0	0	0	0	0	0
091612Z	31 4 166 3	70	31	5	166	3	65	12	-5	0	0	0	0	0	0	0	0	0	0
091618Z	31 7 165 7	70	31	8	165	7	65	12	-5	0	0	0	0	0	0	0	0	0	0
091700Z	32 2 165 3	70	32	1	165	3	65	12	-5	0	0	0	0	0	0	0	0	0	0
091706Z	33 0 166 0	60	32	9	166	1	50	18	-10	0	0	0	0	0	0	0	0	0	0
091712Z	33 6 167 0	50	33	7	167	0	45	12	-5	0	0	0	0	0	0	0	0	0	0
091718Z	33 6 168 1	40	34	7	168	1	31	15	-5	0	0	0	0	0	0	0	0	0	0
091800Z	35 6 169 2	35	35	8	169	4	35	15	-5	0	0	0	0	0	0	0	0	0	0

ALL FORECASTS				TYPHOONS WHILE OVER 35 KTS			
AVG FORECAST POSIT ERROR	WRNG	24-HR	48-HR	WRNG	24-HR	48-HR	72-HR
AVG RIGHT ANGLE ERROR	14	27	201	27	255	382	244
AVG INTENSITY MAGNITUDE ERROR	4	5	8	4	5	8	26
AVG INTENSITY	18	14	10	18	14	10	6
NUMBER OF FORECASTS	18	14	10	18	14	10	6

DISTANCE TRAVELED BY TROPICAL CYCLONE IS 1297 NM
AVERAGE SPEED OF TROPICAL CYCLONE IS 11 KNOTS

TYPHOON KELLY FIX POSITIONS FOR CYCLONE NO 15

SATELLITE FIXES

FIX NO	TIME (Z)	FIX POSITION	ACCPY	DVOPAK CODE	COMMENTS	SITE
1	181300	21 5N 173 3E	PON 6	T1 0/1 0	INIT OBS	PGTU
2	181300	21 5N 173 3E	PON 6	T1 0/1 0	INIT OBS EXP LLCC	PGTU
3	130000	22 4N 171 0E	PON 6	T2 0/2 0	INIT OBS EXP LLCC	PGTU
4	130500	22 1N 171 0E	PON 6			PGTU
5	130500	22 0N 170 7E	PON 4			PGTU
6	131000	21 3N 170 4E	PON 6		EXP LLCC ULAC 21 3N 171 SE	PGTU
7	131200	20 6N 172 0E	PON 6		ULAC 21 3N 171 SE	PGTU
8	131500	20 6N 169 4E	PON 6		ULAC 20 6N 172 6E	PGTU
9	131800	20 6N 172 0E	PON 6		ULAC 20 6N 172 6E	PGTU
10	132138	21 8N 170 4E	PON 4	T2 5/2 5 /D1 0/24HRS	ULAC 21 0N 172 8E	PGTU
11	140000	21 2N 170 5E	PON 6	T2 5/2 5 /D1 0/24HRS	ULAC 21 0N 172 8E	PGTU
12	140401	21 9N 172 0E	PON 2		ULAC 22 0N 173 3E	PGTU
13	140600	22 0N 172 3E	PON 6	T3 0/3 0 /D1 0/30HRS	ULAC 22 5N 172 2E	PGTU
14	140630	22 3N 171 6E	PON 6		ULAC 22 5N 172 2E	PGTU
15	140756	22 7N 172 5E	PON 6		ULAC 22 5N 172 2E	PGTU
16	141018	22 2N 171 8E	PON 6		ULAC 22 5N 172 2E	PGTU
17	141645	22 2N 172 4E	PON 6		ULAC 23 6N 172 1E	PGTU
18	141800	22 2N 172 4E	PON 6	T3 5/3 5 /D1 0/24HRS	ULAC 24 4N 172 4E	PGTU
19	141910	24 1N 172 0E	PON 6		ULAC 24 4N 172 4E	PGTU
20	141911	24 2N 172 2E	PON 6		ULAC 24 4N 172 4E	PGTU
21	142005	24 1N 172 1E	PON 6		ULAC 24 4N 172 4E	PGTU
22	142554	24 2N 172 4E	PON 6	T3 5/3 5 /D1 0/25HRS	ULAC 24 4N 172 4E	PGTU
23	142300	24 2N 171 8E	PON 3	T3 0/3 0 /D1 0/17HRS	ULAC 26 5N 171 6E	PGTU
24	150348	25 6N 171 6E	PON 6			PGTU
25	150600	26 4N 171 2E	PON 6			PGTU
26	150750	26 4N 171 2E	PON 6			PGTU
27	151132	27 0N 171 5E	PON 2			PGTU
28	151200	27 2N 171 1E	PON 6			PGTU
29	151633	27 2N 171 1E	PON 6			PGTU
30	151800	27 2N 171 1E	PON 4	T3 5/3 5 /D1 0/24HRS		PGTU
31	151849	27 2N 171 1E	PON 6			PGTU
32	152243	28 4N 174 1E	PON 6	T4 0/4 0 /D1 0/24HRS		PGTU
33	160000	30 2N 165 8E	PON 6	T3 0/3 0 /D1 0/24HRS		PGTU
34	160600	31 5N 165 4E	PON 4			PGTU
35	160729	31 5N 165 4E	PON 4			PGTU
36	161117	31 7N 165 7E	PON 6			PGTU
37	161600	31 4N 165 4E	PON 6	T3 0/3 5 /D1 0/18HRS		PGTU
38	161800	31 6N 165 8E	PON 6			PGTU
39	161800	31 7N 165 7E	PON 6			PGTU
40	161800	31 7N 165 7E	PON 6	T4 0/4 0 /D1 0/24HRS		PGTU
41	162219	31 7N 165 7E	PON 6	T4 0/4 0 /D1 0/24HRS		PGTU
42	170000	30 1N 165 8E	PON 6	T4 0/4 0 /D1 0/24HRS		PGTU
43	170500	30 4N 165 8E	PON 6		ULAC 31 7N 167 SE	PGTU
44	170600	30 2N 165 8E	PON 6		ULAC 31 2N 166 SE	PGTU
45	170700	30 2N 165 8E	PON 6		ULAC 31 6N 166 SE	PGTU
46	171000	31 4N 165 8E	PON 6		ULAC 32 2N 165 SE	PGTU
47	171000	31 4N 165 8E	PON 6		ULAC 32 2N 165 SE	PGTU
48	171000	31 4N 165 8E	PON 6	T4 0/4 0 /D1 0/24HRS		PGTU
49	171000	31 4N 165 8E	PON 6			PGTU
50	171000	31 4N 165 8E	PON 4		EXP LLCC ULAC 35 3N 168 SE	PGTU
51	171000	31 4N 165 8E	PON 4		EXP LLCC ULAC 35 3N 170 SE	PGTU
52	171000	31 4N 165 8E	PON 6	T5 0/5 0 /D1 0/24HRS		PGTU
53	171000	31 4N 165 8E	PON 6			PGTU
54	171000	31 4N 165 8E	PON 6			PGTU
55	171000	31 4N 165 8E	PON 6			PGTU
56	182138	39 4N 172 0E	PON 6	T5 0/5 0 /D1 0/24HRS	ULAC 38 2N 172 SE	PGTU
57	190000	40 4N 170 0E	PON 6		ULAC 40 5N 170 SE	PGTU

AIRCRAFT FIXES

FIX NO	TIME (Z)	FIX POSITION	FLT LVL	700MB HGT	OBS MSLP	MAX-SPC-UND VEL/BRG/PNG	MAX-FLT-LVL-UND DIR/VEL BRG/PNG	ACCPY NAV/MET	EYE SHAPE	EYE ORIEN- DIAM/TATION	EYE TEMP (C) OUT/ IN/ DP/ SST	MSN NO
1	141921	24 2N 172 0E	700MB	2081	989	45 100 14	270 26 190 35 10 5				+12 +14 +10	2
2	150531	26 2N 171 3E	700MB	2095	977	60 90 14	120 55 030 10 10 2				+26 +26 +19	28
3	150804	26 2N 171 3E	700MB	2095	977	60 90 14	120 55 030 10 10 2				+14 +16 +8	4
4	151913	24 2N 170 0E	700MB	2095	979	70 030 60	140 72 030 60 10 4		CIRCULAR	40	+12 +14 +14	5
5	152107	24 2N 170 4E	700MB	2095	979	70 030 60	140 72 030 60 10 3		CIRCULAR	75	+13 +17 +17	5
6	160734	30 2N 165 4E	700MB	2081	969	60 040 114	130 60 040 65 10 10				+11 +14 +11	7
7	160800	31 1N 167 0E	700MB	2081	969	60 040 114	130 60 040 65 10 10				+11 +14 +12	7
8	161801	31 7N 165 7E	700MB	2084	986	35 050 120	140 60 040 90 10 5		CIRCULAR	10	+13 +14 +14	8
9	162001	31 7N 165 7E	700MB	2084	986	40 120 00	160 60 120 60 10 5		CIRCULAR	15	+11 +14 +14	23
10	170540	32 2N 165 3E	700MB	2081	979	45 150 103	280 47 190 103 10 3				+11 +13 +12	9
11	170927	33 6N 168 1E	700MB	2084	972	30 47 200 120	10 3				+11 +13 +12	9

NOTICE - THE ASTERISK (*) INDICATE FIXES UNREPRESENTATIVE AND NOT USED FOR BEST TRACK PURPOSES

TROPICAL STORM LYNN
BEST TRACK DATA

BEST TRACK				WARNING				24 HOUR FORECAST				48 HOUR FORECAST				72 HOUR FORECAST					
POSIT		WIND		POSIT		WIND		ERRORS		POSIT		WIND		ERRORS		POSIT		WIND		ERRORS	
DST	WIND	DST	WIND	DST	WIND	DST	WIND	DST	WIND	DST	WIND	DST	WIND	DST	WIND	DST	WIND	DST	WIND	DST	WIND
920406Z	18	2	115	2	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
920406Z	18	2	115	2	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
920410Z	18	2	114	6	30	18	114	3	30	19	114	2	30	19	114	2	30	19	114	2	30
920418Z	18	2	114	6	30	18	114	3	30	19	114	2	30	19	114	2	30	19	114	2	30
920418Z	18	2	114	6	30	18	114	3	30	19	114	2	30	19	114	2	30	19	114	2	30
920418Z	18	2	114	6	30	18	114	3	30	19	114	2	30	19	114	2	30	19	114	2	30
920506Z	17	6	112	8	35	17	112	4	35	16	112	8	35	16	112	8	35	16	112	8	35
920512Z	17	6	112	8	35	17	112	4	35	16	112	8	35	16	112	8	35	16	112	8	35
920512Z	17	6	112	8	35	17	112	4	35	16	112	8	35	16	112	8	35	16	112	8	35
920512Z	17	6	112	8	35	17	112	4	35	16	112	8	35	16	112	8	35	16	112	8	35
920512Z	17	6	112	8	35	17	112	4	35	16	112	8	35	16	112	8	35	16	112	8	35
920600Z	16	4	111	0	25	16	111	0	25	15	111	0	25	15	111	0	25	15	111	0	25
920606Z	15	8	110	0	25	16	110	0	25	15	110	0	25	15	110	0	25	15	110	0	25
920612Z	15	8	110	0	25	16	110	0	25	15	110	0	25	15	110	0	25	15	110	0	25
920612Z	15	8	110	0	25	16	110	0	25	15	110	0	25	15	110	0	25	15	110	0	25
920612Z	15	8	110	0	25	16	110	0	25	15	110	0	25	15	110	0	25	15	110	0	25
920700Z	15	4	109	4	25	16	109	4	25	15	109	4	25	15	109	4	25	15	109	4	25
920706Z	15	4	109	4	25	16	109	4	25	15	109	4	25	15	109	4	25	15	109	4	25
920706Z	15	4	109	4	25	16	109	4	25	15	109	4	25	15	109	4	25	15	109	4	25
920706Z	15	4	109	4	25	16	109	4	25	15	109	4	25	15	109	4	25	15	109	4	25
920718Z	16	1	104	4	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	ALL FORECASTS				TYPHOONS WHILE OVER 35 KTS			
	URG	24-HR	48-HR	72-HR	URG	24-HR	48-HR	72-HR
WV FORECAST POSIT ERROR	24	112	231	402	0	0	0	0
WV RIGHT ANGLE ERROR	21	63	178	362	0	0	0	0
WV INTENSITY MAGNITUDE ERROR	1	8	12	8	0	0	0	0
WV INTENSITY BIAS	6	1	6	8	0	0	0	0
NUMBER OF FORECASTS	14	10	6	3	0	0	0	0

DISTANCE TRAVELED BY TROPICAL CYCLONE IS 453 NM
AVERAGE SPEED OF TROPICAL CYCLONE IS 6 KNOTS

TROPICAL STORM LYNN
FIVE ADDITIONS FOR CYCLONE NO. 15

SATELLITE FINES

FLY NO	TIME (S)	FLY POSITION	ACQRY	DVORAK CODE	COMMENTS	SITE
1	141131	15 18 111 2E	FLY 5			PPH
2	230500	18 28 112 6E	FLY 6	T1 5 1 5	INIT OBS	PGU
3	231000	19 38 112 9E	FLY 6			PGU
4	231500	19 48 112 9E	FLY 6	T1 5 1 5	INIT OBS ULCC FIX	PPH
5	232045	20 00 112 9E	FLY 6	T1 5 1 5	INIT OBS	PPH
6	232145	20 10 112 9E	FLY 6			PGU
7	232300	21 10 112 9E	FLY 4			PGU
8	232400	21 20 112 9E	FLY 4	T1 5 2 5	INIT OBS	PPH
9	232500	21 30 112 9E	FLY 4	T1 5 2 5	01 0 24HRS	PGU
10	241000	19 38 112 9E	FLY 6			PGU
11	241100	19 48 112 9E	FLY 6			PGU
12	241100	19 58 112 9E	FLY 6			PGU
13	241100	20 00 112 9E	FLY 6			PPH
14	241100	20 10 112 9E	FLY 6	T1 5 2 5	01 0 25HRS	PPH
15	241100	20 20 112 9E	FLY 6	T1 5 2 5	01 0 13HRS	PGU
16	241100	20 30 112 9E	FLY 6	T1 5 2 5		INIT OBS
17	241100	20 40 112 9E	FLY 6			PPH
18	241100	20 48 112 9E	FLY 4			PGU
19	250500	19 48 112 9E	FLY 6	T1 5 1 5	01 0 24HRS	PPH
20	251100	20 00 112 9E	FLY 4			PPH
21	252210	20 20 112 9E	FLY 6			PPH
22	252200	20 30 112 9E	FLY 4	T1 5 2 5	01 0 23HRS	PGU
23	252200	20 40 112 9E	FLY 6	T1 5 2 5	01 0 23HRS	PPH
24	252300	20 50 112 9E	FLY 6			PPH
25	252300	21 00 112 9E	FLY 3	T1 5 1 5	01 0 24HRS	PPH
26	252300	21 10 112 9E	FLY 6			PGU
27	252300	21 20 112 9E	FLY 6			PPH
28	252319	21 30 112 9E	FLY 6	T1 5 0 5	01 0 24HRS	PPH
29	252131	21 40 112 9E	FLY 6			PPH
30	252130	21 50 112 9E	FLY 6			PPH
31	252140	21 58 112 9E	FLY 6	T1 5 2 5	01 0 14HRS	PPH
32	261200	21 00 112 9E	FLY 6			PGU
33	261200	21 10 112 9E	FLY 6			PPH
34	270000	21 20 112 9E	FLY 6			PPH
35	270010	21 30 112 9E	FLY 6	T1 5 1 5	01 0 22HRS	PPH
36	270020	21 40 112 9E	FLY 3			PPH
37	270030	21 50 112 9E	FLY 6			PPH
38	271100	21 00 112 9E	FLY 6	T1 5 1 5	INIT OBS	PPH
39	271100	21 10 112 9E	FLY 6			PPH
40	271100	21 20 112 9E	FLY 6			PPH
41	271100	21 30 112 9E	FLY 6			PGU

SYNOPTIC FIXES

FIX NO.	TIME (Z)	FIX POSITION	INTENSITY ESTIMATE	NEAREST DATA INMI	COMMENTS
1	251200	16 4N 113 0E	020	040	BASED ON 59985 AND 59981 AND SHIP
2	251800	14 1N 111 3E	020	020	BASED ON 59985 AND 59981

NOTICE - THE ASTERISKS (*) INDICATE FIXES UNREPRESENTATIVE AND NOT USED FOR BEST TRACK PURPOSES

AD-A153 395

1984 ANNUAL TROPICAL CYCLONE REPORT(U) NAVAL
OCEANOGRAPHY COMMAND CENTER/JOINT TYPHOON WARNING
CENTER FPO SAN FRANCISCO 96630 K G HINMAN ET AL. 1984

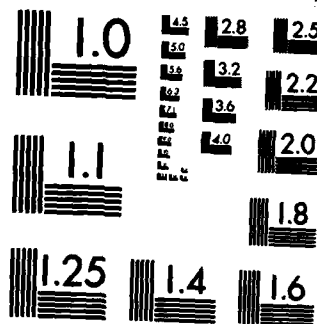
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UNCLASSIFIED

F/G 4/2

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									END			
									FILED			
									DEC			



MICROCOPY RESOLUTION TEST CHART
NATIONAL BUREAU OF STANDARDS-1963-A

TROPICAL STORM MAURY BEST TRACK DATA

BEST TRACK				WARNING				24 HOUR FORECAST				48 HOUR FORECAST				72 HOUR FORECAST			
NO/DA/HR	POSIT	WIND	WIND	POSIT	WIND	WIND	WIND	POSIT	WIND	WIND	WIND	POSIT	WIND	WIND	WIND	POSIT	WIND	WIND	WIND
092718Z	24.6 152.3	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
092718Z	24.6 152.3	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
092800Z	24.3 152.8	45	25.0	151.9	50	20.0	0.0	27.3	15.0	0.0	0.0	2.0	30.0	157.2	70	432	10	33.6	160.2
092800Z	24.2 151.8	50	23.0	152.1	50	24.0	0.0	25.8	152.6	60	146	0.0	28.8	153.3	70	234	15	0.0	0.0
092818Z	24.1 151.6	50	23.0	152.1	50	32.0	0.0	24.2	152.1	60	146	0.0	25.1	152.7	55	465	5	0.0	0.0
092818Z	24.1 151.6	55	25.0	152.1	50	47.0	0.0	24.9	151.7	60	149	0.0	27.7	151.8	60	446	15	0.0	0.0
092900Z	24.3 150.8	55	24.2	150.7	50	8.0	0.0	25.6	147.0	50	202	-10	29.0	144.8	45	543	5	0.0	0.0
092900Z	24.7 150.8	60	25.0	150.3	50	13.0	0.0	27.8	149.6	45	157	-10	0.0	0.0	0.0	0.0	0.0	0.0	0.0
092912Z	25.4 149.9	60	25.0	149.9	55	5.0	0.0	27.7	149.0	45	318	-5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
092918Z	25.6 149.7	60	26.0	149.8	50	5.0	0.0	29.7	149.7	45	313	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
093000Z	25.2 149.4	60	27.0	149.6	55	21.0	0.0	32.2	152.9	45	237	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
093000Z	25.4 149.2	55	25.0	149.5	50	58.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
093012Z	33.0 149.1	50	35.0	150.1	45	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
093018Z	34.9 150.8	45	35.0	150.1	45	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
100100Z	36.0 151.6	40	35.0	150.7	45	53.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

	ALL FORECASTS				TYPHOONS WHILE OVER 35 KTS			
	WRNG	24-HR	48-HR	72-HR	WRNG	24-HR	48-HR	72-HR
AVG FORECAST POSIT ERROR	28.	215.	421.	447.	0.	0.	0.	0.
AVG RIGHT ANGLE ERROR	18.	87.	221.	0.	0.	0.	0.	0.
AVG INTENSITY MAGNITUDE ERROR	4.	4.	10.	20.	0.	0.	0.	0.
AVG INTENSITY BIAS	-3.	-2.	10.	20.	0.	0.	0.	0.
NUMBER OF FORECASTS	13	9	5	1	0	0	0	0

DISTANCE TRAVELED BY TROPICAL CYCLONE IS 863. NM
AVERAGE SPEED OF TROPICAL CYCLONE IS 10. KNOTS

TROPICAL STORM MAURY FIX POSITIONS FOR CYCLONE NO. 17

SATELLITE FIXES

FIX NO.	TIME (Z)	FIX POSITION	ACCRV	DVORAK CODE	COMMENTS	SITE
* 1	271800	22.7N 151.5E	PCN 6	T1.5/1.5	INIT OBS	PQTU
UR	271939	24.1N 151.9E	PCN 4			PQTU
4	272204	24.1N 152.2E	PCN 4			PQTU
4	272341	24.8N 152.0E	PCN 4	T2.5/2.5	INIT OBS	PQTU
200000	24.5N 152.1E	PCN 6				PQTU
200430	24.0N 152.0E	PCN 6				PQTU
200600	23.8N 152.5E	PCN 6			ULCC FIX	PQTU
* 8	280819	22.7N 152.8E	PCN 6			PQTU
9	281221	23.8N 151.9E	PCN 5			PQTU
10	281900	24.0N 151.5E	PCN 6	T2.5/2.5 /D1.0/26HRS		PQTU
11	282140	23.9N 151.2E	PCN 5			PQTU
12	282321	24.0N 150.9E	PCN 5			PQTU
13	282900	24.8N 150.4E	PCN 4			PQTU
14	290600	24.9N 150.5E	PCN 6	T1.5/2.5 /U1.0/28HRS	EXP LLCC	PQTU
15	291201	25.3N 149.8E	PCN 2			PQTU
16	291600	26.3N 149.6E	PCN 6			PQTU
17	291844	26.7N 149.9E	PCN 5			PQTU
18	292116	27.3N 150.0E	PCN 6	T3.0/3.0 /D0.5/25HRS		PQTU
19	292301	27.3N 149.4E	PCN 3		EXP LLCC	PQTU
20	300042	28.2N 149.6E	PCN 3		EXP LLCC	PQTU
21	300300	29.0N 149.7E	PCN 6			PQTU
22	301322	32.9N 150.0E	PCN 6			PQTU
23	301831	34.9N 151.2E	PCN 6			PQTU

AIRCRAFT FIXES

FIX NO.	TIME (Z)	FIX POSITION	FLT LVL	700MB HGT	OBS MSLP	MAX-SFC-UND VEL/BRG/RNG	MAX-FLT-LVL-WND DIR/VEL/BRG/RNG	ACCRV NAV/MET	EYE SHAPE	EYE ORIENT-DIAM/TATION	EYE TEMP (C) OUT/ IN/ DP/ST	MSN NO.
1	280303	24.0N 151.8E	700MB	3027	992	50 060 30	130 55 060 30	10 5			+14 +11	1
2	280449	24.0N 151.1E	1500FT		994	55 020 40	130 64 020 40	6 5				
3	282330	24.2N 150.7E	1500FT		995	55 140 65	230 44 130 35	2 1			+24 +25 +25 25	3
4	290540	24.8N 150.6E	1500FT		995	65 040 35	120 64 040 25	8 1			+13 +13 + 8	4
5	290823	24.8N 150.3E	700MB	3058		45 050 35	120 64 050 35	8 1			+26 +28 +25	5
6	292105	27.3N 149.7E	1500FT		997	70 020 37	130 77 020 37	4 5			+26 +28 +24 31	6
7	292337	28.0N 149.6E	1500FT		998	45 230 15	260 53 230 13	4 5				
8	301011	32.3N 149.0E	700MB	3065	996		230 45 120 45	12 5			+14 +17 +10	8
9	301143	33.1N 149.1E	700MB	3055			210 59 130 70	12 5				
10	302038	35.2N 150.6E	700MB	2986		60 080 25	200 45 080 90	10 5			+ 9 +13	10
11	302212	35.3N 150.9E	700MB	2986		45 050 10	200 45 090 78	5 2			+24 +26 +22 30	11
12	010537	33.9N 152.7E	1500FT		994	70 130 60	220 77 130 46	5 2			+12 +14 + 9	12
13	010819	34.3N 153.9E	700MB	3012	996		360 42 300 90	13 7				

NOTICE - THE ASTERISKS (*) INDICATE FIXES UNREPRESENTATIVE AND NOT USED FOR BEST TRACK PURPOSES.

TROPICAL STORM NINA BEST TRACK DATA

BEST TRACK				WARNING				24 HOUR FORECAST				48 HOUR FORECAST				72 HOUR FORECAST			
NO/DA/HR	POSIT	WIND		POSIT	WIND		POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	
092712Z	22.3 141.3	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
092718Z	23.2 141.1	30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
092800Z	23.2 140.9	35	24.0	141.4	40	50	0.0	27.0	141.3	60	30	15	29.7	142.2	70	130	40	32.7	
092806Z	24.2 140.8	40	25.2	141.0	45	61	0.0	28.0	140.0	60	120	20	31.1	142.0	70	161	40	34.0	
092812Z	24.6 140.7	45	24.4	140.6	50	13	0.0	25.6	140.5	60	56	20	27.6	140.5	70	242	35	29.5	
092818Z	25.0 140.7	45	24.8	140.6	50	13	0.0	25.9	140.6	60	69	25	27.9	140.5	70	385	25	0.0	
092900Z	25.5 140.6	45	25.5	140.6	45	0	0.0	27.6	140.8	30	43	0	29.5	141.2	25	475	-30	0.0	
092906Z	26.0 140.7	40	26.1	140.7	45	6	0.0	28.3	140.9	30	101	0	0.0	0.0	0	-0	0.0	0.0	
092912Z	26.5 140.8	40	26.5	140.8	45	11	0.0	28.4	141.0	30	197	-5	0.0	0.0	0	-0	0.0	0.0	
092918Z	26.9 141.0	35	27.0	140.7	40	16	0.0	29.0	141.0	30	336	-15	0.0	0.0	0	-0	0.0	0.0	
093000Z	27.6 141.6	30	27.3	141.5	30	19	0.0	28.5	144.0	20	384	-35	0.0	0.0	0	-0	0.0	0.0	
093006Z	28.5 142.8	30	27.9	142.5	30	39	0.0	0.0	0.0	0	-0	0.0	0.0	0	-0	0.0	0.0	0.0	
093012Z	28.5 142.8	30	27.9	142.5	30	39	0.0	0.0	0.0	0	-0	0.0	0.0	0	-0	0.0	0.0	0.0	
093018Z	28.5 142.8	30	27.9	142.5	30	39	0.0	0.0	0.0	0	-0	0.0	0.0	0	-0	0.0	0.0	0.0	
093100Z	31.1 147.0	45	30.4	145.5	30	88	-15	0.0	0.0	0	-0	0.0	0.0	0	-0	0.0	0.0	0.0	
100100Z	35.5 149.8	55	32.5	149.8	50	0	-15	0.0	0.0	0	-0	0.0	0.0	0	-0	0.0	0.0	0.0	
100106Z	35.9 149.8	50	34.2	150.7	50	19	-15	0.0	0.0	0	-0	0.0	0.0	0	-0	0.0	0.0	0.0	
100112Z	35.1 150.0	50	35.0	155.5	45	25	-15	0.0	0.0	0	-0	0.0	0.0	0	-0	0.0	0.0	0.0	

ALL FORECASTS					TYPHOONS WHILE OVER 35 KTS			
	URNG	24-HR	48-HR	72-HR		24-HR	48-HR	72-HR
AVG FORECAST POSIT ERROR	30	156	279	482	0	0	0	0
AVG RIGHT ANGLE ERROR	12	37	85	146	0	0	0	0
AVG INTENSITY MAGNITUDE ERROR	5	15	34	13	0	0	0	0
AVG INTENSITY BIAS	0	3	22	13	0	0	0	0
NUMBER OF FORECASTS	15	9	5	3	0	0	0	0
DISTANCE TRAVELED BY TROPICAL CYCLONE IS 1201. NM								
AVERAGE SPEED OF TROPICAL CYCLONE IS 13. KNOTS								

TROPICAL STORM NINA FIX POSITIONS FOR CYCLONE NO. 18

SATELLITE FIXES

FIX NO.	TIME (Z)	FIX POSITION	ACCRV	DVORAK CODE	COMMENTS	SITE
1	270840	22.6N 142.1E	PCN 6	T1.0/1.0	INIT OBS	PGTU
2	271200	22.5N 141.6E	PCN 6			PGTU
3	271600	22.3N 141.7E	PCN 6	T1.5/1.5	INIT OBS	PGTU
4	271800	22.4N 141.5E	PCN 6			PGTU
5	271939	23.8N 141.6E	PCN 6		EXP LLCC TO NW	PGTU
6	272204	24.1N 141.6E	PCN 6			PGTU
7	280000	24.8N 141.0E	PCN 6		ULCC FIX	PGTU
8	280300	25.4N 141.9E	PCN 6		ULCC FIX	PGTU
9	280612	24.2N 140.2E	PCN 4	T2.0/2.0 /D1.0/22HRS	EXP LLCC	PGTU
10	282059	25.3N 140.9E	PCN 4		EXP LLCC	PGTU
11	282140	25.5N 140.8E	PCN 3		EXP LLCC	PGTU
12	290102	25.8N 140.5E	PCN 3	T1.5/2.0 /U0.5/24HRS	EXP LLCC	PGTU
13	290559	26.1N 140.7E	PCN 5	T1.5/1.5	INIT OBS	PGTU
14	290559	26.0N 140.8E	PCN 5			RFMK
15	290939	25.9N 140.2E	PCN 5			PGTU
16	291200	26.1N 140.3E	PCN 5			PGTU
17	291343	26.8N 140.4E	PCN 3		EXP LLCC	PGTU
18	291844	27.1N 141.0E	PCN 5	T2.0/2.0	INIT OBS	PGTU
19	292038	27.4N 140.7E	PCN 3		EXP LLCC	PGTU
20	300042	26.9N 141.5E	PCN 5		EXP LLCC	PGTU
21	300300	27.5N 142.0E	PCN 4		EXP LLCC	PGTU
22	300600	28.5N 142.9E	PCN 6	T1.0/1.5 /U0.5/24HRS		PGTU
23	301322	29.8N 145.0E	PCN 6	T2.0/2.0 /S0.0/24HRS		PGTU
24	301800	30.4N 146.6E	PCN 6			PGTU
25	302233	31.9N 148.6E	PCN 6			PGTU
26	010022	32.4N 149.7E	PCN 5			PGTU
27	010534	33.7N 152.4E	PCN 6	T2.5/2.5 /D1.5/24HRS		PGTU
28	010856	34.2N 154.4E	PCN 6			PGTU
29	011200	34.7N 155.4E	PCN 6			PGTU
30	011600	35.6N 158.2E	PCN 6			PGTU
31	011800	36.3N 159.3E	PCN 6	T3.5/3.5 /D1.5/24HRS		PGTU
32	012100	36.5N 161.5E	PCN 5			PGTU
33	020000	35.8N 163.4E	PCN 4			PGTU
34	020300	36.0N 164.9E	PCN 6			PGTU

AIRCRAFT FIXES

FIX NO.	TIME (Z)	FIX POSITION	FLT LVL	700MB OBS HGT	700MB	MAX-SFC-WND VEL/BRG/RNG	MAX-FLT-LVL-WND DIR/VEL/BRG/RNG	ACCRV NAV/MET	EYE SHAPE	EYE ORIENT- DIAM/TATION	EYE TEMP (C) OUT/ IN/ DP/ST	RSN NO.
1	292249	27.5N 141.5E	1500FT		994	25 330 40	030 38 330 40	5 15			+26 +26 +24 29	4
2	302341	32.6N 149.8E	700MB	2982		75 230 20	350 25 320 50	8 7	CIRCULAR	10	+7 +11	6

RADAR FIXES

FIX NO.	TIME (Z)	FIX POSITION	RADAR	ACCRV	EYE SHAPE	EYE DIAM	RADOB-CODE ASUAR TDDFF	COMMENTS	RADAR POSITION	SITE UNO NO.
1	281200	24.6N 141.0E	0				50022 RJAW UNO 47981			
2	301926	32.1N 147.2E	ACFT							

NOTICE - THE ASTERISKS (*) INDICATE FIXES UNREPRESENTATIVE AND NOT USED FOR BEST TRACK PURPOSES.

**TYPHOON OGDEN
BEST TRACK DATA**

BEST TRACK				WARNING				24 HOUR FORECAST				48 HOUR FORECAST				72 HOUR FORECAST			
NO/DA/HR	POSIT	UIND	POSIT	UIND	ERRORS	POSIT	UIND	POSIT	UIND	ERRORS	POSIT	UIND	ERRORS	POSIT	UIND	ERRORS	POSIT	UIND	ERRORS
100700Z	18.1	152.3	25.18	152.4	25.25	0.21	151.2	35.153	-10	26.6	150.9	50.417	-20	0.0	0.0	0.0	0.0	0.0	0.0
100706Z	19.1	152.1	30.10.0	152.0	30.8	0.22	151.1	40.276	-10	26.5	150.9	50.560	-15	0.0	0.0	0.0	0.0	0.0	0.0
100712Z	20.4	152.2	30.10.6	151.6	30.59	0.22	150.6	40.347	-15	27.2	150.7	50.702	-15	0.0	0.0	0.0	0.0	0.0	0.0
100718Z	21.0	152.7	35.20.4	151.6	35.109	0.23	151.0	45.394	-15	28.0	151.5	55.802	-5	0.0	0.0	0.0	0.0	0.0	0.0
100800Z	23.8	153.7	45.24.0	153.3	40.25	-5.32	150.9	45.235	-25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
100806Z	25.4	154.6	50.25.8	155.0	50.32	-5.35	152.8	50.298	-15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
100812Z	26.8	155.5	55.26.6	155.6	50.8	-5.31	152.9	50.291	-15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
100818Z	27.8	156.6	60.27.6	156.4	50.16	-10.32	152.5	50.279	-10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
100900Z	29.4	158.1	70.29.1	157.7	70.28	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
100906Z	30.9	160.3	65.30.7	159.8	65.28	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
100912Z	32.4	162.8	65.32.2	162.8	65.12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
100918Z	33.9	165.5	60.33.9	165.8	60.15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ALL FORECASTS				TYPHOONS WHILE OVER 35 KTS			
UIND	24-HR	48-HR	72-HR	UIND	24-HR	48-HR	72-HR
30	277	620	0	30	277	620	0
15	100	219	0	15	100	219	0
10	14	14	0	10	14	14	0
5	8	4	0	5	8	4	0
NUMBER OF FORECASTS	12	8	4	9	8	4	0
DISTANCE TRAVELED BY TROPICAL CYCLONE IS 1236. NM							
AVERAGE SPEED OF TROPICAL CYCLONE IS 19. KNOTS							

**TYPHOON OGDEN
FIX POSITIONS FOR CYCLONE NO. 19**

SATELLITE FIXES

FIX NO.	TIME (Z)	FIX POSITION	ACCRV	DVORAK CODE	COMMENTS	SITE
* 1	061800	12.4N 151.2E	PCN 6	T0.0/0.0	INIT OBS	PGTU
* 2	060800	13.5N 152.5E	PCN 6			PGTU
* 3	060200	17.9N 154.4E	PCN 6	T1.0/1.0	INIT OBS	PGTU
* 4	060600	18.1N 155.1E	PCN 6		ULCC FIX	PGTU
* 5	060900	18.5N 155.0E	PCN 6		ULCC FIX	PGTU
* 6	061600	18.5N 155.0E	PCN 6	T1.5/1.5 /D1.5/22HRS		PGTU
* 7	061800	18.6N 154.8E	PCN 6			PGTU
* 8	061950	18.6N 155.0E	PCN 6			PGTU
* 9	062100	18.4N 154.8E	PCN 6			PGTU
* 10	062100	18.4N 154.8E	PCN 6			PGTU
* 11	070002	18.4N 152.9E	PCN 5			PGTU
* 12	070300	19.0N 151.6E	PCN 4	T1.0/1.0 /50.0/24HRS	EXP LLCC	PGTU
* 13	070601	19.9N 152.1E	PCN 6			PGTU
* 14	070830	19.0N 151.6E	PCN 6			PGTU
* 15	071242	19.9N 153.5E	PCN 6			PGTU
* 16	071600	20.2N 153.6E	PCN 6	T2.0/2.0 /D0.5/24HRS		PGTU
* 17	071800	20.8N 154.1E	PCN 6			PGTU
* 18	072124	21.9N 152.8E	PCN 6		ULCC 23.0N 155.5E	PGTU
* 19	072342	24.5N 153.3E	PCN 4	T2.5/2.5 /D1.5/21HRS		PGTU
* 20	072342	24.2N 153.8E	PCN 3	T3.5/3.5	INIT OBS	RODN
* 21	080300	25.6N 154.6E	PCN 4	T3.5/3.5 /D2.5/24HRS		PGTU
* 22	080542	25.7N 154.8E	PCN 3			RODN
* 23	080542	25.3N 154.8E	PCN 3			PGTU
* 24	080821	26.0N 155.1E	PCN 4			RODN
* 25	081222	26.6N 155.6E	PCN 3			PGTU
* 26	081600	27.2N 154.5E	PCN 4	T3.0/3.0 /D1.0/24HRS		PGTU
* 27	081600	27.2N 156.1E	PCN 6			PGTU
* 28	081833	27.6N 156.5E	PCN 6			PGTU
* 29	082100	28.4N 157.3E	PCN 6			PGTU
* 30	082321	29.2N 158.1E	PCN 3			PGTU
* 31	090300	29.8N 159.2E	PCN 4	T4.0/4.0 /D0.5/24HRS		PGTU
* 32	090536	30.5N 160.7E	PCN 4			PGTU
* 33	090900	31.4N 161.6E	PCN 6			PGTU
* 34	091200	32.2N 162.7E	PCN 6		ULCC FIX	PGTU
* 35	091600	33.5N 164.8E	PCN 6	T4.5/4.5 /D1.5/24HRS		PGTU
* 36	091638	33.1N 165.1E	PCN 6			KGUC
* 37	091800	34.0N 165.7E	PCN 6		ULCC FIX	PGTU
* 38	091820	34.3N 166.0E	PCN 6			RODN
* 39	091846	34.3N 166.0E	PCN 6		ULAC 34.7N 167.1E	KGUC
* 40	092301	35.5N 169.5E	PCN 6			PGTU
* 41	100000	35.8N 169.3E	PCN 6			PGTU
* 42	100400	37.7N 172.8E	PCN 6	T4.0/4.0 /50.0/25HRS		PGTU

AIRCRAFT FIXES

FIX NO.	TIME (Z)	FIX POSITION	FLT LVL	700MB HGT	OBS MSLP	MAX-SFC-UND VEL/BRG/RNG	DIR-FLT-LVL-UND DIR/VEL/BRG/RNG	ACCRV HAV/NET	EYE SHAPE	EYE ORIEN- DIAR/TATION	EYE TEMP (C) OUT/ IN/ DP/ SST	MBN NO.
1	062227	18.4N 152.2E	1500FT	999	15	340 70	180 16 030 70	10 3			+20 +25 +25 28	8
2	070533	18.8N 152.2E	1500FT	997	45	130 140	210 38 130 125	10 25			+20 +20 +25 28	8
3	070821	19.9N 152.6E	700MB	3020	1000		180 29 080 54	13 7			+16 +16 +9 27	3
4	072046	22.1N 152.2E	1500FT	998	25	040 105	340 30 220 82	45 15			+20 +20 +20 27	8
5	072359	23.8N 154.0E	1500FT	993	45	100 25	240 24 180 45	15 5			+20 +30 +23 28	8
6	080549	25.5N 154.7E	700MB	2976	50	150 15	220 58 130 60	12 15			+12 +13 +13 26	6
7	080817	25.8N 155.0E	700MB	2961	986	40	040 60	130 51 040 90	10 10		+12 +12 +11 26	6
8	082132	29.9N 157.6E	700MB	2945	982	70	550 30	310 70 250 90	5 1		+12 +12 +11 26	6
9	082312	29.2N 158.0E	700MB	2942	982	40	280 90	170 68 060 70	5 5	CIRCULAR 40	+12 +14 +14 27	7

NOTICE - THE ASTERISKS (*) INDICATE FIXES UNREPRESENTATIVE AND NOT USED FOR BEST TRACK PURPOSES.

**TYPHOON PHYLLIS
BEST TRACK DATA**

MO/DA/HR	BEST TRACK			WARNING			ERRORS			24 HOUR FORECAST			48 HOUR FORECAST			72 HOUR FORECAST		
	POSIT	WIND	WIND	POSIT	WIND	WIND	POSIT	DST	WIND	POSIT	DST	WIND	POSIT	DST	WIND	POSIT	DST	WIND
100912Z	18.4 151.3	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
100918Z	18.7 151.6	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
100924Z	19.1 151.9	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
100930Z	19.4 152.2	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
100936Z	19.7 152.5	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
100942Z	20.0 152.8	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
100948Z	20.3 153.1	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
100954Z	20.6 153.4	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101000Z	20.9 153.7	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101006Z	21.2 154.0	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101012Z	21.5 154.3	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101018Z	21.8 154.6	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101024Z	22.1 154.9	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101030Z	22.4 155.2	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101036Z	22.7 155.5	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101042Z	23.0 155.8	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101048Z	23.3 156.1	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101054Z	23.6 156.4	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101100Z	23.9 156.7	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101106Z	24.2 157.0	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101112Z	24.5 157.3	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101118Z	24.8 157.6	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101124Z	25.1 157.9	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101130Z	25.4 158.2	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101136Z	25.7 158.5	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101142Z	26.0 158.8	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101148Z	26.3 159.1	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101154Z	26.6 159.4	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101200Z	26.9 159.7	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101206Z	27.2 160.0	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101212Z	27.5 160.3	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101218Z	27.8 160.6	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101224Z	28.1 160.9	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101230Z	28.4 161.2	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101236Z	28.7 161.5	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101242Z	29.0 161.8	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101248Z	29.3 162.1	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101254Z	29.6 162.4	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101300Z	29.9 162.7	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101306Z	30.2 163.0	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101312Z	30.5 163.3	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101318Z	30.8 163.6	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101324Z	31.1 163.9	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101330Z	31.4 164.2	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101336Z	31.7 164.5	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101342Z	32.0 164.8	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101348Z	32.3 165.1	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101354Z	32.6 165.4	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101400Z	32.9 165.7	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

	ALL FORECASTS				TYPHOONS WHILE OVER 35 KTS			
	WRNG	24-HR	48-HR	72-HR	WRNG	24-HR	48-HR	72-HR
AVG FORECAST POSIT ERROR	15.	113.	233.	498.	15.	113.	233.	498.
AVG RIGHT ANGLE ERROR	12.	23.	120.	113.	12.	23.	120.	113.
AVG INTENSITY MAGNITUDE ERROR	3.	14.	20.	40.	3.	14.	20.	40.
AVG INTENSITY BIAS	3.	14.	20.	40.	3.	14.	20.	40.
NUMBER OF FORECASTS	13	9	5	1	13	9	5	1

DISTANCE TRAVELED BY TROPICAL CYCLONE IS 972. NM

AVERAGE SPEED OF TROPICAL CYCLONE IS 9. KNOTS

**TYPHOON PHYLLIS
FIX POSITIONS FOR CYCLONE NO. 20**

SATELLITE FIXES

FIX NO.	TIME (Z)	FIX POSITION	ACCRV	DVORAK CODE	COMMENTS	SITE
1	072124	13.7N 146.9E	PCN 6	T0.0/0.0	INIT OBS	PGTU
2	091222	18.8N 152.7E	PCN 6	T0.5/0.5	INIT OBS	PGTU
3	092028	20.2N 152.5E	PCN 6		ULCC FIX	PGTU
4	092331	18.6N 152.1E	PCN 6	T1.5/1.5	INIT OBS	PGTU
5	100406	19.4N 152.0E	PCN 6		ULCC 20.7N 152.3E	PGTU
6	100600	20.5N 152.6E	PCN 6			PGTU
7	100900	20.3N 152.8E	PCN 6			PGTU
8	101141	20.1N 152.7E	PCN 6			PGTU
9	101600	20.1N 152.7E	PCN 6	T2.0/2.0	INIT OBS	PGTU
10	101800	20.0N 152.3E	PCN 6		ULCC FIX	PGTU
11	102007	19.6N 152.4E	PCN 4			PGTU
12	102152	19.4N 152.0E	PCN 4			PGTU
13	110022	19.5N 152.5E	PCN 5	T2.5/2.5 /D1.0/26HRS		PGTU
14	110511	19.8N 152.3E	PCN 3			PGTU
15	110847	20.3N 152.3E	PCN 4			PGTU
16	111200	20.6N 152.0E	PCN 6			PGTU
17	111303	20.7N 152.1E	PCN 3			PGTU
18	111600	21.2N 151.7E	PCN 4			PGTU
19	111755	21.6N 151.3E	PCN 4	T3.5/3.5 /D1.5/26HRS		PGTU
20	112128	21.8N 151.6E	PCN 3			PGTU
21	120000	22.0N 151.4E	PCN 3	T4.0/4.0 /D1.5/24HRS		PGTU
22	120458	22.6N 151.1E	PCN 3			PGTU
23	120600	22.8N 150.9E	PCN 4			PGTU
24	120825	23.1N 151.1E	PCN 4			PGTU
25	121243	23.3N 151.3E	PCN 4			PGTU
26	121600	24.5N 151.0E	PCN 4			PGTU
27	121743	24.7N 150.8E	PCN 2	T5.0/5.0 /D1.5/24HRS		PGTU
28	121924	25.0N 150.7E	PCN 4			PGTU
29	122104	25.3N 151.2E	PCN 3			PGTU
30	122342	26.1N 151.8E	PCN 4	T3.5/4.0 /U0.5/24HRS		PGTU
31	130400	26.7N 151.4E	PCN 6			PGTU
32	130445	27.2N 151.5E	PCN 6			PGTU
33	130600	27.8N 151.9E	PCN 6		ULCC FIX	PGTU
34	131222	29.7N 151.1E	PCN 4		EXP ULCC	PGTU
35	131252	29.8N 151.0E	PCN 4		ULCC FIX	PGTU
36	132321	35.5N 154.0E	PCN 5	T2.0/2.0	INIT OBS	RODH
37	132322	34.9N 153.5E	PCN 6			PGTU

AIRCRAFT FIXES

FIX NO.	TIME (Z)	FIX POSITION	FLT LVL	700MB HGT	OBS MSLP	MAX-SFC-WIND VEL/BRG-PNC	MAX-FLT-LVL-WIND DIR/VEL/BRG-PNC	ACCRV NAV/MET	EYE SHAPE	EYE ORIEN- DIAM/TATION	EYE TEMP (C) OUT/ IN/ DP/SST	MSN NO.
1	110401	20.0N 152.4E	1500FT	2986	989	50 240 10	330 50 240 10	8 4	CIRCULAR	10	+30 +30 28	1
2	112042	21.7N 151.8E	700MB	2986	985	65 270 15	160 60 030 10	12 1	CIRCULAR	10	+11 +17 +10 28	2
3	112322	22.1N 151.3E	700MB	2953	983	55 180 10	250 77 160 10	10 5	CIRCULAR	15	+16 +24 +10 28	3
4	120515	23.3N 151.1E	700MB	2958	984	60 240 10	320 91 220 20	10 5	CIRCULAR	15	+16 +24 +10 28	4
5	121128	23.8N 151.1E	700MB	2927	974	70 110 5	320 74 230 12	8 2	CIRCULAR	10	+14 +27 +10 28	5
6	122032	25.1N 151.3E	700MB	2956	988	65 240 10	150 55 050 10	10 5	CIRCULAR	30	+16 +24 +10 28	6
7	130504	26.8N 151.2E	700MB	2973	988	65 110 5	150 55 050 10	10 5	CIRCULAR	30	+16 +24 +10 28	7
8	130645	28.0N 151.5E	700MB	3056	985	65 200 60	150 65 040 15	15 10	CIRCULAR	30	+17 +23 +10 28	8
9	130831	28.5N 151.4E	700MB	3085	997	35 150 30	250 90 130 60	10 4	CIRCULAR	30	+26 +26 +17 25	9
10	131257	29.1N 151.7E	1500FT	3085	999	35 150 30	250 43 160 77	8 4	CIRCULAR	30	+26 +26 +17 25	10

TROPICAL STORM ROY
BEST TRACK DATA

BEST TRACK				WARNING				24 HOUR FORECAST				48 HOUR FORECAST				72 HOUR FORECAST			
NO/DA/HR	POSIT	WIND	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND
100918Z	9 3 140 1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
101000Z	9 8 141 0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
101006Z	10 4 141 2	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
101012Z	11 0 142 4	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
101018Z	11 8 143 0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
101024Z	12 7 143 2	30	12	7	143 2	30	0	0	15 3	143 0	50	15	25	13 4	141 0	60	20	50	0
101030Z	13 6 143 3	35	13	8	143 1	35	13	0	17 8	142 0	55	13	35	0	0	0	0	0	0
101036Z	14 2 143 3	30	14	7	142 8	40	38	10	18 9	141 0	60	18	40	0	0	0	0	0	0
101042Z	14 8 143 2	25	16	2	142 0	40	109	15	23 9	142 1	45	32	30	0	0	0	0	0	0
101048Z	15 5 143 2	25	15	5	143 2	30	8	15	17 8	143 2	35	15	25	0	0	0	0	0	0
101054Z	16 2 143 2	20	16	2	143 2	30	8	10	0	0	0	0	0	0	0	0	0	0	0
101100Z	17 3 143 8	20	17	4	143 7	30	8	10	0	0	0	0	0	0	0	0	0	0	0
101106Z	18 8 144 1	15	18	7	143 9	30	13	15	0	0	0	0	0	0	0	0	0	0	0
101112Z	20 0 144 5	10	20	0	144 5	20	6	10	0	0	0	0	0	0	0	0	0	0	0

ALL FORECASTS				TYPHOONS WHILE OVER 35 KTS			
WRNG	24-HR	48-HR	72-HR	WRNG	24-HR	48-HR	72-HR
21	173	207	0	0	0	0	0
4	87	179	0	0	0	0	0
18	31	50	0	0	0	0	0
8	31	50	0	0	0	0	0
NUMBER OF FORECASTS	5	1	0	0	0	0	0

DISTANCE TRAVELED BY TROPICAL CYCLONE IS 735 NM
AVERAGE SPEED OF TROPICAL CYCLONE IS 9. KNOTS

TROPICAL STORM ROY
FIX POSITIONS FOR CYCLONE NO. 21

SATELLITE FIXES

FIX NO.	TIME (Z)	FIX POSITION	ACCRV	DVORAK CODE	COMMENTS	SITE
1	091820	9 7N 140 1E	PCN 6		ULCC FIX	POTU
2	092028	10 5N 140 7E	PCN 6		ULCC FIX	POTU
3	100400	10 0N 142 2E	PCN 6	T1.5/1.5	INIT OBS	POTU
4	100600	10 4N 142 0E	PCN 6			POTU
5	100908	10 8N 141 3E	PCN 6			POTU
6	101200	11 5N 141 8E	PCN 6		ULCC FIX	POTU
7	101322	11 0N 142 8E	PCN 6			POTU
8	101600	11 3N 143 1E	PCN 6	T1.5/1.5	INIT OBS	POTU
9	101800	11 5N 143 1E	PCN 6		ULCC FIX	POTU
10	102007	12 0N 143 4E	PCN 6			POTU
11	102152	12 1N 143 2E	PCN 3			POTU
12	110022	12 7N 143 2E	PCN 3			POTU
13	110400	13 3N 143 2E	PCN 4			POTU
14	110652	13 8N 143 0E	PCN 5	T2.5/2.5 /D1.0/27HRS		POTU
15	110847	14 3N 142 9E	PCN 6			POTU
16	111200	14 6N 142 7E	PCN 6			POTU
17	111303	14 6N 142 6E	PCN 5			POTU
18	111800	16 8N 141 8E	PCN 6	T1.0/1.5 /U0.5/26HRS		POTU
19	112128	14 8N 143 0E	PCN 5			POTU
20	120000	15 2N 143 4E	PCN 3		EXP LLCC	POTU
21	120400	16 0N 143 6E	PCN 4			POTU
22	120640	16 1N 143 8E	PCN 3	T2.0/2.5 /U0.5/24HRS		POTU
23	120825	16 7N 143 7E	PCN 4		EXP LLCC	POTU
24	121007	17 1N 143 8E	PCN 5			POTU
25	121243	17 5N 143 6E	PCN 6			POTU
26	122342	20 0N 144 6E	PCN 4			POTU

AIRCRAFT FIXES

* FIX NO.	TIME (Z)	FIX POSITION	FLT LVL	700MB HGT	OBS MSLP	MAX-SFC-WND VEL/BRG/RNG	MAX-FLT-LVL-WND DIR/VEL/BRG/RNG	ACCRV NAV/MET	EYE SHAPE	EYE ORIENTATION	EYE TEMP (C) OUT/IN/DP/SST	MBN NO.
1	110046	12 8N 143 3E	1500FT			1000 30 140 20	230 20 140 20	5 10			+30 +31 +21 28	1
2	110536	13 6N 143 1E	1500FT			999 40 110 23	080 44 020 37	9 5			+26 +27 +26	
3	110829	14 1N 143 1E	1500FT			998 25 240 30	060 22 240 41	8 3			+26 +27 +26	
4	112327	15 2N 143 3E	1500FT			1000 30 140 20	260 40 140 20	4 2			+31 +31 +28 27	
5	120531	16 2N 143 5E	1500FT			996 20 160 40	240 28 160 53	7 0			+25 +27 +25	
6	120824	16 8N 143 6E	1500FT			998 10 200 30	230 23 220 53	8 0			+27 +27 +27	4

NOTICE - THE ASTERISKS (*) INDICATE FIXES UNREPRESENTATIVE AND NOT USED FOR BEST TRACK PURPOSES.

**TROPICAL STORM SUSAN
BEST TRACK DATA**

MO/DA/HR	BEST TRACK			WARNING			ERRORS			24 HOUR FORECAST			48 HOUR FORECAST			72 HOUR FORECAST		
	POSIT	WIND	WIND	POSIT	WIND	WIND	DST	WIND	POSIT	WIND	DST	WIND	POSIT	WIND	DST	POSIT	WIND	DST
101100Z	11.5	116.2	25	0.0	0.0	0.0	-0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101102Z	11.5	116.2	25	0.0	0.0	0.0	-0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101104Z	11.5	116.2	25	0.0	0.0	0.0	-0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101106Z	11.9	113.0	30	12.0	112.5	30	30.0	0.0	13.0	108.3	30	47.5	0.0	0.0	0.0	0.0	0.0	0.0
101108Z	12.1	111.6	35	12.0	111.5	35	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101110Z	12.5	110.1	40	12.5	110.1	40	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101112Z	12.5	108.6	40	12.3	108.5	30	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101114Z	13.0	107.5	25	12.9	107.3	25	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101116Z	13.0	106.9	20	0.0	0.0	0.0	-0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ALL FORECASTS					TYPHOONS WHILE OVER 35 KTS				
AVG FORECAST POSIT ERROR	URNG	24-HR	48-HR	72-HR	URNG	24-HR	48-HR	72-HR	
AVG RIGHT ANGLE ERROR	13	47	0	0	0	0	0	0	
AVG INTENSITY MAGNITUDE ERROR	0	25	0	0	0	0	0	0	
AVG INTENSITY BIAS	0	5	0	0	0	0	0	0	
NUMBER OF FORECASTS	5	1	0	0	0	0	0	0	
DISTANCE TRAVELED BY TROPICAL CYCLONE IS 576 NM									
AVERAGE SPEED OF TROPICAL CYCLONE IS 14 KNOTS									

**TROPICAL STORM SUSAN
FIX POSITIONS FOR CYCLONE NO. 22**

SATELLITE FIXES

FIX NO.	TIME (Z)	FIX POSITION	ACCRV	DVORAK CODE	COMMENTS	SITE
1	100600	11.2N 116.1E	PCN 4	T1.5/1.5	INIT OBS	PGTU
2	101200	12.8N 112.7E	PCN 6			PGTU
3	101600	13.7N 112.5E	PCN 6			PGTU
4	101800	13.6N 112.6E	PCN 6	T1.0/1.0	INTI OBS ULCC FIX	PGTU
5	110400	11.4N 116.8E	PCN 6	T1.5/1.5+/50.0/22HRS		PGTU
6	110600	11.4N 116.5E	PCN 6			PGTU
7	110834	11.5N 116.6E	PCN 5	T1.5/1.5	INIT OBS	RPMK
8	111028	11.0N 115.4E	PCN 5			PGTU
9	111200	11.0N 115.0E	PCN 6			PGTU
10	111444	11.6N 113.7E	PCN 5			RPMK
11	111600	12.2N 112.6E	PCN 6	T2.5/2.5 /D1.5/22HRS		PGTU
12	111800	11.8N 111.2E	PCN 6			PGTU
13	112100	11.8N 112.2E	PCN 6			PGTU
14	112309	12.3N 112.1E	PCN 5			PGTU
15	112309	12.3N 111.7E	PCN 5			RPMK
16	120000	12.2N 111.4E	PCN 6	T3.0/3.0-/D1.5/24HRS		PGTU
17	120400	12.5N 110.7E	PCN 6			PGTU
18	120600	12.8N 110.1E	PCN 6			PGTU
19	120822	12.3N 109.2E	PCN 5	T2.0/2.0-/D0.5/24HRS		RPMK
20	120900	12.5N 109.2E	PCN 6			PGTU
21	121147	12.6N 108.3E	PCN 6			RODN
22	121200	12.4N 108.6E	PCN 6			PGTU
23	121600	13.0N 107.8E	PCN 6			PGTU
24	122107	12.8N 107.6E	PCN 5			RPMK
25	122247	13.1N 107.2E	PCN 5			RPMK
26	130026	13.6N 107.1E	PCN 5			RPMK

NOTICE - THE ASTERISKS (*) INDICATE FIXES UNREPRESENTATIVE AND NOT USED FOR BEST TRACK PURPOSES.

**TROPICAL DEPRESSION 23
BEST TRACK DATA**

NO/DA/HR	BEST TRACK			WARNING			24 HOUR FORECAST				48 HOUR FORECAST				72 HOUR FORECAST			
	POSIT	WIND		POSIT	WIND		POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS
101618Z	7.6	150.2	20	8.0	0.0	0.0	8.0	0.0	0.0	8.0	0.0	0.0	8.0	0.0	0.0	8.0	0.0	0.0
101700Z	8.2	149.4	20	8.0	0.0	0.0	8.0	0.0	0.0	8.0	0.0	0.0	8.0	0.0	0.0	8.0	0.0	0.0
101705Z	8.7	148.6	25	8.7	148.5	25	8.7	148.5	25	8.7	148.5	25	8.7	148.5	25	8.7	148.5	25
101715Z	9.3	147.7	25	9.1	147.5	25	9.1	147.5	25	9.1	147.5	25	9.1	147.5	25	9.1	147.5	25
101718Z	9.8	146.9	25	9.5	146.6	25	9.5	146.6	25	9.5	146.6	25	9.5	146.6	25	9.5	146.6	25
101800Z	10.3	146.2	20	10.3	146.3	20	10.3	146.3	20	10.3	146.3	20	10.3	146.3	20	10.3	146.3	20

	ALL FORECASTS				TYPHOONS WHILE OVER 35 KTS			
	WRNG	24-HR	48-HR	72-HR	WRNG	24-HR	48-HR	72-HR
AVG FORECAST POSIT ERROR	13.	0.	0.	0.	0.	0.	0.	0.
AVG RIGHT ANGLE ERROR	16.	0.	0.	0.	0.	0.	0.	0.
AVG INTENSITY MAGNITUDE ERROR	0.	0.	0.	0.	0.	0.	0.	0.
AVG INTENSITY BIAS	0.	0.	0.	0.	0.	0.	0.	0.
NUMBER OF FORECASTS	4	0	0	0	0	0	0	0

DISTANCE TRAVELED BY TROPICAL CYCLONE IS 287. NM
AVERAGE SPEED OF TROPICAL CYCLONE IS 10. KNOTS

**TROPICAL DEPRESSION TD23W
FIX POSITIONS FOR CYCLONE NO. 23**

SATELLITE FIXES

FIX NO.	TIME (Z)	FIX POSITION	ACCRV	DVORAK CODE	COMMENTS	SITE
1	141800	12.6N 155.8E	PCN 6	T1.5/1.5	INIT OBS	POTU
2	142023	12.3N 154.1E	PCN 5			POTU
3	152002	11.6N 153.2E	PCN 5	T0.5/0.5	INIT OBS EXP LLCC	POTU
4	160300	11.5N 152.2E	PCN 6	T1.5/1.5	INIT OBS	POTU
5	161600	7.1N 150.4E	PCN 6	T1.0/1.0	INIT OBS	POTU
6	161800	7.4N 150.2E	PCN 6			POTU
7	162100	7.4N 151.4E	PCN 6			POTU
8	170521	9.1N 148.1E	PCN 6			POTU
9	171200	6.9N 147.6E	PCN 6		ULCC FIX	POTU
10	171243	6.8N 147.7E	PCN 6		ULCC FIX	POTU
11	171822	9.6N 146.3E	PCN 6	T1.0/1.0-50.0/26HRS	ULCC FIX	POTU

AIRCRAFT FIXES

FIX NO.	TIME (Z)	FIX POSITION	FLT LVL	700MB HGT	OBS MSLP	MAX-SFC-UND VEL/BRG/RNG	MAX-FLT-LVL-UND DIR/VEL/BRG/RNG	ACCRV NAV/MET	EYE SHAPE	EYE ORIEN- DIAM/TATION	EYE TEMP (C) OUT/ IN/ DP/ST	MSG NO.
1	170600	8.7N 148.5E	1500FT		998	25 170 30	230 28 170 30	1 5			+27 +27 +20 25	1

NOTICE - THE ASTERISKS (*) INDICATE FIXES UNREPRESENTATIVE AND NOT USED FOR BEST TRACK PURPOSES.

TYPHOON THAD
BEST TRACK DATA

BEST TRACK				WARNING				24 HOUR FORECAST				48 HOUR FORECAST				72 HOUR FORECAST			
MO/DA/HR	POSIT	WIND	WIND	POSIT	WIND	WIND	WIND	POSIT	WIND	WIND	WIND	POSIT	WIND	WIND	WIND	POSIT	WIND	WIND	WIND
101806Z	8 7 150.1	20	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101812Z	9 7 149.6	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101818Z	10 8 149.1	30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101824Z	11 9 148.5	35	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101830Z	12 10 147.9	40	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101836Z	13 11 147.3	45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101842Z	14 12 146.7	50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101848Z	15 13 146.1	55	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101854Z	16 14 145.5	60	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101900Z	17 15 144.9	65	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101906Z	18 16 144.3	70	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101912Z	19 17 143.7	75	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101918Z	20 18 143.1	80	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101924Z	21 19 142.5	85	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101930Z	22 20 141.9	90	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101936Z	23 21 141.3	95	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101942Z	24 22 140.7	100	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101948Z	25 23 140.1	105	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101954Z	26 24 139.5	110	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
102000Z	27 25 138.9	115	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
102006Z	28 26 138.3	120	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
102012Z	29 27 137.7	125	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
102018Z	30 28 137.1	130	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
102024Z	31 29 136.5	135	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
102030Z	32 30 135.9	140	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
102036Z	33 31 135.3	145	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
102042Z	34 32 134.7	150	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
102048Z	35 33 134.1	155	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
102054Z	36 34 133.5	160	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
102100Z	37 35 132.9	165	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ALL FORECASTS				TYPHOONS WHILE OVER 35 KTS			
URG	24-HR	48-HR	72-HR	URG	24-HR	48-HR	72-HR
19	114	286	635	16	114	286	635
19	114	286	635	16	114	286	635
19	114	286	635	16	114	286	635
19	114	286	635	16	114	286	635
19	114	286	635	16	114	286	635
19	114	286	635	16	114	286	635
19	114	286	635	16	114	286	635
19	114	286	635	16	114	286	635
19	114	286	635	16	114	286	635
19	114	286	635	16	114	286	635

DISTANCE TRAVELED BY TROPICAL CYCLONE IS 2362. NM
AVERAGE SPEED OF TROPICAL CYCLONE IS 17. KNOTS

TYPHOON THAD
FIX POSITIONS FOR CYCLONE NO. 24

SATELLITE FIXES

FIX NO.	TIME (Z)	FIX POSITION	ACCR	DVORAK CODE	COMMENTS	SITE
1	172342	8 0N 150 4E	PCN 5	T1 0/1.0	INIT OBS ULCC FIX	PGTU
2	180525	9 0N 149 7E	PCN 6		ULCC FIX	PGTU
3	180759	8 7N 150 2E	PCN 6		ULCC FIX	PGTU
4	181200	9 2N 149 7E	PCN 6		ULCC FIX	PGTU
5	181200	9 2N 149 7E	PCN 6		ULCC FIX	PGTU
6	181809	10 5N 148 8E	PCN 6	T2 0/2.0 /D1 0/24HRS	ULCC FIX	PGTU
7	182039	10 5N 147 5E	PCN 6		ULCC FIX	PGTU
8	182201	10 5N 147 2E	PCN 6		ULCC FIX	PGTU
9	182321	11 5N 146 5E	PCN 6		ULCC FIX	PGTU
10	190103	11 5N 146 5E	PCN 5	T2 0/2.0 /D1 0/25HRS	ULCC FIX	PGTU
11	190500	13 3N 146 6E	PCN 6		ULCC FIX	PGTU
12	190517	13 3N 146 6E	PCN 6		ULCC FIX	PGTU
13	191202	13 8N 146 8E	PCN 4		ULCC FIX	PGTU
14	191600	15 1N 146 4E	PCN 6		ULCC FIX	PGTU
15	191757	16 2N 146 4E	PCN 4		ULCC FIX	PGTU
16	192018	16 4N 146 2E	PCN 4	T3 0/3.0 /D1 0/24HRS	ULCC FIX	PGTU
17	192137	16 7N 145 6E	PCN 3		ULCC FIX	PGTU
18	192043	16 8N 146 2E	PCN 3		ULCC FIX	PGTU
19	192030	17 2N 145 9E	PCN 4	T3 5/3.5 /D1 5/24HRS	ULCC FIX	PGTU
20	200641	17 8N 145 9E	PCN 3		ULCC FIX	PGTU
21	200858	18 5N 145 5E	PCN 4		ULCC FIX	PGTU
22	201200	18 9N 144 4E	PCN 4		ULCC FIX	PGTU
23	201304	19 1N 145 1E	PCN 4		ULCC FIX	PGTU
24	201600	20 1N 144 5E	PCN 4		ULCC FIX	PGTU
25	201803	20 3N 143 7E	PCN 2	T5 0/5.0 /D2 0/24HRS	ULCC FIX	PGTU
26	201957	20 9N 144 0E	PCN 2		ULCC FIX	PGTU
27	202112	21 1N 144 0E	PCN 2		ULCC FIX	PGTU
28	202100	21 1N 144 0E	PCN 2		ULCC FIX	PGTU
29	202203	21 6N 143 8E	PCN 1	T5 5/5.5 /D2 0/24HRS	ULCC FIX	PGTU
30	210300	22 2N 143 7E	PCN 1		ULCC FIX	PGTU
31	210600	22 8N 143 6E	PCN 1		ULCC FIX	PGTU
32	210829	23 1N 143 7E	PCN 1		ULCC FIX	PGTU
33	210837	23 1N 143 5E	PCN 4		ULCC FIX	PGTU
34	210950	23 4N 143 8E	PCN 4		ULCC FIX	PGTU
35	211200	23 6N 143 8E	PCN 2		ULCC FIX	PGTU
36	211303	23 7N 143 7E	PCN 1		ULCC FIX	PGTU
37	211600	24 3N 144 0E	PCN 1	T6 5/6.5 /D1 5/24HRS	ULCC FIX	PGTU
38	211800	24 3N 144 0E	PCN 1		ULCC FIX	PGTU
39	211914	25 1N 144 4E	PCN 1		ULCC FIX	PGTU
40	212100	25 6N 144 6E	PCN 1		ULCC FIX	PGTU
41	212223	25 6N 145 0E	PCN 1		ULCC FIX	PGTU
42	220003	26 0N 145 3E	PCN 1	T6 0/6.0 /D0 5/24HRS	ULCC FIX	PGTU
43	220300	26 6N 145 7E	PCN 1		ULCC FIX	PGTU
44	220600	27 2N 146 7E	PCN 1		ULCC FIX	PGTU
45	220615	27 3N 147 0E	PCN 1		ULCC FIX	PGTU
46	220815	27 4N 147 2E	PCN 1		ULCC FIX	PGTU
47	220900	27 8N 147 8E	PCN 1		ULCC FIX	PGTU
48	220926	28 1N 148 1E	PCN 1		ULCC FIX	PGTU
49	221200	28 6N 149 2E	PCN 4		ULCC FIX	PGTU
50	221243	28 8N 149 1E	PCN 1		ULCC FIX	PGTU
51	221600	29 4N 150 5E	PCN 6		ULCC FIX	PGTU
52	221800	30 3N 151 3E	PCN 6	T4 5/5.5 /U1 5/24HRS	ULCC FIX	PGTU
53	222004	32 0N 153 6E	PCN 6		ULCC FIX	PGTU
54	222342	31 9N 153 0E	PCN 5	T4 5/6.0 /U1 5/24HRS	ULCC FIX	PGTU
55	222342	31 5N 153 1E	PCN 3	T3 5/3.5	INIT OBS	PGTU
56	230300	33 4N 154 5E	PCN 6		EXP LLCC	PGTU
57	231600	34 9N 160 9E	PCN 6		EXP LLCC	PGTU
58	231800	35 1N 161 8E	PCN 6		EXP LLCC	PGTU
59	232141	35 5N 164 3E	PCN 4		EXP LLCC	PGTU
60	232322	35 5N 165 3E	PCN 5	T3 5/4.5 /U1 0/24HRS	EXP LLCC	PGTU

AIRCRAFT FIXES

FIX NO.	TIME (Z)	FIX POSITION	FLT LVL	700MB HGT	OBS MSLP	MAX-SFC-UND VEL/BRG/RNG	MAX-FLT-LVL-UND DIR/VEL/BRG/RNG	ACCRV NAV/MET	EYE SHAPE	EYE ORIEN- DIAM/TATION	EYE TEMP (C) OUT/ IN/ DP/ SST	NSN NO.
1	190728	13 6N 147 9E	1500FT		990	45 120 72	310 30 210	70 10 2			+24 +25 +24	2
2	192304	16 4N 146 2E	1500FT		981	68 320 10	180 59 090	10 6 1	CIRCULAR	15	+24 +25 +25	3
3	200543	17 7N 145 8E	700MB	2879	978	70 020 10	170 49 070	27 5 4	CIRCULAR	20	+6 +17 +12	4
4	200800	18 2N 145 5E	700MB	2866		90 020 15	100 46 010	37 3 5			+6 +15 +11	4
5	200939	20 8N 144 2E	700MB	2718	957	100 110 15	190 79 070	64 15 1	CIRCULAR	10	+16 +16 +12	6
6	202313	21 6N 144 0E	700MB	2662	948	100 220 10	210 75 360	10 10 1	CIRCULAR	8	+17 +19 +15	6
7	202643	22 9N 143 9E	700MB	2535	936	90 16				25	+13 +20 +14	7
8	211025	23 3N 143 6E	700MB	2536		100 180 20	080 76 350	12 10 1	CONCENTRIC	10 30	+16 +21	7
9	212055	25 5N 144 5E	700MB	2544		100 180 20	190 95 130	36 15 8	ELLIPTICAL	20 15	+13 +20 +14	7
10	212800	26 1N 144 2E	700MB	2544	935	110 180 15	360 80 260	17 9 1	CIRCULAR	15	+19 +22	7
11	220300	26 1N 144 2E	700MB	2544	925	110 180 15	360 80 260	17 9 1	CIRCULAR	15	+19 +22	7
12	220536	26 7N 146 6E	700MB	2586	941	120 160 36	080 160 36	10 10 1	CIRCULAR	20	+19 +22	7
13	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
14	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
15	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
16	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
17	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
18	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
19	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
20	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
21	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
22	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
23	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
24	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
25	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
26	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
27	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
28	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
29	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
30	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
31	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
32	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
33	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
34	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
35	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
36	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
37	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
38	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
39	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
40	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
41	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
42	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
43	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
44	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
45	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
46	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
47	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
48	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
49	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
50	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
51	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
52	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
53	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
54	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
55	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
56	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
57	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
58	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
59	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
60	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
61	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
62	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
63	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
64	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
65	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
66	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
67	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
68	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
69	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
70	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
71	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
72	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
73	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
74	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
75	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
76	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
77	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
78	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
79	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
80	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
81	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
82	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
83	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
84	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
85	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
86	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
87	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
88	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
89	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
90	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
91	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
92	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
93	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
94	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
95	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
96	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
97	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
98	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
99	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7
100	220800	27 8N 147 5E	700MB	2581	931						+19 +22	7

SUPER TYPHOON VANESSA
BEST TRACK DATA

MO/DA/HR	BEST TRACK			WARNING			24 HOUR FORECAST			48 HOUR FORECAST			72 HOUR FORECAST		
	POSIT	WIND	POSIT	WIND	ERRORS	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS
102200Z	7.5 150.2	25	0.0	0.0	0.0	0.0	7.5 150.2	25	0.0	0.0	0.0	0.0	7.5 150.2	25	0.0
102200Z	8.1 157.8	25	0.0	0.0	0.0	0.0	8.1 157.8	25	0.0	0.0	0.0	0.0	8.1 157.8	25	0.0
102212Z	8.6 156.4	25	0.0	0.0	0.0	0.0	8.6 156.4	25	0.0	0.0	0.0	0.0	8.6 156.4	25	0.0
102212Z	9.1 154.9	30	0.5	154.3	30	43	9.1 154.9	30	0.5	154.3	30	43	9.1 154.9	30	0.5
102300Z	9.4 153.4	35	0.4	153.9	30	38	9.4 153.4	35	0.4	153.9	30	38	9.4 153.4	35	0.4
102300Z	9.8 152.0	40	0.7	152.1	35	8	9.8 152.0	40	0.7	152.1	35	8	9.8 152.0	40	0.7
102312Z	10.1 150.5	50	10.2	150.7	45	13	10.1 150.5	50	10.2	150.7	45	13	10.1 150.5	50	10.2
102312Z	10.4 149.0	50	10.7	149.0	55	18	10.4 149.0	50	10.7	149.0	55	18	10.4 149.0	50	10.7
102400Z	10.8 147.4	70	10.6	147.6	70	17	10.8 147.4	70	10.6	147.6	70	17	10.8 147.4	70	10.6
102400Z	11.3 145.8	75	11.2	146.1	75	19	11.3 145.8	75	11.2	146.1	75	19	11.3 145.8	75	11.2
102412Z	11.8 144.0	80	12.0	144.1	75	13	11.8 144.0	80	12.0	144.1	75	13	11.8 144.0	80	12.0
102512Z	12.3 142.2	85	12.4	142.1	85	8	12.3 142.2	85	12.4	142.1	85	8	12.3 142.2	85	12.4
102512Z	12.8 140.4	95	12.8	140.4	90	0	12.8 140.4	95	12.8	140.4	90	0	12.8 140.4	95	12.8
102512Z	13.4 138.7	110	13.4	138.8	110	6	13.4 138.7	110	13.4	138.8	110	6	13.4 138.7	110	13.4
102512Z	14.1 137.1	120	14.0	137.3	125	13	14.1 137.1	120	14.0	137.3	125	13	14.1 137.1	120	14.0
102512Z	14.8 135.5	130	15.0	135.6	130	13	14.8 135.5	130	15.0	135.6	130	13	14.8 135.5	130	15.0
102600Z	15.3 134.6	140	15.5	134.0	140	12	15.3 134.6	140	15.5	134.0	140	12	15.3 134.6	140	15.5
102600Z	15.7 132.7	150	16.2	132.6	140	31	15.7 132.7	150	16.2	132.6	140	31	15.7 132.7	150	16.2
102612Z	16.0 131.7	155	16.3	131.6	155	19	16.0 131.7	155	16.3	131.6	155	19	16.0 131.7	155	16.3
102612Z	16.5 130.9	150	16.7	130.8	155	13	16.5 130.9	150	16.7	130.8	155	13	16.5 130.9	150	16.7
102700Z	17.2 130.3	145	17.1	130.3	145	6	17.2 130.3	145	17.1	130.3	145	6	17.2 130.3	145	17.1
102700Z	17.9 129.8	140	17.9	129.8	140	0	17.9 129.8	140	17.9	129.8	140	0	17.9 129.8	140	17.9
102712Z	18.5 129.4	135	18.6	129.3	135	13	18.5 129.4	135	18.6	129.3	135	13	18.5 129.4	135	18.6
102712Z	19.2 129.0	135	19.6	129.3	135	11	19.2 129.0	135	19.6	129.3	135	11	19.2 129.0	135	19.6
102800Z	20.1 128.5	135	20.6	129.3	135	11	20.1 128.5	135	20.6	129.3	135	11	20.1 128.5	135	20.6
102800Z	21.4 130.1	125	21.3	130.2	125	8	21.4 130.1	125	21.3	130.2	125	8	21.4 130.1	125	21.3
102812Z	22.0 131.1	120	22.3	131.2	120	8	22.0 131.1	120	22.3	131.2	120	8	22.0 131.1	120	22.3
102812Z	22.5 132.4	115	22.4	132.4	115	8	22.5 132.4	115	22.4	132.4	115	8	22.5 132.4	115	22.4
102900Z	23.5 134.1	110	23.5	134.2	120	6	23.5 134.1	110	23.5	134.2	120	6	23.5 134.1	110	23.5
102900Z	24.2 136.0	110	24.2	136.2	115	11	24.2 136.0	110	24.2	136.2	115	11	24.2 136.0	110	24.2
102912Z	25.2 138.2	105	25.4	138.2	105	6	25.2 138.2	105	25.4	138.2	105	6	25.2 138.2	105	25.4
102912Z	26.0 140.3	95	26.4	140.3	95	6	26.0 140.3	95	26.4	140.3	95	6	26.0 140.3	95	26.4
103000Z	26.9 143.0	80	28.0	143.1	90	19	26.9 143.0	80	28.0	143.1	90	19	26.9 143.0	80	28.0
103000Z	28.2 146.6	70	30.3	147.0	75	22	28.2 146.6	70	30.3	147.0	75	22	28.2 146.6	70	30.3

ALL FORECASTS
AVG FORECAST POSIT ERROR 14.1
AVG RIGHT ANGLE ERROR 102.179
AVG INTENSITY MAGNITUDE ERROR 3.13
AVG INTENSITY BIAS 0.6
NUMBER OF FORECASTS 31

24-HR 48-HR 72-HR
102.179 245.165
11.3 106.165
3.13 21.23
0.6 -12.13
27 23 19

TYPHOONS WHILE OVER 35 KTS
WRNG 24-HR 48-HR 72-HR
13 102.179 245.165
10 68.165
3 13.21
0 -6.12
30 27 23 19

DISTANCE TRAVELED BY TROPICAL CYCLONE IS 3125. NM
AVERAGE SPEED OF TROPICAL CYCLONE IS 16. KNOTS

SUPER TYPHOON VANESSA
FIX POSITIONS FOR CYCLONE NO. 25

SATELLITE FIXES

FIX NO.	TIME (Z)	POSITION	ACCRV	DVORAK CODE	COMMENTS	SITE
1	201200	3.9N 162.5E	PCN 6			PQTU
2	201600	4.1N 162.4E	PCN 6			PQTU
3	210000	4.4N 162.2E	PCN 6	T1 0/1.0	INIT OBS	PQTU
4	210300	4.9N 162.4E	PCN 6		ULCC FIX	PQTU
5	210600	5.4N 162.4E	PCN 6			PQTU
6	220003	7.4N 159.1E	PCN 6	T2 0/2.0 /D1 0/24HRS		PQTU
7	220300	7.7N 158.6E	PCN 6		ULCC FIX	PQTU
8	220600	8.1N 158.6E	PCN 6		ULCC FIX	PQTU
9	220816	8.3N 157.6E	PCN 6			PQTU
10	221200	8.8N 156.0E	PCN 6			PQTU
11	221343	9.2N 154.7E	PCN 6			PQTU
12	221600	9.4N 154.6E	PCN 6	T2 5/2.5	INIT OBS	PQTU
13	221719	9.2N 153.7E	PCN 6			PQTU
14	221800	9.2N 153.7E	PCN 6			PQTU
15	222024	9.5N 154.4E	PCN 4			PQTU
16	222342	9.0N 153.8E	PCN 5	T3 0/3.0 /D1 0/24HRS		PQTU
17	230300	9.6N 153.0E	PCN 6			PQTU
18	230604	9.8N 152.0E	PCN 6			PQTU
19	230754	9.8N 151.4E	PCN 4			PQTU
20	230902	10.1N 151.2E	PCN 4			PQTU
21	231223	10.2N 150.6E	PCN 3			PQTU
22	231600	10.5N 149.6E	PCN 4	T4 0/4.0 /D1 5/24HRS		PQTU
23	231849	10.7N 148.7E	PCN 3			PQTU
24	232035	10.4N 147.9E	PCN 3			PQTU
25	232322	10.5N 147.5E	PCN 5			PQTU
26	240300	11.4N 147.2E	PCN 4	T5 0/5.0 /D2 0/24HRS		PQTU
27	240551	11.5N 146.5E	PCN 3			PQTU
28	240851	11.7N 145.5E	PCN 3	T4 0/4.0	INIT OBS	RODN
29	240838	11.9N 145.0E	PCN 4			PQTU
30	240915	11.8N 145.1E	PCN 4			PQTU
31	241203	12.0N 144.0E	PCN 4			PQTU
32	241600	12.2N 142.7E	PCN 4			PQTU
33	241836	12.4N 141.8E	PCN 4	T5 0/5.0 /D1 0/26HRS		PQTU
34	241836	12.4N 141.8E	PCN 4			RPMK
35	242013	12.3N 141.3E	PCN 3			PQTU
36	242117	12.4N 141.0E	PCN 3			PQTU
37	250043	12.8N 140.2E	PCN 3	T5 5/5.5 /D0 5/21HRS		PQTU
38	250300	13.1N 139.7E	PCN 6			PQTU
39	250539	13.7N 138.4E	PCN 6			PQTU
40	250900	13.6N 138.0E	PCN 3			PQTU
41	250955	14.0N 138.0E	PCN 6			PQTU
42	251200	14.3N 137.5E	PCN 6			PQTU
43	251323	14.3N 136.9E	PCN 6			PQTU
44	251600	14.7N 136.1E	PCN 3	T6 5/6.5 /D1 5/22HRS		PQTU
45	251800	14.9N 135.6E	PCN 6			PQTU
46	251823	15.1N 135.3E	PCN 6			RODN
47	251923	15.8N 135.6E	PCN 6			PQTU
48	252100	15.2N 135.0E	PCN 6			PQTU
49	252133	15.2N 134.8E	PCN 6			PQTU
50	252233	15.2N 134.5E	PCN 6			PQTU
51	260023	15.5N 133.5E	PCN 1	T7 0/7.0 /D1 5/24HRS	INIT OBS	RODN
52	260023	15.5N 133.5E	PCN 1			PQTU
53	260300	15.8N 133.2E	PCN 1			PQTU
54	260700	15.8N 132.6E	PCN 2			PQTU
55	260900	16.0N 132.2E	PCN 2			PQTU
56	260931	16.0N 131.9E	PCN 1			PQTU
57	261200	16.1N 131.8E	PCN 3			PQTU
58	261304	16.0N 131.6E	PCN 6			PQTU
59	261600	16.2N 131.3E	PCN 6	T7 0/7.0 -/D0 5/24HRS		PQTU
60	261900	16.4N 131.1E	PCN 6			PQTU
61	262100	16.8N 130.8E	PCN 6			RODN
62	262100	16.7N 130.8E	PCN 6			PQTU
63	262112	16.8N 130.8E	PCN 6			RODN
64	262112	16.7N 130.8E	PCN 6			PQTU
65	262203	17.0N 130.7E	PCN 6			PQTU
66	270000	17.1N 130.4E	PCN 6			PQTU
67	270144	17.4N 130.5E	PCN 3	T7 0/7.0 -/D0 0/25HRS	EVE DIA 9NM	RODN
68	270144	17.4N 130.5E	PCN 3		EVE DIA 9NM	PQTU
69	270300	17.6N 130.1E	PCN 3			PQTU
70	270656	18.0N 129.8E	PCN 1			PQTU
71	270952	18.4N 129.5E	PCN 6			PQTU
72	271048	18.6N 129.4E	PCN 6			PQTU
73	271200	18.8N 129.5E	PCN 6			PQTU
74	271425	18.7N 129.4E	PCN 2			PQTU

75	271600	19.4N 129.4E	PCN 2	T6 5/7.0 /U0 5/24HRS		PGTU
76	271800	19.7N 129.4E	PCN 2			PGTU
77	271940	20.0N 129.3E	PCN 2			PGTU
78	271940	20.0N 129.3E	PCN 2			RPMK
79	272051	20.0N 129.2E	PCN 1			PGTU
80	272326	20.6N 129.5E	PCN 2			PGTU
81	272326	20.6N 129.5E	PCN 2			RODN
82	280124	20.7N 129.6E	PCN 1	T6 5/6.5 /U1.5/24HRS	INIT OBS	PGTU
83	280124	20.8N 129.6E	PCN 1		EYE DIA 8NM	PGTU
84	280300	20.9N 129.7E	PCN 1			RODN
85	280643	21.4N 130.3E	PCN 1		EYE DIA 18NM	PGTU
86	280931	21.9N 130.8E	PCN 1		EYE DIA 12NM	PGTU
87	281023	22.3N 131.0E	PCN 1			PGTU
88	281200	22.6N 131.1E	PCN 2			PGTU
89	281405	22.5N 131.5E	PCN 1			PGTU
90	281600	22.8N 131.9E	PCN 2	T5.0/6.0 /U1.5/24HRS		PGTU
91	281800	23.0N 132.4E	PCN 2			PGTU
92	281928	23.0N 132.8E	PCN 1			PGTU
93	282100	23.4N 133.2E	PCN 2			PGTU
94	282201	23.3N 133.9E	PCN 6	T5.0/6.0 /U1.5/22HRS		RODN
95	282302	23.4N 133.9E	PCN 2			PGTU
96	290000	23.4N 134.0E	PCN 2			PGTU
97	290104	23.5N 134.5E	PCN 1	T4.5/5.5 /U1.0/24HRS		PGTU
98	290300	23.8N 134.9E	PCN 2			PGTU
99	290630	24.2N 136.3E	PCN 2			PGTU
100	290900	24.6N 137.0E	PCN 4			PGTU
101	290930	24.6N 137.0E	PCN 4		ULCC FIX	PGTU
102	290950	24.8N 137.5E	PCN 4			PGTU
103	291200	25.1N 138.1E	PCN 4			PGTU
104	291344	25.1N 138.1E	PCN 4			PGTU
105	291600	26.5N 139.5E	PCN 6		ULCC FIX	PGTU
106	291800	26.7N 140.2E	PCN 6	T4.0/5.0 /U1.0/26HRS		PGTU
107	291915	26.8N 140.7E	PCN 5		ULCC FIX	PGTU
108	292000	26.9N 141.3E	PCN 3			PGTU
109	292237	27.5N 142.5E	PCN 4			PGTU
110	300044	28.3N 143.3E	PCN 4	T3.5/4.5 /U1.0/24HRS		PGTU
111	300618	28.3N 143.3E	PCN 4		ULCC 31.2N 147.7E	PGTU
112	300848	31.0N 147.8E	PCN 6			PGTU
113	301200	32.7N 151.2E	PCN 6		ULCC 34.7N 152.3E	PGTU
114	301800	34.5N 154.5E	PCN 6			PGTU

AIRCRAFT FIXES

FIX NO.	TIME (Z)	FIX POSITION	FLT LVL	700MB HGT	OBS MSLP	MAX-SFC-UND VEL/BRG/RNG	MAX-FLT-LVL-UND DIR/VEL/BRG/RNG	ACCRV NAV/MET	EYE SHAPE	EYE ORIEN- DIAM/TATION	EYE TEMP (C) OUT/ IN/ DP/SST	MSN NO.
1	230518	9.6N 152.3E	1500FT		996	35 120 40	050 35 350 40	6 2			+25 +25 +22	1
2	230751	9.8N 151.6E	1500FT		996	35 060 30	080 55 300 90	10 2			+24 +25 +22	1
3	232054	10.5N 148.2E	700MB	2971		65 280 20	200 60 140 15	6 5	CIRCULAR	45	+18 +21 +10	3
4	232345	10.6N 147.6E	700MB	2971	984	80 250 15	150 60 040 30	8 5	CIRCULAR	45	+15 +21 +11	4
5	240547	11.2N 146.0E	700MB	2963	985	55 130 30	080 55 340 100	4 3	CIRCULAR	20	+12 +14 +10	4
6	240825	11.7N 145.1E	700MB	2953	983	75 060 30	130 75 060 50	4 3	ELLIPTICAL	40 20 090	+12 +14 +10	4
7	242033	12.3N 141.5E	700MB	2977	967	90 040 26	140 74 040 32	10 8	CIRCULAR	35	+12 +14 +10	5
8	250556	13.3N 138.8E	700MB	2500	934	120 330 10	360 100 230 10	6 1	ELLIPTICAL	25 20 360	+12 +25 + 6	4
9	250833	13.5N 138.2E	700MB	2365	916	130 060 19	180 110 110 28	6 1	CIRCULAR	15	+16 +28 + 5	6
10	252318	15.4N 134.2E	700MB	2160	892	130 300 8	030 81 310 13	5 3	CIRCULAR	10	+13 +31 + 7	7
11	260049	15.5N 133.9E	700MB	2107		130 040 07	200 107 100 10	10 2	CIRCULAR	10	+14 +29 + 7	9
12	260841	15.8N 132.2E	700MB	2026	883	130 030 10	100 115 020 13	6 1	CIRCULAR	10	+13 +30 + 7	9
13	261114	15.9N 131.9E	700MB	2022	879		200 115 130 10	5 1	CIRCULAR	10	+16 +29 + 8	7
14	262031	16.6N 130.6E	700MB	2096	887	45 320 90	080 122 020 15	8 1	CONCENTRIC	10 40	+16 +20 +16	10
15	262326	17.1N 130.4E	700MB	2164	894	75 120 90	280 110 210 04	6 5	CONCENTRIC	10 30	+17 +12 +17	10
16	270630	18.3N 129.6E	700MB	2244		50 090 16	200 109 220 43	3 2	CIRCULAR	20	+16 +19 +18	11
17	271106	18.6N 129.3E	700MB	2237	904		190 100 120 60	10 1	CONCENTRIC	20 40	+15 +18 +18	11
18	280218	20.7N 129.6E	700MB	2338	915	65 240 60	310 98 240 7	10 5	CIRCULAR	15	+12 +18 +18	13
19	280831	21.0N 130.7E	700MB	2380	919	50 300 120	010 75 300 9	10 1	CIRCULAR	30	+17 +20 +16	14
20	281135	22.3N 131.0E	700MB	2454	929		230 105 120 70	10 2	CIRCULAR	20	+16 +19 +13	14
21	282032	23.3N 133.2E	700MB	2356			090 80 020 8	8 2	CIRCULAR	15	+13 +17 +14	15
22	282334	23.5N 134.1E	700MB	2418	923	90 160 30	330 110 270 17	6 1	CIRCULAR	15	+13 +15 +15	15
23	290910	24.6N 137.2E	700MB	2528	936	110 150 54	220 111 150 49	8 2			+13 +16 +15	16
24	291156	25.2N 138.0E	700MB	2572	940		210 97 250 25	8 2			+16 +19 +15	16
25	292040	27.6N 141.3E	700MB	2730	957	90 250 63	240 195 160 57	5 10	CIRCULAR	50	+14 +22 +19	17
26	292352	28.3N 142.9E	700MB	2751	961	90 210 30	300 78 030 12	7 10			+14 +19 +19	17
27	301054	32.3N 150.2E	700MB	2867			260 92 220 115	10 10			+14 +22 +19	19

RADAR FIXES

FIX NO.	TIME (Z)	FIX POSITION	RADAR	ACCRV	EYE SHAPE	EYE DIAM	RADAR-CODE ASUAR TDDFF	COMMENTS	RADAR POSITION	SITE UMO NO.
1	240226	11.5N 146.1E	LAND						13.5N 144.9E	01218
2	240235	11.3N 146.7E	LAND	GOOD				NOV 1220	13.6N 144.9E	01218
3	240306	11.7N 145.7E	LAND					NOVQ NU	13.5N 144.8E	01218
4	240400	11.5N 145.8E	LAND						13.5N 144.8E	01218
5	240615	11.6N 145.9E	LAND		CIRCULAR	30		EYE MOSTLY OPN	13.6N 144.9E	01218
6	240735	11.5N 145.8E	LAND	GOOD					13.5N 144.9E	01218
7	240835	11.6N 145.3E	LAND	FAIR					13.6N 144.9E	01218
8	240935	11.7N 145.3E	LAND	FAIR					13.6N 144.9E	01218
9	241035	11.9N 144.6E	LAND	FAIR					13.5N 144.9E	01218
10	241135	12.2N 143.9E	LAND	FAIR					13.5N 144.9E	01218
11	241335	12.1N 143.7E	LAND	GOOD	ELLIPTICAL	40			13.6N 144.9E	01218
12	241435	12.0N 143.5E	LAND	GOOD	ELLIPTICAL	35			13.6N 144.9E	01218
13	241535	12.1N 143.3E	LAND	FAIR					13.5N 144.9E	01218

NOTICE - THE ASTERISKS (*) INDICATE FIXES UNREPRESENTATIVE AND NOT USED FOR BEST TRACK PURPOSES.

TYPHOON WARREN
BEST TRACK DATA

FY/DA/HR	BEST TRACK				WARNING				24 HOUR FORECAST				48 HOUR FORECAST				72 HOUR FORECAST			
	POSIT	WIND	POSIT	WIND	POSIT	WIND	POSIT	WIND	POSIT	WIND	POSIT	WIND	POSIT	WIND	POSIT	WIND	POSIT	WIND	POSIT	WIND
102300Z	11.1	116.0	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
102330Z	11.6	116.2	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
102360Z	12.0	116.3	30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
102390Z	12.4	116.3	35	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
102420Z	12.9	116.2	35	12.8	115.7	30	30	30	13.2	115.0	45	50	13.3	114.0	55	63	14.4	112.4	60	216
102450Z	13.6	116.1	40	13.4	116.2	45	13	13	14.1	115.7	60	18	14.8	114.8	70	13	15.5	113.2	80	195
102480Z	14.2	115.7	45	13.5	116.1	50	48	48	14.6	115.6	60	12	15.9	114.5	70	48	16.8	112.7	80	192
102510Z	14.2	115.3	50	14.3	115.3	55	6	6	15.4	113.5	70	110	16.6	111.3	80	211	15.18	109.3	80	435
102540Z	13.8	115.6	50	14.0	115.5	60	13	13	15.0	114.5	70	27	16.0	113.2	80	91	15.16	111.4	80	339
102570Z	14.2	116.0	55	14.5	115.8	60	21	21	15.4	114.8	70	32	16.4	113.5	75	109	16.7	111.6	80	373
102600Z	14.6	115.8	55	14.9	115.8	60	39	39	16.5	114.0	70	91	17.1	112.1	75	263	16.19	110.0	75	521
102630Z	14.6	115.2	60	15.0	115.0	65	27	27	16.0	113.8	45	71	16.9	112.3	45	251	17.5	111.2	45	431
102660Z	14.6	114.7	60	15.3	114.3	55	55	55	16.4	114.8	45	79	17.2	113.8	45	287	18.2	113.2	45	333
102690Z	14.9	114.6	65	15.6	114.3	65	23	23	16.7	113.3	70	99	17.7	112.3	75	318	18.3	111.2	80	385
102720Z	15.1	114.6	65	15.0	114.3	65	18	18	15.0	114.3	65	85	16.2	112.9	75	307	16.16	112.3	75	306
102750Z	15.1	114.6	65	15.0	114.3	65	36	36	16.1	114.1	70	138	17.2	113.8	70	284	18.0	113.4	75	259
102780Z	15.1	114.6	65	15.0	114.3	65	18	18	16.1	114.1	70	138	17.2	113.8	70	284	18.0	113.4	75	259
102810Z	15.3	115.0	65	15.5	115.0	65	12	12	15.9	115.0	70	163	16.9	114.4	76	216	21.17	113.4	75	213
102840Z	15.4	115.7	65	15.5	115.3	65	24	24	16.5	116.1	70	130	17.6	116.5	75	142	20.18	116.6	75	212
102870Z	15.5	116.4	65	15.6	115.5	65	22	22	16.6	116.1	70	148	17.8	116.5	75	147	25.18	116.6	75	245
102900Z	15.5	117.1	65	15.0	117.0	65	39	39	16.3	121.9	45	220	15.20	125.3	55	564	10.23	129.0	65	989
102930Z	15.6	117.8	65	15.5	117.9	65	8	8	16.9	121.2	40	199	15.17	124.9	45	506	10.19	129.4	65	974
102960Z	15.7	118.4	65	15.7	118.1	65	6	6	16.7	119.3	45	134	16.18	118.6	50	237	10.18	116.7	55	973
102990Z	15.5	118.4	65	15.6	118.0	60	24	24	16.5	118.2	65	96	15.17	118.0	65	181	25.17	114.7	70	386
103020Z	15.4	118.2	60	15.6	118.0	60	17	17	16.0	118.0	65	83	20.17	116.3	70	183	35.17	114.4	75	311
103050Z	15.4	117.8	55	15.5	117.8	60	6	6	16.9	117.4	65	73	20.16	115.4	70	158	40.16	113.4	75	259
103080Z	15.4	117.4	55	15.4	117.4	55	2	2	16.0	117.5	50	50	15.15	113.5	45	118	15.0	0.0	0.0	0.0
103110Z	15.4	117.0	50	15.4	116.5	55	29	29	15.6	114.7	50	36	10.15	112.7	45	127	20.0	0.0	0.0	0.0
103140Z	15.4	116.7	45	15.4	116.6	50	26	26	15.4	115.0	45	63	10.15	113.0	45	182	20.0	0.0	0.0	0.0
103170Z	15.4	116.4	45	15.4	116.4	45	13	13	15.5	114.5	45	121	15.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0
103200Z	15.3	115.6	40	15.4	115.8	45	13	13	15.5	114.1	40	137	15.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0
103230Z	15.0	114.8	40	15.4	115.3	45	38	38	15.5	113.3	40	137	15.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0
103260Z	14.8	114.4	35	14.4	113.1	25	6	6	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0
103290Z	14.4	114.4	30	14.4	113.1	25	6	6	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0
103320Z	14.0	112.7	30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0
103350Z	13.6	112.0	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0
103380Z	13.3	111.4	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0
103410Z	13.0	110.8	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0

ALL FORECASTS					TYPHOONS WHILE OVER 35 KTS				
	URG	24-HR	48-HR	72-HR	URG	24-HR	48-HR	72-HR	
AVG FORECAST POSIT ERROR	21.	95.	205.	353.	22	93.	215.	328.	
AVG RIGHT ANGLE ERROR	9	53	128	219	9	54	139	207	
AVG INTENSITY MAGNITUDE ERROR	4	19	15	24	4	9	13	20	
AVG INTENSITY BIAS	8	16	11	24	1	3	9	15	
NUMBER OF FORECASTS	31	29	27	23	30	26	22	18	
DISTANCE TRAVELED BY TROPICAL CYCLONE IS 1111 NM									
AVERAGE SPEED OF TROPICAL CYCLONE IS 5 KNOTS									

TYPHOON WARREN
FIX POSITIONS FOR CYCLONE NO. 26

SATELLITE FIXES

FIX NO.	TIME (Z)	FIX POSITION	ACCRV	DVORAK CODE	COMMENTS	SITE
1	230300	11.5N 115.7E	PCN 4	T1.0/1.0	INIT OBS EXP LLCC	PGTU
2	230600	11.5N 116.1E	PCN 4		EXP LLCC	PGTU
3	230743	11.7N 116.4E	PCN 3	T1.5/1.5	INIT OBS EXP LLCC	RPBK
4	231200	12.0N 116.2E	PCN 6			PGTU
5	231600	12.2N 116.2E	PCN 6			PGTU
6	231800	12.4N 116.6E	PCN 6	T2.5/2.5	INIT OBS	PGTU
7	232000	12.6N 116.6E	PCN 6		ULCC FIX	RPBK
8	232100	12.6N 116.8E	PCN 6		ULCC FIX	PGTU
9	232216	12.7N 116.0E	PCN 3	T3.0/3.0	INIT OBS	RODN
10	232321	12.7N 115.3E	PCN 5			RODN
11	232400	12.7N 115.3E	PCN 5			RODN
12	2340245	13.0N 116.0E	PCN 5	T2.5/2.5 /D1.0/19HRS		RPBK
13	2340300	13.2N 116.4E	PCN 4	T3.5/3.5 /D2.5/24HRS		PGTU
14	2340722	13.1N 115.4E	PCN 6	T3.0/3.0 /D1.5/24HRS		RPBK
15	2340733	13.4N 115.7E	PCN 6			PGTU
16	2340900	13.7N 115.9E	PCN 6			PGTU
17	2341455	13.8N 115.9E	PCN 6			RODN
18	2341200	13.3N 115.2E	PCN 5			RPBK
19	2341200	14.1N 115.8E	PCN 6			PGTU
20	2341528	13.8N 115.1E	PCN 6			RPBK
21	2341800	14.3N 115.3E	PCN 6			PGTU
22	2341800	14.4N 115.0E	PCN 6	T4.0/4.0 /D1.5/24HRS		PGTU
23	2342018	14.0N 115.1E	PCN 5			RPBK
24	2342558	13.8N 115.4E	PCN 6			PGTU
25	2342224	14.7N 116.5E	PCN 3	T4.0/4.0 /D1.0/28HRS		RODN
26	2347221	14.8N 115.8E	PCN 4			PGTU
27	2347221	14.8N 115.8E	PCN 3	T3.0/3.0+/50.0/24HRS	EXP LLCC	RPBK
28	2351034	14.6N 115.6E	PCN 3			RPBK
29	2351136	14.9N 114.9E	PCN 3		EXP LLCC	RPBK
30	2351136	14.8N 113.7E	PCN 4			RODN
31	2351200	14.8N 115.3E	PCN 6			PGTU
32	2351505	14.7N 114.5E	PCN 3			RODN
33	2351600	15.0N 115.0E	PCN 6	T3.0/4.0+/U1.0/22HRS		PGTU
34	2352000	15.0N 112.2E	PCN 6		ULCC FIX	RPBK
35	2352315	15.3N 115.6E	PCN 3			RPBK
36	2352000	14.6N 115.0E	PCN 6		EXP LLCC	PGTU
37	2352000	14.5N 114.9E	PCN 3	T3.0/3.0 /50.0/19HRS	EXP LLCC	RPBK
38	2353000	14.8N 114.8E	PCN 6	T3.0/3.5 /50.0/20HRS	EXP LLCC	PGTU
39	2353000	15.0N 114.7E	PCN 4			PGTU
40	2353000	15.6N 113.8E	PCN 6			PGTU
41	2353112	15.0N 114.0E	PCN 6			RPBK
42	2353112	13.9N 113.3E	PCN 6		ULCC FIX	RODN
43	2353445	15.2N 115.2E	PCN 6			PGTU
44	2353445	15.4N 115.0E	PCN 6	T2.5/3.0 /U0.5/24HRS		PGTU
45	2353445	15.6N 115.0E	PCN 6			PGTU
46	2353553	15.4N 115.4E	PCN 4	T3.5/4.0 /U0.5/21HRS	EXP LLCC	RODN
47	2353553	15.4N 115.4E	PCN 4		EXP LLCC	RPBK
48	270144	15.2N 115.0E	PCN 3		EXP LLCC	PGTU
49	270144	15.2N 114.9E	PCN 4		EXP LLCC	RODN
50	2702000	15.0N 114.0E	PCN 4	T3.0/3.0+/50.0/24HRS	EXP LLCC	PGTU
51	2702000	15.0N 115.0E	PCN 4		EXP LLCC	PGTU
52	2702000	15.0N 115.1E	PCN 3		EXP LLCC	RPBK
53	2702000	15.6N 115.4E	PCN 6			PGTU
54	270145	15.4N 115.7E	PCN 6			PGTU
55	271134	15.0N 115.0E	PCN 5	T3.0/3.0 /50.0/31HRS		RPBK
56	272326	15.2N 117.9E	PCN 3	T3.5/3.5 /D0.5/15HRS		PGTU
57	272326	15.2N 117.9E	PCN 6			RODN

FIX NO.	TIME (Z)	FIX POSITION	FLT LVL	700MB HGT	OBS MSLP	MAX-SFC-UND VEL/BRG/RNG	MAX-FLT-LVL-UND DIR/VEL/BRG/RNG	ACCRV NAV/MET	EYE SHAPE	EYE ORIEN- DIAM/TATION	EYE TEMP (C) OUT/ IN/ DP/SST	MSM NO.
64	221112	15 3N 118 3E	PCN 5									
65	221112	15 3N 118 3E	PCN 4									
66	221112	15 3N 118 3E	PCN 5									
67	221112	15 3N 118 3E	PCN 6									
68	221805	15 4N 118 1E	PCN 4									
69	221928	15 5N 118 4E	PCN 5									
70	222100	15 4N 118 3E	PCN 6									
71	222302	15 2N 117 5E	PCN 3									
72	222302	15 3N 117 7E	PCN 5									
73	220000	15 2N 116 9E	PCN 6									
74	220245	15 2N 117 6E	PCN 3									
75	220245	15 3N 117 9E	PCN 3									
76	220300	15 4N 117 6E	PCN 6									
77	220300	15 5N 117 5E	PCN 6									
78	220812	15 4N 117 0E	PCN 3									
79	220900	15 9N 117 0E	PCN 6									
80	221140	15 2N 116 9E	PCN 6									
81	221140	15 5N 116 9E	PCN 6									
82	221200	15 4N 116 8E	PCN 6									
83	221250	15 5N 116 8E	PCN 4									
84	221525	15 3N 116 8E	PCN 5									
85	221600	15 5N 116 6E	PCN 6									
86	221600	15 5N 116 6E	PCN 6									
87	220257	15 5N 115 9E	PCN 5									
88	300000	15 4N 116 9E	PCN 4									
89	300018	15 4N 116 6E	PCN 5									
90	300019	15 6N 115 9E	PCN 5									
91	300225	15 5N 116 1E	PCN 3									
92	300600	15 4N 116 0E	PCN 4									
93	300750	15 3N 115 9E	PCN 3									
94	300800	15 3N 115 9E	PCN 3									
95	300900	15 3N 115 9E	PCN 4									
96	301115	15 4N 115 5E	PCN 3									
97	301116	15 1N 115 4E	PCN 6									
98	301505	15 2N 115 5E	PCN 3									
99	301500	15 2N 115 5E	PCN 6									
100	301500	15 1N 115 5E	PCN 6									
101	302044	15 2N 114 4E	PCN 5									
102	302354	14 8N 114 5E	PCN 3									
103	310204	14 8N 113 6E	PCN 3									
104	310205	14 9N 114 0E	PCN 3									
105	310300	15 2N 114 7E	PCN 4									
106	310000	14 6N 113 6E	PCN 4									
107	312100	14 3N 112 0E	PCN 6									
108	010000	13 5N 111 5E	PCN 5									
109	010145	13 1N 111 1E	PCN 3									
110	010300	12 9N 111 0E	PCN 4									
111	011800	13 5N 109 7E	PCN 6									
112	020600	14 0N 105 0E	PCN 6									

AIRCRAFT FIXES

FIX NO.	TIME (Z)	FIX POSITION	FLT LVL	700MB HGT	OBS MSLP	MAX-SFC-UND VEL/BRG/RNG	MAX-FLT-LVL-UND DIR/VEL/BRG/RNG	ACCRV NAV/MET	EYE SHAPE	EYE ORIEN- DIAM/TATION	EYE TEMP (C) OUT/ IN/ DP/SST	MSM NO.
1	250216	14 0N 115 8E	1500FT			985 50 360 40	230 47 180 24	12 5			+29 +29	1
2	250316	14 7N 114 5E	1500FT			980 65 200 90	100 60 050 37	4 5			+24 +26 +26	1
3	260551	14 5N 114 4E	700MB	2951	982	75 130 40	220 55 120 60	4 4			+17 +20 + 8	3
4	270032	14 9N 114 7E	700MB	2977	979	70 080 30	220 77 120 56	4 4			+21 +21	3
5	270302	15 3N 114 8E	700MB	2951	979	40 010 90	320 57 040 83	6 5			+22 +25 +19	3
6	270951	15 4N 115 2E	1500FT			983 45 050 60	270 68 190 60	5 5			+ 9 +18 +12	4
7	271227	15 2N 115 5E	700MB	2892	976	50 200 30	240 59 130 86	12 3			+24 +25	5
8	280255	15 3N 115 5E	700MB	2905	976	65 030 20	200 58 100 60	10 3			+ 7 +18	4
9	280601	15 7N 117 8E	700MB	2902		65 030 20	200 58 100 60	10 3			+12 +15 +13	6
10	280957	15 7N 118 3E	700MB	2918		30 070 50	210 51 100 95	5 5			+12 +17 +11	7
11	281135	15 7N 118 1E	700MB	2929	976	990 45 070 30	070 55 130 50	15 10	CIRCULAR	35	+22 +25 +23	6
12	280941	15 5N 117 5E	1500FT			990 45 070 30	070 55 130 50	15 10			+ 9 +15 +15	7
13	291143	15 5N 117 3E	700MB	3003	984		290 52 220 75	5 5			+13 +16 + 7	8
14	292045	15 4N 116 7E	700MB	3004		994 50 030 130	310 40 050 90	8 10			+23 +26 +23	8
15	292233	15 3N 116 7E	1500FT			992 40 070 60	140 40 070 60	10 10			+24 +25 +22	8
16	300233	15 5N 116 0E	700MB	3071	995	50 330 105	070 44 330 55	5 5			+24 +26 +24	9
17	300856	15 4N 116 0E	1500FT			992 40 070 60	140 40 070 60	10 10			+12 +15 + 8	9
18	301129	15 3N 115 3E	700MB	3056			100 42 360 100	10 10			+23 +23 +22	10
19	301410	15 2N 115 1E	700MB	3057			200 42 110 45	10 10			+20 +24 +20	10
20	302232	14 9N 114 4E	1500FT			25 180 30	240 39 180 15	15 7				10
21	310128	14 6N 113 9E	1500FT			25 030 60	120 34 030 60	10 5				10
22	310545	14 4N 113 5E	1500FT			999 30 060 45	290 34 020 60	6 10				11

RADAR FIXES

FIX NO.	TIME (Z)	FIX POSITION	RADAR	ACCRV	EYE SHAPE	EYE DIAM	RADAR-CODE ASUAR TDDFF	COMMENTS	RADAR POSITION	SITE WMO NO.
1	280500	15 2N 117 5E	LAND				1041/		16 3N 120 6E	98321
2	280600	15 3N 117 8E	LAND				1042/ 57020		16 3N 120 6E	98321
3	280900	15 5N 118 0E	LAND				10412 49005	EYE 60 PCT OPN	16 3N 120 6E	98321
4	281200	16 1N 118 2E	LAND				10212 42305	EYE 60 PCT CIR OPN NMW	16 3N 120 6E	98321
5	281500	15 6N 117 8E	LAND				10212 42305		16 3N 120 6E	98321
6	281800	15 6N 117 8E	LAND				10212 42305		16 3N 120 6E	98321
7	281800	15 8N 118 4E	LAND				10412 42405		16 3N 120 6E	98321
8	281900	15 5N 117 8E	LAND				42705		16 3N 120 6E	98321
9	290100	15 4N 116 9E	LAND				42704		16 3N 120 6E	98321
10	290300	15 4N 117 3E	LAND				10312 42705	EYE 60 PCT CIR OPN E	16 3N 120 6E	98321
11	290400	15 4N 117 2E	LAND				42705		16 3N 120 6E	98321
12	290800	15 4N 116 9E	LAND				42705		16 3N 120 6E	98321

SYNOPTIC FIXES

FIX NO.	TIME (Z)	FIX POSITION	INTENSITY ESTIMATE	NEAREST DATA (NM)	COMMENTS
1	251800	15 0N 115 0E	055	005	SHIP

NOTICE - THE ASTERISKS (*) INDICATE FIXES UNREPRESENTATIVE AND NOT USED FOR BEST TRACK PURPOSES.

TYPHOON AGNES
BEST TRACK DATA

BEST TRACK				WARNING				24 HOUR FORECAST				48 HOUR FORECAST				72 HOUR FORECAST					
MO/DA/HR	POSIT	WIND	WIND	POSIT	WIND	ERRORS	ERRORS	POSIT	WIND	DST	WIND	POSIT	WIND	ERRORS	ERRORS	POSIT	WIND	ERRORS	ERRORS		
103012Z	3.0	146.1	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
103100Z	3.0	145.8	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
103106Z	3.0	145.3	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
103112Z	4.4	144.4	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
103118Z	4.4	144.5	30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
110100Z	5.4	143.8	35	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
110106Z	5.9	143.0	45	5.8	143.0	45	6.0	7.8	139.6	65	77	9.5	133.9	90	8	-10	10.0	128.0	105		
110112Z	7.4	141.8	55	7.5	141.7	55	8.0	8.5	136.0	70	77	10.2	128.7	95	15.1	-15	10.3	122.5	80		
110118Z	7.4	140.4	55	7.5	140.3	55	8.0	9.5	134.7	75	106	10.2	128.7	95	15.1	-15	10.3	122.6	80		
110200Z	7.8	139.4	55	8.0	139.2	55	17.0	9.7	133.7	75	96	15.0	127.0	95	18.3	-15	11.7	121.8	80		
110206Z	8.0	138.4	60	8.4	138.3	60	8.0	9.8	133.3	80	48	10.4	126.8	100	11.8	-15	11.8	121.5	80		
110212Z	8.6	137.3	65	8.6	137.3	60	0.0	9.7	132.8	80	0	10.6	127.3	105	13	-10	11.8	122.2	80		
110218Z	8.8	136.3	80	8.7	136.3	70	6.0	5.8	131.8	105	24	10.5	126.2	115	4.8	-5	11.0	121.3	80		
110300Z	9.1	135.2	90	9.0	135.2	90	6.0	10.3	130.3	125	17	15.1	125.5	135	11.3	35	12.2	121.5	80		
110306Z	9.4	134.0	100	9.0	133.9	100	8.0	10.6	128.9	130	8	15.1	124.5	120	12.4	35	12.6	120.2	75		
110312Z	9.6	132.7	110	9.6	132.6	110	6.0	10.7	127.8	130	24	15.1	122.7	105	11.2	35	13.2	118.0	65		
110318Z	9.8	131.4	110	9.8	131.5	110	6.0	10.9	126.4	130	40	10.1	121.8	90	14.1	10	13.7	117.5	70		
110400Z	10.1	130.1	110	10.4	129.0	115	8.0	11.1	125.5	125	91	25	12.3	121.2	80	20.5	-10	14.3	116.4	75	
110406Z	10.5	128.8	115	10.4	128.0	115	8.0	11.0	124.0	105	34	25	11.9	119.7	70	22.9	-25	13.8	114.4	80	
110412Z	10.8	127.4	115	10.8	127.5	115	6.0	12.0	123.1	100	136	30	13.3	118.3	75	25.2	-25	14.4	113.4	85	
110418Z	11.0	125.8	120	11.2	126.0	125	12.0	5.1	127.7	120	74	-10	13.9	115.8	80	20.7	-20	14.8	111.1	95	
110500Z	11.5	124.0	100	11.6	124.2	110	13.0	10.1	125.1	110	83	-20	15.9	113.2	80	17.2	-20	18.0	108.0	90	
110506Z	11.6	122.4	85	11.7	122.2	90	13.0	5.1	123.3	115	50	-15	15.7	111.3	90	12.5	-10	18.3	106.3	100	
110512Z	11.8	120.8	70	11.7	120.8	75	6.0	5.1	121.5	110	82	-10	16.2	110.4	100	14.5	15	19.0	105.6	110	
110518Z	12.2	119.2	65	12.2	119.2	70	6.0	10.3	119.4	105	111	5	16.7	109.4	110	17.1	60	0.0	0.0	0.0	
110600Z	12.5	117.7	90	12.2	117.7	80	0.0	10.7	115.2	90	53	-10	14.5	108.1	70	11.1	45	0.0	0.0	0.0	
110606Z	12.5	115.8	95	12.6	116.1	1	25	19.0	13.6	110.7	95	34	-5	14.2	106.8	50	12.8	30	0.0	0.0	0.0
110612Z	12.5	114.4	100	12.6	114.4	1	25	19.0	13.6	110.7	95	34	-5	14.2	106.8	50	12.8	30	0.0	0.0	0.0
110618Z	12.5	112.3	100	13.0	112.4	90	8.0	-10	14.7	106.7	40	68	-10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
110700Z	12.7	111.3	100	13.6	111.4	95	8.0	-5	14.6	108.4	40	128	15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
110706Z	13.0	109.6	100	13.3	109.6	100	8.0	0.0	14.7	107.2	25	138	5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
110712Z	13.0	107.8	85	13.3	107.8	85	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
110718Z	14.3	107.8	50	14.2	108.1	60	18.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
110800Z	14.7	106.2	25	14.4	107.5	25	78.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
110806Z	15.1	104.9	0	15.0	104.9	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
110812Z	16.3	104.0	15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

ALL FORECASTS				TYPHOONS WHILE OVER 35 KTS			
AVG FORECAST POSIT ERROR	URNG	24-HR	48-HR	72-HR	URNG	24-HR	48-HR
AVG RIGHT ANGLE ERROR	11	72	139	197	7	66	141
AVG INTENSITY MAGNITUDE ERROR	7	23	54	69	7	23	56
AVG INTENSITY	8	14	22	29	4	15	21
NUMBER OF FORECASTS	28	25	21	18	27	23	19
DISTANCE TRAVELED BY TROPICAL CYCLONE IS 2666 NM							
AVERAGE SPEED OF TROPICAL CYCLONE IS 12. KNOTS							

TYPHOON AGNES
FIX POSITIONS FOR CYCLONE NO. 27

SATELLITE FIXES

FIX NO.	TIME (Z)	FIX POSITION	ACCRV	DVORAK CODE	COMMENTS	SITE
1	300848	2.8N 146.3E	PCN 6		ULCC FIX	PGTU
2	310300	3.8N 145.5E	PCN 6	T1.5/1.5	INIT OBS	PGTU
3	310600	3.8N 145.5E	PCN 6			PGTU
4	310827	3.8N 145.9E	PCN 6			PGTU
5	311200	4.4N 144.9E	PCN 6			PGTU
6	311600	4.9N 144.8E	PCN 6	T1.0/1.0	INIT OBS	PGTU
7	311800	5.4N 144.7E	PCN 6			PGTU
8	312107	5.9N 144.0E	PCN 6			PGTU
9	010803	4.4N 144.1E	PCN 6			PGTU
10	010300	6.1N 141.3E	PCN 6	T2.5/2.5 /D1.0/24HRS		PGTU
11	010553	7.7N 142.8E	PCN 6			PGTU
12	010846	6.5N 142.4E	PCN 6			PGTU
13	011200	6.9N 141.3E	PCN 6			PGTU
14	011243	6.9N 141.2E	PCN 6			PGTU
15	011600	7.4N 141.0E	PCN 6			PGTU
16	011838	7.5N 140.3E	PCN 6	T3.5/3.5 /D2.5/27HRS		PGTU
17	012046	7.6N 140.0E	PCN 6			PGTU
18	020124	7.7N 139.7E	PCN 3	T3.5/3.5	INIT OBS	PGTU
19	020124	8.0N 139.3E	PCN 3		EYE WALL FRMG N-E-SE	PGTU
20	020300	8.1N 138.9E	PCN 3	T4.0/4.0 /D1.5/24HRS		PGTU
21	020722	8.5N 138.2E	PCN 3			PGTU
22	020926	8.4N 137.6E	PCN 4			PGTU
23	021003	8.6N 137.7E	PCN 4			PGTU
24	021200	8.5N 137.3E	PCN 6		ULCC FIX	PGTU
25	021224	8.6N 137.2E	PCN 6			PGTU
26	021600	8.9N 136.7E	PCN 6	T5.0/5.0 /D1.5/22HRS		PGTU
27	021800	8.6N 136.3E	PCN 6			PGTU
28	021825	8.7N 136.2E	PCN 4			PGTU
29	022025	9.1N 135.5E	PCN 4		ULCC FIX	PGTU
30	022242	9.2N 135.3E	PCN 3			PGTU
31	030104	9.3N 135.0E	PCN 1	T4.5/4.5 /D1.0/24HRS		PGTU
32	030104	9.2N 135.0E	PCN 1			PGTU
33	030300	9.4N 134.5E	PCN 4	T5.0/5.0 /D1.0/24HRS		PGTU
34	030710	9.4N 133.7E	PCN 1			PGTU
35	030905	9.5N 133.1E	PCN 1			PGTU
36	030939	9.5N 132.9E	PCN 2			PGTU
37	031200	9.5N 132.6E	PCN 6			PGTU
38	031345	9.5N 132.3E	PCN 6			PGTU
39	031600	9.5N 131.1E	PCN 6	T5.5/5.5 /D0.5/24HRS		PGTU
40	031800	9.7N 131.5E	PCN 6			PGTU
41	031954	9.8N 131.2E	PCN 6			PGTU
42	032100	9.9N 130.8E	PCN 6			PGTU
43	032145	9.9N 130.7E	PCN 6			PGTU
44	032217	10.0N 130.5E	PCN 1			PGTU
45	040044	10.0N 129.9E	PCN 1	T5.5/5.5 /D0.5/24HRS	EVE DIA 6NM	PGTU
46	040300	10.3N 129.5E	PCN 1		EVE FIX	PGTU
47	040600	10.5N 128.9E	PCN 1		EVE DIA 6NM	PGTU
48	040657	10.5N 128.6E	PCN 1	T6.0/6.0 /D1.5/30HRS	EVE DIA 11NM	PGTU
49	040657	10.5N 128.7E	PCN 1		EVE DIA 8NM	PGTU
50	040900	10.7N 128.2E	PCN 2		EVE DIA 11NM	PGTU
51	041025	10.7N 127.8E	PCN 1		EVE DIA 8NM	PGTU
52	041056	10.8N 127.5E	PCN 1		EVE FIX	PGTU
53	041056	10.8N 127.5E	PCN 1		EVE DIA 11NM	PGTU
54	041200	10.8N 127.5E	PCN 2		EVE DIA 6NM	PGTU
55	041325	11.1N 127.0E	PCN 6	T6.5/6.5 /D1.0/26HRS	EVE DIA 7NM	PGTU
56	041800	11.3N 125.7E	PCN 1		EVE DIA 12NM	PGTU
57	041942	11.3N 125.1E	PCN 1		EVE FIX	PGTU
58	042124	11.4N 124.5E	PCN 3			PGTU
59	042234	11.4N 124.4E	PCN 3	T5.0/5.0	INIT OBS	PGTU
60	042334	11.4N 123.9E	PCN 3			PGTU
61	050000	11.5N 123.0E	PCN 4			PGTU
62	050200	11.5N 122.0E	PCN 1			PGTU
63	050205	11.5N 122.0E	PCN 1	T5.0/5.0 /U1.0/19HRS	EVE FIX	PGTU
64	050300	11.7N 123.1E	PCN 2	T5.0/5.5 /U0.5/24HRS	EVE DIA 25NM	PGTU

PGTU
RPMK
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RODN
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RPMK
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PGTU

FIX NO.	TIME (Z)	FIX POSITION	FLT LVL	700MB HGTS	OBS HSLP	MAX-SFC-UND VEL/BRG/RNG	MAX-FLT-LVL-UND DIR/VEL/BRG/RNG	ACCRV NAV/NET	EYE SHAPE	EYE ORIENTATION	EYE TEMP (C) OUT/ IN/ DP/ SST	MSH NO.
1	010513	5.8N 143.0E	700MB	3015	996	55 030	5 170 48 000	10 9 1	CIRCULAR	15	+10 +13 +10	3
2	012052	7.1N 137.7E	700MB	3025			13 56 000	20 5 5	ELLIPTICAL	30 20	+10 +14 +7	3
3	012317	7.7N 139.5E	700MB	3025	993	55 340	15 050 60 340	30 4 5	ELLIPTICAL	15 10	+14 +7	3
4	020535	8.2N 138.5E	700MB	2994	988	60 360	10 060 65 360	11 10 10				5
5	020831	8.4N 138.0E	1500FT	987	960	60 260	10 280 68 260	33 10 10				5
6	021127	9.0N 137.7E	700MB	2913	988	100 310	10 080 70 310	10 10 5	CIRCULAR	20	+26 +28 +27	5
7	022321	9.1N 135.3E	700MB	2899	978	100 330	10 100 70 330	10 10 5	CIRCULAR	10	+15 +17 +10	5
8	030532	9.4N 134.0E	700MB	2692	956	100 030	5 150 92 070	27 5 1	CIRCULAR	10	+16 +19 +10	7
9	030746	9.5N 133.5E	700MB	2666	951	110 330	5 240 97 160	25 10 1	CIRCULAR	10	+12 +18 +10	7
10	030905	9.5N 133.0E	700MB	2666	951	110 330	5 240 97 160	25 10 1	CIRCULAR	10	+12 +18 +10	7
11	032303	10.0N 130.5E	700MB	2445	926	100 200	6 050 93 300	10 10 1	CIRCULAR	6	+9 +21 +10	9
12	040850	10.7N 128.1E	700MB	2513		100 090	10 190 106 070	14 5 1	CONCENTRIC	10 30	+8 +15 +14	9
13	041127	10.8N 127.5E	700MB	2433	925		060 106 330	22 4 1	CONCENTRIC	08 25	+8 +19 +12	9
14	050850	11.5N 124.8E	700MB	2815			5 510 270 360	10 10 5			+3 +6 +2	10
15	051154	11.7N 120.9E	700MB	2909	977	35 300	90 050 70 300	54 10 5	CIRCULAR	15	+8 +15 +6	10
16	052048	12.1N 118.4E	700MB	2853			060 72 360	40 10 5			+9 +15 +7	11
17	052324	12.1N 117.9E	700MB	2852	973	90 020	20 140 95 020	30 10 5	CIRCULAR	20	+11 +16 +9	12
18	060843	12.7N 115.3E	700MB	2901	966	100 060	20 150 99 060	29 6 5	CIRCULAR	45	+11 +16 +9	12
19	061316	12.9N 115.3E	700MB	2901	966	100 060	20 150 99 060	29 6 5	CIRCULAR	45	+11 +16 +9	12

FIX NO.	TIME (Z)	FIX POSITION	RADAR	ACCRRY	EYE SHAPE	EYE DIAM	RADOB-CODE ASUAR	TDDFF	COMMENTS	RADAR POSITION	SITE WHO NO.
1	050200	11.5N 123.4E	LAND				20963	52730		14.0N 124.3E	98447
2	050300	11.4N 123.8E	LAND				10802	4////		14.0N 124.3E	98447
3	050400	11.5N 122.9E	LAND				10782	52730		14.0N 124.3E	98447
4	050600	11.8N 122.5E	LAND				25.52	53037	EYE BECOMING LESS DISTINCT	14.0N 124.3E	98447

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**TYPHOON BILL
BEST TRACK DATA**

BEST TRACK				WARNING				24 HOUR FORECAST				48 HOUR FORECAST				72 HOUR FORECAST			
NO/BA/HR	POSIT	WIND	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND
					DST			DST			DST			DST			DST		
110800Z	14.3	153.9	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
110800Z	14.4	153.7	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
110812Z	14.1	153.5	30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
110812Z	13.9	153.5	35	13.9	153.5	35	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
110900Z	13.9	153.7	35	13.9	153.7	35	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
110900Z	13.9	153.8	40	14.1	153.7	40	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
110912Z	14.0	153.9	40	14.1	153.8	40	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
110912Z	14.2	153.9	45	14.0	153.8	45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111000Z	14.3	153.8	50	14.0	153.8	50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111000Z	14.5	153.5	55	14.2	153.7	55	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111012Z	14.5	153.5	55	14.2	153.7	55	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111012Z	14.5	153.2	60	14.2	153.6	55	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111012Z	14.5	152.8	65	14.3	153.7	70	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111060Z	14.3	152.1	65	14.6	152.2	75	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111112Z	14.1	151.3	70	14.3	151.4	65	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111112Z	13.7	150.3	70	13.9	150.4	65	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111200Z	13.4	149.0	70	13.6	149.2	70	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111200Z	13.3	147.6	75	13.3	147.7	75	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111200Z	12.8	146.1	80	12.8	146.0	75	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111212Z	12.1	144.2	85	13.3	144.1	75	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111300Z	12.1	142.3	90	13.0	142.1	85	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111300Z	12.6	140.4	90	12.9	140.5	90	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111312Z	12.5	138.4	95	12.7	138.5	90	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111312Z	12.5	136.7	100	12.8	137.0	95	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111400Z	12.8	135.3	110	12.8	135.3	100	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111400Z	13.3	133.9	120	13.3	134.0	100	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111412Z	13.5	132.4	125	13.7	132.3	115	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111412Z	14.2	131.0	130	14.3	131.0	115	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111500Z	15.0	129.0	130	15.0	129.0	130	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111500Z	15.9	128.9	130	15.8	128.8	120	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111512Z	16.5	127.8	125	15.6	127.8	115	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111512Z	16.9	127.2	125	17.0	127.4	120	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111512Z	17.3	126.9	120	17.4	126.6	115	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111600Z	17.2	125.7	120	17.6	125.0	110	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111612Z	17.9	124.8	115	17.5	124.9	90	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111612Z	17.9	124.2	110	17.9	124.2	90	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111700Z	18.1	123.8	100	18.2	123.6	95	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111700Z	18.7	123.0	90	18.7	123.0	95	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111712Z	19.4	122.5	90	19.5	122.8	105	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111712Z	19.4	122.5	90	19.5	122.8	105	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111800Z	20.2	122.6	80	20.2	122.6	95	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111800Z	20.3	122.9	70	20.4	122.7	95	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111812Z	20.6	123.3	65	20.6	123.3	90	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111812Z	20.6	123.3	65	20.6	123.3	90	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111900Z	19.4	124.1	55	19.5	124.0	65	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111900Z	18.2	124.8	50	18.2	123.7	45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111912Z	18.2	124.8	50	18.2	123.7	45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
111912Z	16.1	126.2	45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
112000Z	15.6	127.0	45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
112012Z	15.1	128.0	40	15.2	128.1	40	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
112012Z	14.7	128.5	30	15.2	128.5	50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
112012Z	14.4	129.1	30	14.3	129.2	30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
112100Z	14.3	129.1	30	14.3	129.2	30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
112112Z	15.1	128.4	25	14.5	129.0	30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
112112Z	14.1	128.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
112200Z	12.9	127.3	25	14.4	129.2	20	14.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ALL FORECASTS
 24-HR 48-HR 72-HR
 AVG FORECAST POSIT ERROR 26 98 228
 AVG RIGHT ANGLE ERROR 8 141 287
 AVG INTENSITY MAGNITUDE ERROR 8 14 22
 AVG INTENSITY BIAS -6 3 1
 NUMBER OF FORECASTS 52 46 41 39
 DISTANCE TRAVELED BY TROPICAL CYCLONE IS 2892. NM
 AVERAGE SPEED OF TROPICAL CYCLONE IS 9. KNOTS

TYPHOONS WHILE OVER 35 KTS
 24-HR 48-HR 72-HR
 15 32 259
 9 136 298
 8 12 18 21
 1 1 3 4
 46 42 40 36

**TYPHOON BILL
FIX POSITIONS FOR CYCLONE NO. 28**

SATELLITE FIXES

FIX NO.	TIME (Z)	FIX POSITION	ACCRV	DVORAK CODE	COMMENTS	SITE
1	072323	13.5N 154.5E	PCN 5	T1.5/1.5	INIT OBS	PCTU
2	080309	14.0N 154.2E	PCN 6			PCTU
3	080607	13.9N 154.7E	PCN 6			PCTU
4	080900	14.1N 154.6E	PCN 5			PCTU
5	081204	14.7N 154.2E	PCN 5		ULCC 14.1N 155.8E	PCTU
6	081600	14.1N 155.3E	PCN 6		ULCC FIX	PCTU
7	081800	14.6N 153.6E	PCN 5	T1.5/1.5	INIT OBS ULCC 14.0N 155.3E	PCTU
8	081959	14.2N 153.9E	PCN 5		ULCC 14.2N 155.1E	PCTU
9	082303	14.0N 154.1E	PCN 5	T3.0/3.0 /D1.5/24HRS		PCTU
10	090300	14.1N 152.8E	PCN 6			PCTU
11	090554	14.2N 152.7E	PCN 5			PCTU
12	090839	14.0N 153.9E	PCN 5			PCTU
13	091143	14.3N 154.0E	PCN 5			PCTU
14	091600	14.3N 154.3E	PCN 6	T3.0/3.0 /D1.5/24HRS	ULCC 14.9N 154.9E	PCTU
15	091839	14.2N 154.3E	PCN 5			PCTU
16	091937	14.3N 154.5E	PCN 6			PCTU
17	092132	14.4N 154.5E	PCN 6			PCTU
18	100024	14.0N 154.2E	PCN 3	T3.0/3.0+/50.0/25HRS		PCTU
19	100300	14.1N 153.7E	PCN 6			PCTU
20	100542	14.2N 153.0E	PCN 5			PCTU
21	100817	14.3N 153.7E	PCN 6			PCTU
22	101200	15.5N 153.2E	PCN 6		ULCC FIX	PCTU
23	101600	14.7N 153.3E	PCN 6	T3.0/3.0+/50.0/24HRS		PCTU
24	101800	14.2N 153.1E	PCN 6		ULCC FIX	PCTU
25	101916	14.2N 152.8E	PCN 6		ULCC FIX	PCTU
26	102100	14.3N 152.4E	PCN 5		ULCC FIX	PCTU
27	100804	14.2N 152.5E	PCN 3	T4.0/4.0 /D1.0/24HRS		PCTU
28	102000	14.3N 152.7E	PCN 6			PCTU
29	102529	14.7N 152.3E	PCN 2			PCTU
30	100756	14.2N 151.7E	PCN 4			PCTU
31	111244	14.3N 150.9E	PCN 3			PCTU
32	116600	14.0N 151.5E	PCN 6	T3.5/3.5 /D0.5/24HRS		PCTU
33	111814	13.8N 150.3E	PCN 6			PCTU
34	112036	13.8N 149.9E	PCN 6		ULCC 14.0N 150.5E	PCTU
35	121000	13.7N 150.1E	PCN 5			PCTU
36	112344	13.7N 149.2E	PCN 3	T3.5/4.0+/0.5/24HRS		PCTU
37	120300	13.6N 148.5E	PCN 4			PCTU
38	120517	13.4N 147.7E	PCN 4			PCTU
39	120216	13.2N 146.7E	PCN 3			PCTU
40	121224	12.8N 145.6E	PCN 4			PCTU
41	121600	12.7N 144.8E	PCN 4	T4.5/4.5 /D1.0/24HRS		PCTU
42	121801	13.1N 144.0E	PCN 4			PCTU
43	122015	13.1N 143.5E	PCN 4			PCTU
44	130105	12.8N 141.8E	PCN 3	T4.5/4.5 /D1.0/25HRS		PCTU
45	130300	12.8N 141.3E	PCN 3			PCTU
46	130546	12.7N 140.3E	PCN 3			PCTU

21	132038	12 6N 136 2E	700MB	2566	932	100 220	10	340 90 240	7 10 1	ELLIPTICAL	36 23 188	+12 +18 +12	18
22	132112	12 8N 135 5E	700MB	2511	912	100 270	10	220 110 130	17 10 1	ELLIPTICAL	23 18 130	+12 +21 +10	19
23	140831	13 4N 133 2E	700MB	2336	913	100 270	10	010 105 270	14 7 2	CIRCULAR	10	+18 +26	19
24	141103	13 6N 132 5E	700MB	2334	912	110 180	15	190 133 110	14 7 5	CIRCULAR	15	+17 +27	21
25	142030	14 5N 130 3E	700MB	2325	939	110 180	15	030 105 290	17 5 5	CONCENTRIC	8 13	+17 +25 + 5	21
26	142234	14 8N 130 0E	700MB	2298	909	120 120	16	190 126 110	13 5 5	CIRCULAR	20	+14 +24 +13	21
27	150818	16 2N 128 3E	700MB	2540	937	110 180	15	240 98 180	13 13	CIRCULAR	25	+17 +19 +15	23
28	151118	16 5N 127 9E	700MB	2554	939	110 180	15	150 127 020	12 10	CIRCULAR	30	+17 +28 +15	23
29	152030	17 1N 127 0E	700MB	2523	941	125 140	20	060 114 330	15 5	ELLIPTICAL	30 20 120	+12 +22 +12	24
30	152309	17 2N 126 6E	700MB	2382	941	125 140	20	170 125 040	16 3	ELLIPTICAL	30 20 120	+14 +23 +11	24
31	160835	17 4N 125 4E	700MB	2641	951	100 220	27	090 110 350	20 4	CIRCULAR	25 20 120	+12 +19 +13	25
32	161137	17 5N 124 9E	700MB	2669	951	100 220	27	220 85 140	18 4 8	CIRCULAR	20	+13 +23 + 8	25
33	162030	17 9N 124 0E	700MB	2977	951	110 120	15	090 100 030	21 15 3	CIRCULAR	23	15 22 12	26
34	162306	18 0N 123 5E	700MB	2678	936	90 160	10	200 104 270	15 15 3	CIRCULAR	21	+17 +20 +13	26
35	170543	18 8N 123 0E	700MB	2536	936	90 160	10	240 90 160	4 9	ELLIPTICAL	20 10 150	+11 +20 +10	27
36	170828	19 0N 123 0E	700MB	2548	936	90 270	10	150 107 090	10 8 2	CIRCULAR	19	+12 +16 +12	27
37	172109	20 0N 122 8E	700MB	2661	953	80 230	20	040 92 290	16 4 1	CIRCULAR	8	+13 +17 +13	28
38	172343	20 2N 122 6E	700MB	2675	962	90 230	10	190 99 130	25 4 8	CONCENTRIC	15 40	+14 +21 + 9	28
39	180842	20 3N 123 2E	700MB	2766	962	90 230	10	130 100 020	16 15 2	CIRCULAR	18	+14 +24 +11	29
40	182045	20 6N 123 5E	700MB	2963	987	50 010	8	320 64 280	15 10 5	ELLIPTICAL	16 10 240	+12 +19 + 6	30
41	182326	19 4N 123 7E	700MB	3014	997	50 010	8	290 49 220	27 12			+11 +20 +10	30
42	191130	16 9N 125 6E	700MB	3059	997	50 010	8	080 28 330	55 10 20			+16 +18 + 8	31
43	192315	15 8N 127 1E	1500FT	1000	999	55 100	14	010 67 200	30 4 4			+27 +27 +24	32
44	200205	12 3N 128 3E	1500FT	3100	999	55 100	14	190 44 120	40 13 0			+28 +27 +24	32
45	202117	12 5N 128 8E	700MB	3100	1002	30 270	10	320 19 270	15 10 1			+12 +14 +16	33
46	202325	14 4N 129 1E	1500FT	1002	30 270	10	330 30 210	38 12 1				+28 +30 +23	33

RADAR FIXES

FIX NO.	TIME (Z)	FIX POSITION	RADAR	ACCPV	EYE SHAPE	EYE DIAM	RADAR-CODE ASUAR TDDFF	COMMENTS	RADAR POSITION	SITE UMO NO
1	120635	13 3N 147 2E	LAND	FAIR	CIRCULAR	12		WALL CLD OPN E	13 6N 144 9E	91218
2	120735	13 1N 147 1E	LAND	POOR	CIRCULAR	12		MOV 0810 WALL CLD OPN E	13 6N 144 9E	91218
3	120835	13 1N 146 5E	LAND	GOOD	CIRCULAR	14		MOV 0820 WALL CLD OPN NE	13 6N 144 9E	91218
4	121035	13 0N 146 2E	LAND	GOOD	ELLIPTICAL	14		MOV 0818 MAJOR AXIS 12/6	13 6N 144 9E	91218
5	121135	12 8N 146 0E	LAND	GOOD	CIRCULAR	10		MOV 0512 WALL CLD OPN NNW	13 6N 144 9E	91218
6	121235	12 9N 145 2E	LAND	GOOD	CIRCULAR	11		MOV 1210	13 6N 144 9E	91218
7	121335	13 0N 145 6E	LAND	GOOD	CIRCULAR	9		MOV 1114 WALL CLD OPN SSN	13 6N 144 9E	91218
8	121445	13 0N 145 5E	LAND	GOOD	CIRCULAR	9		MOV 1015	13 6N 144 9E	91218
9	121535	13 1N 145 0E	LAND	GOOD	CIRCULAR	9		MOV 1017	13 6N 144 9E	91218
10	121635	13 0N 144 8E	LAND	GOOD		9		MOV 0710	13 6N 144 9E	91218
11	121735	13 0N 144 2E	LAND						13 6N 144 9E	91218
12	121835	13 0N 143 8E	LAND	GOOD		9		WALL CLD OPN SU	13 6N 144 9E	91218
13	121935	13 0N 143 6E	LAND	GOOD		10			13 6N 144 9E	91218
14	122135	13 0N 143 3E	LAND	POOR					13 6N 144 9E	91218
15	130035	11 8N 141 5E	LAND	POOR					13 6N 144 9E	91218
16	162100	17 7N 124 0E	LAND				4//// 43308	SPIR OVRLY 015 DEG	16 3N 120 6E	98321
17	170000	18 1N 123 7E	LAND				4//// 40000		16 3N 120 6E	98321
18	170300	18 3N 123 5E	LAND				4//// 53610		16 3N 120 6E	98321
19	170500	18 7N 123 4E	LAND				40000 43512	SPIR OVRLY 015 DEG	16 3N 120 6E	98321
20	170700	19 2N 122 9E	LAND				11812 52902	EYE 60 PCT ELIP OPN NE	18 4N 121 6E	98231
21	170700	19 1N 123 2E	LAND				4//// 43508	SPIR OVRLY 015 DEG	16 3N 120 6E	98321
22	170800	19 2N 122 9E	LAND				11782		18 4N 121 6E	98231
23	170800	19 3N 123 0E	LAND				4//// 43208		18 4N 121 6E	98231
24	171100	19 5N 122 8E	LAND				11742 43605	EYE 60 PCT CIR OPN NE-SE-S	18 4N 121 6E	98231
25	171200	19 6N 122 7E	LAND				10672 43460		18 4N 121 6E	98231
26	171600	19 8N 122 5E	LAND				10791 40703	EYE 70 PCT CIR OPN SU	18 4N 121 6E	98231
27	171700	19 8N 122 5E	LAND				10681 40403	EYE 75 PCT CIR OPN SU	18 4N 121 6E	98231
28	171900	19 9N 122 7E	LAND				11861 40210	EYE 60 PCT ELIP OPN SE	18 4N 121 6E	98231
29	172000	20 0N 122 7E	LAND				11850 52704	EYE 50 PCT ELIP	18 4N 121 6E	98231
30	172100	20 2N 122 8E	LAND				11741 50904		18 4N 121 6E	98231
31	180700	20 5N 123 2E	LAND				45// 60908		18 4N 121 6E	98231
32	180800	20 5N 123 2E	LAND				25// 50000		18 4N 121 6E	98231
33	180900	20 5N 123 4E	LAND				45// 51204		18 4N 121 6E	98231
34	181100	20 5N 123 6E	LAND				45// 51204		16 3N 120 6E	98321
35	181200	20 5N 123 6E	LAND				55// 50201		16 3N 120 6E	98321
36	181300	20 4N 123 7E	LAND				55// 50000		16 3N 120 6E	98321
37	181300	20 5N 123 7E	LAND				5// 52504		18 4N 121 6E	98231
38	181400	20 5N 123 7E	LAND				5// 50902		18 4N 121 6E	98231
39	181500	20 5N 123 7E	LAND				5// 52502	SPIR OVRLY 10 DEG	18 4N 121 6E	98231
40	190600	18 7N 123 4E	LAND				5// 62010		18 4N 121 6E	98231
41	190700	18 7N 123 3E	LAND						18 4N 121 6E	98231
42	190800	18 7N 123 4E	LAND						18 4N 121 6E	98231
43	190900	18 7N 123 3E	LAND						18 4N 121 6E	98231
44	191100	18 5N 123 3E	LAND						18 4N 121 6E	98231

NOTICE - THE ASTERISKS (*) INDICATE FIXES UNREPRESENTATIVE AND NOT USED FOR BEST TRACK PURPOSES.

TYPHOON CLARA
BEST TRACK DATA

BEST TRACK				WARNING				24 HOUR FORECAST				48 HOUR FORECAST				72 HOUR FORECAST			
MO-DA-HR	POSIT	WIND	DST	POSIT	WIND	DST	WIND	POSIT	WIND	DST	WIND	POSIT	WIND	DST	WIND	POSIT	WIND	DST	WIND
111400Z	5 4 155 4	20	0	5 4 155 4	20	0	0	5 4 155 4	20	0	0	5 4 155 4	20	0	0	5 4 155 4	20	0	0
111405Z	5 7 155 4	25	0	5 7 155 4	25	0	0	5 7 155 4	25	0	0	5 7 155 4	25	0	0	5 7 155 4	25	0	0
111410Z	5 1 154 4	25	0	5 1 154 4	25	0	0	5 1 154 4	25	0	0	5 1 154 4	25	0	0	5 1 154 4	25	0	0
111415Z	6 7 153 1	25	0	6 7 153 1	25	0	0	6 7 153 1	25	0	0	6 7 153 1	25	0	0	6 7 153 1	25	0	0
111500Z	7 2 151 7	30	0	7 2 151 7	30	0	0	7 2 151 7	30	0	0	7 2 151 7	30	0	0	7 2 151 7	30	0	0
111505Z	7 7 149 9	35	0	7 7 149 9	35	0	0	7 7 149 9	35	0	0	7 7 149 9	35	0	0	7 7 149 9	35	0	0
111510Z	7 9 148 2	45	0	7 9 148 2	45	0	0	7 9 148 2	45	0	0	7 9 148 2	45	0	0	7 9 148 2	45	0	0
111515Z	8 4 147 2	55	0	8 4 147 2	55	0	0	8 4 147 2	55	0	0	8 4 147 2	55	0	0	8 4 147 2	55	0	0
111520Z	9 1 146 0	60	0	9 1 146 0	60	0	0	9 1 146 0	60	0	0	9 1 146 0	60	0	0	9 1 146 0	60	0	0
111525Z	9 4 144 6	65	0	9 4 144 6	65	0	0	9 4 144 6	65	0	0	9 4 144 6	65	0	0	9 4 144 6	65	0	0
111530Z	9 8 142 8	70	0	9 8 142 8	70	0	0	9 8 142 8	70	0	0	9 8 142 8	70	0	0	9 8 142 8	70	0	0
111535Z	10 2 141 3	75	0	10 2 141 3	75	0	0	10 2 141 3	75	0	0	10 2 141 3	75	0	0	10 2 141 3	75	0	0
111540Z	10 5 139 9	80	0	10 5 139 9	80	0	0	10 5 139 9	80	0	0	10 5 139 9	80	0	0	10 5 139 9	80	0	0
111545Z	10 8 138 5	85	0	10 8 138 5	85	0	0	10 8 138 5	85	0	0	10 8 138 5	85	0	0	10 8 138 5	85	0	0
111550Z	11 1 137 1	90	0	11 1 137 1	90	0	0	11 1 137 1	90	0	0	11 1 137 1	90	0	0	11 1 137 1	90	0	0
111555Z	11 4 135 8	95	0	11 4 135 8	95	0	0	11 4 135 8	95	0	0	11 4 135 8	95	0	0	11 4 135 8	95	0	0
111600Z	11 7 134 4	100	0	11 7 134 4	100	0	0	11 7 134 4	100	0	0	11 7 134 4	100	0	0	11 7 134 4	100	0	0
111605Z	12 0 133 0	105	0	12 0 133 0	105	0	0	12 0 133 0	105	0	0	12 0 133 0	105	0	0	12 0 133 0	105	0	0
111610Z	12 3 131 6	110	0	12 3 131 6	110	0	0	12 3 131 6	110	0	0	12 3 131 6	110	0	0	12 3 131 6	110	0	0
111615Z	12 6 130 2	115	0	12 6 130 2	115	0	0	12 6 130 2	115	0	0	12 6 130 2	115	0	0	12 6 130 2	115	0	0
111620Z	12 9 128 8	120	0	12 9 128 8	120	0	0	12 9 128 8	120	0	0	12 9 128 8	120	0	0	12 9 128 8	120	0	0
111625Z	13 2 127 4	125	0	13 2 127 4	125	0	0	13 2 127 4	125	0	0	13 2 127 4	125	0	0	13 2 127 4	125	0	0
111630Z	13 5 126 0	130	0	13 5 126 0	130	0	0	13 5 126 0	130	0	0	13 5 126 0	130	0	0	13 5 126 0	130	0	0
111635Z	13 8 124 6	135	0	13 8 124 6	135	0	0	13 8 124 6	135	0	0	13 8 124 6	135	0	0	13 8 124 6	135	0	0
111640Z	14 1 123 2	140	0	14 1 123 2	140	0	0	14 1 123 2	140	0	0	14 1 123 2	140	0	0	14 1 123 2	140	0	0
111645Z	14 4 121 8	145	0	14 4 121 8	145	0	0	14 4 121 8	145	0	0	14 4 121 8	145	0	0	14 4 121 8	145	0	0
111650Z	14 7 120 4	150	0	14 7 120 4	150	0	0	14 7 120 4	150	0	0	14 7 120 4	150	0	0	14 7 120 4	150	0	0
111655Z	15 0 119 0	155	0	15 0 119 0	155	0	0	15 0 119 0	155	0	0	15 0 119 0	155	0	0	15 0 119 0	155	0	0
111700Z	15 3 117 6	160	0	15 3 117 6	160	0	0	15 3 117 6	160	0	0	15 3 117 6	160	0	0	15 3 117 6	160	0	0
111705Z	15 6 116 2	165	0	15 6 116 2	165	0	0	15 6 116 2	165	0	0	15 6 116 2	165	0	0	15 6 116 2	165	0	0
111710Z	15 9 114 8	170	0	15 9 114 8	170	0	0	15 9 114 8	170	0	0	15 9 114 8	170	0	0	15 9 114 8	170	0	0
111715Z	16 2 113 4	175	0	16 2 113 4	175	0	0	16 2 113 4	175	0	0	16 2 113 4	175	0	0	16 2 113 4	175	0	0
111720Z	16 5 112 0	180	0	16 5 112 0	180	0	0	16 5 112 0	180	0	0	16 5 112 0	180	0	0	16 5 112 0	180	0	0
111725Z	16 8 110 6	185	0	16 8 110 6	185	0	0	16 8 110 6	185	0	0	16 8 110 6	185	0	0	16 8 110 6	185	0	0
111730Z	17 1 109 2	190	0	17 1 109 2	190	0	0	17 1 109 2	190	0	0	17 1 109 2	190	0	0	17 1 109 2	190	0	0
111735Z	17 4 107 8	195	0	17 4 107 8	195	0	0	17 4 107 8	195	0	0	17 4 107 8	195	0	0	17 4 107 8	195	0	0
111740Z	17 7 106 4	200	0	17 7 106 4	200	0	0	17 7 106 4	200	0	0	17 7 106 4	200	0	0	17 7 106 4	200	0	0
111745Z	18 0 105 0	205	0	18 0 105 0	205	0	0	18 0 105 0	205	0	0	18 0 105 0	205	0	0	18 0 105 0	205	0	0
111750Z	18 3 103 6	210	0	18 3 103 6	210	0	0	18 3 103 6	210	0	0	18 3 103 6	210	0	0	18 3 103 6	210	0	0
111755Z	18 6 102 2	215	0	18 6 102 2	215	0	0	18 6 102 2	215	0	0	18 6 102 2	215	0	0	18 6 102 2	215	0	0
111800Z	18 9 100 8	220	0	18 9 100 8	220	0	0	18 9 100 8	220	0	0	18 9 100 8	220	0	0	18 9 100 8	220	0	0
111805Z	19 2 99 4	225	0	19 2 99 4	225	0	0	19 2 99 4	225	0	0	19 2 99 4	225	0	0	19 2 99 4	225	0	0
111810Z	19 5 98 0	230	0	19 5 98 0	230	0	0	19 5 98 0	230	0	0	19 5 98 0	230	0	0	19 5 98 0	230	0	0
111815Z	19 8 96 6	235	0	19 8 96 6	235	0	0	19 8 96 6	235	0	0	19 8 96 6	235	0	0	19 8 96 6	235	0	0
111820Z	20 1 95 2	240	0	20 1 95 2	240	0	0	20 1 95 2	240	0	0	20 1 95 2	240	0	0	20 1 95 2	240	0	0
111825Z	20 4 93 8	245	0	20 4 93 8	245	0	0	20 4 93 8	245	0	0	20 4 93 8	245	0	0	20 4 93 8	245	0	0
111830Z	20 7 92 4	250	0	20 7 92 4	250	0	0	20 7 92 4	250	0	0	20 7 92 4	250	0	0	20 7 92 4	250	0	0
111835Z	21 0 91 0	255	0	21 0 91 0	255	0	0	21 0 91 0	255	0	0	21 0 91 0	255	0	0	21 0 91 0	255	0	0
111840Z	21 3 89 6	260	0	21 3 89 6	260	0	0	21 3 89 6	260	0	0	21 3 89 6	260	0	0	21 3 89 6	260	0	0
111845Z	21 6 88 2	265	0	21 6 88 2	265	0	0	21 6 88 2	265	0	0	21 6 88 2	265	0	0	21 6 88 2	265	0	0
111850Z	21 9 86 8	270	0	21 9 86 8	270	0	0	21 9 86 8	270	0	0	21 9 86 8	270	0	0	21 9 86 8	270	0	0
111855Z	22 2 85 4	275	0	22 2 85 4	275	0	0	22 2 85 4	275	0	0	22 2 85 4	275	0	0	22 2 85 4	275	0	0
111900Z	22 5 84 0	280	0	22 5 84 0	280	0	0	22 5 84 0	280	0	0	22 5 84 0	280	0	0	22 5 84 0	280	0	0
111905Z	22 8 82 6	285	0	22 8 82 6	285	0	0	22 8 82 6	285	0	0	22 8 82 6	285	0	0	22 8 82 6	285	0	0
111910Z	23 1 81 2	290	0	23 1 81 2	290	0	0	23 1 81 2	290	0	0	23 1 81 2	290	0	0	23 1 81 2	290	0	0
111915Z	23 4 79 8	295	0	23 4 79 8	295	0	0	23 4 79 8	295	0	0	23 4 79 8	295	0	0	23 4 79 8	295	0	0
111920Z	23 7 78 4	300	0	23 7 78 4	300	0	0	23 7 78 4	300	0	0	23 7 78 4	300	0	0	23 7 78 4	300	0	0
111925Z	24 0 77 0	305	0	24 0 77 0	305	0	0	24 0 77 0	305	0	0	24 0 77 0	305	0	0	24 0 77 0	305	0	0
111930Z	24 3 75 6	310	0	24 3 75 6	310	0	0	24 3 75 6	310	0	0	24 3 75 6	310	0	0	24 3 75 6	310	0	0
111935Z	24 6 74 2	315	0	24 6 74 2	315	0	0	24 6 74 2	315	0	0	24 6 74 2	315	0	0	24 6 74 2	315	0	0
111940Z	24 9 72 8	320	0	24 9 72 8	320	0	0	24 9 72 8	320	0	0	24 9 72 8	320	0	0	24 9 72 8	320	0	0
111945Z	25 2 71 4	325	0	25 2 71 4	325	0	0	25 2 71 4	325	0	0	25 2 71 4	325	0	0	25 2 71 4	325	0	0
111950Z	25 5 70 0	330	0	25 5 70 0	330	0	0	25 5 70 0	330	0	0	25 5 70 0	330	0	0	25 5 70 0	330	0	0
111955Z	25 8 68 6	335	0	25 8 68 6	335	0	0	25 8 68 6	335	0	0	25 8 68 6	335	0	0	25 8 68 6	335	0	0
112000Z	26 1 67 2	340	0	26 1 67 2	340	0	0	26 1 67 2	340	0	0	26 1 67 2	340	0	0	26 1 67 2	340	0	0
112005Z	26 4 65 8	345	0	26 4 65 8	345	0	0	26 4 65 8	345	0									

[illegible]

FIX NO.	(TIME)	FIX POSITION	FLT LVL	700MB NGT	085 HSLF	MAX-SFC-UND VEL/BRG-RNG	MAX-FLT-LVL-UND DIR/VEL/BRG-RNG	ACCRV NGY/MET	EYE SHAPE	EYE ORIENTATION	EYE TEMP (IN/DP/SS)	NSM
1	140454	5.6N 155.6E	1500FT		1001	15 300 40	300 20 300 40	10 5			+24 +25 +23 27	1
1	140655	6.8N 152.4E	850MB			25 090 25	200 23 340 30	10 200			+18 +19 +18	2
1	140824	7.1N 154.0E	1500FT		1003	15 040 25	150 27 040 30	10 200			+23 +23 +23	1
1	150829	8.2N 149.7E	1500FT		996	35 090 25	100 090 25	12 100			+24 +26	26
1	151043	7.5N 148.6E	700MB	3087			30 285 50	15 155				3
1	151943	8.8N 147.5E	850MB				36 130 30	10 360			+19 +23 +18	3
1	152316	9.1N 144.1E	700MB	3010	988	70 130 30	210 58 090 20	8 1			+14 +16 +9	4
1	160532	9.4N 144.7E	1500FT		982	55 360 20	070 40 360 31	10 070	CIRCULAR	40	+26 +27 +25 26	5
1	160808	9.7N 143.8E	700MB	2993			050 310 30	10 050			+14 +16 +11	5
1	161031	9.7N 143.7E	700MB	3080			090 61 350 30	10 090	CIRCULAR	40	+17 +19 +18	6
1	162036	10.2N 141.0E	700MB	2885			070 70 350 15	8 070	ELLIPTICAL	30 20 050	+16 +17 +15	7
1	162636	10.2N 139.1E	700MB	2868	974	65 350 15	070 70 350 15	8 070	ELLIPTICAL	30 20 050	+16 +17 +15	8
1	170541	10.9N 138.7E	700MB	2952	967	90 090 15	050 60 140 55	20 050	CIRCULAR	27	+15 +18 +10	9
1	170800	11.0N 138.1E	700MB	2885	965	110 050 30	180 100 050 30	20 180	CIRCULAR	20	+18 +21 +9	10
1	171441	12.1N 137.1E	700MB	2740	965	120 360 10	120 070 360 10	20 120	ELLIPTICAL	20 15 010	+13 +20 +18	11
1	172312	12.3N 134.8E	700MB	2740	960		080 38 300 40	10 080	ELLIPTICAL	30 20 020	+13 +19 +13	12
1	181101	13.9N 133.2E	700MB	2720	956		060 96 330 21	10 060			+16 +20 +11	13
1	181437	13.9N 132.5E	700MB	2722			020 32 340 18	10 020	CIRCULAR	30	+1F +19 +10	14
1	182048	15.3N 132.5E	700MB	2722	957	65 360 60	170 82 090 18	10 170	CIRCULAR	30	+1F +19 +10	15
1	182333	17.1N 132.4E	700MB	2742	958	80 160 10	260 78 170 34	10 260	CIRCULAR	30	+13 +19 +13	16
1	190538	18.4N 132.5E	700MB	2671		80 090 10	260 78 170 34	10 260	CIRCULAR	30	+13 +19 +13	17
1	191105	18.4N 132.5E	700MB	2671	948		220 112 120 25	10 220	ELLIPTICAL	25 20 360	+22 +19 +11	18
1	192021	20.0N 132.8E	700MB	2558	942		220 111 020 10	10 220	ELLIPTICAL	25 20 360	+14 +16 +10	19
1	192337	22.7N 132.8E	700MB	2683	952		220 111 020 10	10 220	ELLIPTICAL	25 20 360	+14 +16 +10	20
1	200633	22.7N 132.8E	700MB	2681	952	110 230 55	200 105 100 24	7 200	CIRCULAR	20	+14 +16 +10	21
1	201113	23.4N 135.8E	700MB	2724			250 84 220 30	15 250			+10 +17 +11	22
1	202040	24.9N 136.0E	700MB	2949			250 84 220 30	15 250			+23 +22 +21	23
1	212356	27.9N 151.1E	1500FT		1003	35 110 60	250 50 120 30	15 250	CIRCULAR	5		24

FIX NO.	TIME (Z)	FIX POSITION	INTENSITY ESTIMATE	NEAREST DATA (NM)	COMMENTS
1	141200	6.3N 153.9E	030	055	SYNOPSIS STATIONS 91324 AND 91338
2	150900	8.3N 149.7E	035	065	SYNOPSIS STATIONS 91324 AND 91334

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TYPHOON DOYLE
BEST TRACK DATA

NO/DA/HR	BEST TRACK				WARNING				24 HOUR FORECAST				48 HOUR FORECAST				72 HOUR FORECAST			
	POSIT	WIND	POSIT	WIND	POSIT	WIND	POSIT	WIND	POSIT	WIND	POSIT	WIND	POSIT	WIND	POSIT	WIND	POSIT	WIND	POSIT	WIND
120200Z	6.3	149.2	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120212Z	6.4	148.1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120224Z	6.5	147.0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120236Z	6.6	145.4	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120248Z	6.7	144.1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120260Z	6.8	142.9	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120272Z	6.9	141.9	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120284Z	7.0	141.0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120296Z	7.1	140.2	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120308Z	7.2	139.5	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120320Z	7.3	138.8	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120332Z	7.4	138.1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120344Z	7.5	137.5	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120356Z	7.6	136.9	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120408Z	7.7	136.3	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120420Z	7.8	135.7	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120432Z	7.9	135.1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120444Z	8.0	134.5	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120456Z	8.1	133.9	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120508Z	8.2	133.3	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120520Z	8.3	132.7	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120532Z	8.4	132.1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120544Z	8.5	131.5	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120556Z	8.6	130.9	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120608Z	8.7	130.3	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120620Z	8.8	129.7	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120632Z	8.9	129.1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120644Z	9.0	128.5	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120656Z	9.1	127.9	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120708Z	9.2	127.3	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120720Z	9.3	126.7	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120732Z	9.4	126.1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120744Z	9.5	125.5	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120756Z	9.6	124.9	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120808Z	9.7	124.3	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120820Z	9.8	123.7	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120832Z	9.9	123.1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120844Z	10.0	122.5	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120856Z	10.1	121.9	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120908Z	10.2	121.3	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120920Z	10.3	120.7	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120932Z	10.4	120.1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120944Z	10.5	119.5	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
120956Z	10.6	118.9	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
121008Z	10.7	118.3	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
121020Z	10.8	117.7	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
121032Z	10.9	117.1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
121044Z	11.0	116.5	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
121056Z	11.1	115.9	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
121108Z	11.2	115.3	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
121120Z	11.3	114.7	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
121132Z	11.4	114.1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
121144Z	11.5	113.5	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
121156Z	11.6	112.9	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ALL FORECASTS					TYPHOONS WHILE OVER 35 KTS				
AVG FORECAST POSIT ERROR	WRNG	24-HR	48-HR	72-HR	WRNG	24-HR	48-HR	72-HR	
AVG RIGHT ANGLE ERROR	13	69	193	397	13	69	193	397	
AVG INTENSITY MAGNITUDE ERROR	10	58	161	310	9	59	156	329	
AVG INTENSITY	16	18	34	53	6	19	34	52	
NUMBER OF FORECASTS	26	22	19	15	24	21	17	13	

DISTANCE TRAVELED BY TROPICAL CYCLONE IS 1960 NM

AVERAGE SPEED OF TROPICAL CYCLONE IS 9 KNOTS

TYPHOON DOYLE
FIX POSITIONS FOR CYCLONE NO. 30

SATELLITE FIXES

FIX NO.	TIME (Z)	FIX POSITION	ACCRV	DVORAK CODE	COMMENTS	SITE
1	020857	6 6N 148 .4E	PCN 5	T1 0/1.0	INIT OBS	PGTW
2	021200	5 8N 148 .2E	PCN 6			PGTW
3	021600	7 0N 147 .7E	PCN 6	T1 0/1.0	INIT OBS	PGTW
4	021800	7 2N 147 .5E	PCN 6			PGTW
5	021955	7 3N 147 .4E	PCN 5			PGTW
6	022000	7 1N 144 .7E	PCN 6			PGTW
7	023000	7 2N 145 .6E	PCN 6	T1 5/1.5 /D0.5/24HRS	ULCC 7.2N 144.7E	PGTW
8	030600	7 5N 143 .9E	PCN 6		ULCC FIX	PGTW
9	030835	7 5N 143 .3E	PCN 5		ULCC FIX	PGTW
10	031200	7 9N 141 .9E	PCN 6		ULCC FIX	PGTW
11	031600	7 6N 142 .3E	PCN 6	T1 0/1.0+/S0.0/24HRS	ULCC FIX	PGTW
12	031800	7 4N 141 .8E	PCN 6		ULCC FIX	PGTW
13	031844	7 5N 141 .9E	PCN 6		ULCC FIX	PGTW
14	032115	8 3N 140 .8E	PCN 6		ULCC FIX	PGTW
15	040000	8 3N 142 .4E	PCN 6		ULCC FIX	PGTW
16	040045	8 3N 141 .9E	PCN 6		ULCC FIX	PGTW
17	040300	8 5N 141 .7E	PCN 6	T2 0/2.0 /D0.5/24HRS		PGTW
18	040546	8 6N 141 .7E	PCN 6			PGTW
19	040855	8 2N 140 .8E	PCN 5			PGTW
20	040900	8 7N 141 .5E	PCN 6			PGTW
21	041200	8 0N 139 .6E	PCN 6		ULCC FIX	PGTW
22	041326	8 1N 139 .3E	PCN 5		ULCC FIX	PGTW
23	041600	8 5N 138 .7E	PCN 6	T2 5/2.5 /D1.5/24HRS	ULCC FIX	PGTW
24	041800	8 5N 138 .3E	PCN 6		ULCC FIX	PGTW
25	042054	8 9N 137 .6E	PCN 5		ULCC FIX	PGTW
26	050000	8 7N 137 .5E	PCN 6	T3 0/3.0 /D1.0/24HRS		PGTW
27	050300	9 0N 136 .7E	PCN 6			PGTW
28	050600	9 2N 136 .6E	PCN 6			PGTW
29	050716	9 6N 136 .5E	PCN 6			RODN
30	050800	9 4N 136 .2E	PCN 6			PGTW
31	050934	9 9N 135 .2E	PCN 4			RODN
32	051012	9 9N 135 .7E	PCN 5			RPHK
33	051200	9 7N 135 .6E	PCN 6			PGTW
34	051306	10 0N 135 .5E	PCN 3			RPHK
35	051600	10 4N 135 .4E	PCN 6	T3 5/3.5 /D1.0/24HRS		PGTW
36	051800	10 8N 134 .6E	PCN 6			PGTW
37	051810	10 1N 134 .8E	PCN 4			RODN
38	052033	10 7N 134 .1E	PCN 4			RODN
39	052100	10 6N 134 .1E	PCN 6			PGTW
40	052250	10 2N 135 .0E	PCN 3	T3 0/3.0	INIT OBS	RPHK
41	060000	11 1N 135 .1E	PCN 4			PGTW
42	060146	11 7N 134 .1E	PCN 3	T3 5/3.5 /D0.5/24HRS	INIT OBS	RODN
43	060200	11 5N 135 .0E	PCN 4			PGTW
44	060600	11 9N 134 .2E	PCN 4			PGTW
45	060900	11 7N 133 .9E	PCN 4			PGTW
46	060913	11 7N 133 .9E	PCN 4			RODN
47	060947	11 9N 133 .5E	PCN 4			RODN
48	061200	12 2N 133 .6E	PCN 4	T4 0/4.0 /D0.5/24HRS		PGTW
49	061600	12 4N 133 .9E	PCN 4			PGTW
50	061800	13 1N 133 .4E	PCN 4			PGTW
51	062100	13 4N 133 .5E	PCN 4			PGTW
52	062250	13 2N 133 .1E	PCN 3	T4 0/4.0 /D1.0/24HRS		RPHK
53	070000	13 5N 133 .1E	PCN 4			PGTW
54	070126	13 9N 133 .2E	PCN 1	T5 0/5.0+/D1.5/24HRS	40 PCT EYE WALL E-SW	RODN
55	070300	14 1N 132 .8E	PCN 2	T5 0/5.0 /D1.5/24HRS	EYE DIA 5MM	PGTW
56	070600	14 6N 132 .9E	PCN 2		EYE FIX	PGTW
57	070900	14 8N 132 .6E	PCN 2		EYE FIX	PGTW
58	070923	14 8N 132 .6E	PCN 2		EYE FIX	RODN
59	071033	15 5N 131 .9E	PCN 3			RPHK
60	071200	15 1N 132 .4E	PCN 2		EYE FIX	PGTW
61	071407	15 1N 132 .5E	PCN 2			RPHK
62	071600	15 3N 132 .3E	PCN 2	T5 5/5.5 /D1.5/24HRS		PGTW
63	071800	15 6N 132 .2E	PCN 2			PGTW
64	072100	15 6N 131 .9E	PCN 2			PGTW
65	072131	15 6N 131 .7E	PCN 2			RODN

86	072132	15 5N 132 2E	PCN 1	T5 0/5 0 /D1 0/24HRS	EYE FIX	RPMK
87	072202	15 7N 131 7E	PCN 2		EYE FIX 50 PCT EYEWALL	RODN
88	080000	15 7N 131 9E	PCN 2			PGTU
89	080106	15 7N 131 8E	PCN 1			RPMK
90	080300	16 0N 131 6E	PCN 2	T5 5/5 5 /D0 5/24HRS		PGTU
91	080600	16 1N 131 4E	PCN 2			PGTU
92	080900	16 2N 131 3E	PCN 2			PGTU
93	081011	16 3N 131 0E	PCN 2		EYE FIX	RODN
94	081048	16 5N 131 7E	PCN 1		EYE FIX	RPMK
95	081200	16 5N 131 2E	PCN 2		EYE FIX	PGTU
96	081347	16 5N 131 2E	PCN 1			RPMK
97	081600	16 8N 130 9E	PCN 4	T5 0/5 5 /U0 5/24HRS		PGTU
98	081800	17 0N 130 7E	PCN 4			RODN
99	082111	16 5N 130 5E	PCN 4			PGTU
100	082319	17 1N 130 8E	PCN 4			RODN
101	082319	17 1N 130 8E	PCN 4	T5 0/5 0 /50 0/26HRS		RPMK
102	090000	17 5N 130 6E	PCN 4			PGTU
103	090046	17 3N 130 5E	PCN 3	T4 5/5 5 /U1 0/24HRS		RPMK
104	090300	17 9N 130 3E	PCN 4		ULCC FIX	PGTU
105	090600	18 4N 130 1E	PCN 4			PGTU
106	090626	17 8N 130 1E	PCN 5			RPMK
107	090900	18 7N 129 9E	PCN 6			PGTU
108	090951	18 8N 129 9E	PCN 6			RODN
109	091016	18 8N 129 9E	PCN 6			PGTU
110	091200	19 1N 130 1E	PCN 5			RODN
111	091326	20 0N 131 2E	PCN 5			PGTU
112	091600	19 5N 130 8E	PCN 6	T3 0/4 0 /U2 0/24HRS		RPMK
113	091800	20 0N 131 3E	PCN 6		ULCC FIX	PGTU
114	091910	20 1N 131 5E	PCN 6			RPMK
115	092049	20 0N 130 7E	PCN 6			RODN
116	092100	20 1N 132 0E	PCN 6		ULCC FIX	PGTU
117	092254	20 3N 131 3E	PCN 6		ULCC FIX	RODN
118	100000	20 4N 130 5E	PCN 6		ULCC FIX	PGTU
119	100026	20 2N 130 6E	PCN 6	T3 5/4 5 /U1 5/25HRS		RPMK
120	100300	20 5N 130 3E	PCN 6	T3 0/4 0 /U1 5/24HRS		PGTU
121	100600	21 4N 130 7E	PCN 6		ULCC FIX	PGTU
122	100626	21 4N 131 2E	PCN 3			RPMK
123	100900	21 4N 130 8E	PCN 6		ULCC FIX	PGTU
124	101200	21 2N 131 1E	PCN 6		ULCC FIX 4N 132 8E	PGTU
125	101600	23 2N 133 5E	PCN 6		ULCC FIX	PGTU
126	101800	23 1N 134 1E	PCN 6			RODN
127	101955	23 0N 133 2E	PCN 6			PGTU
128	102100	23 2N 134 7E	PCN 6			PGTU
129	102230	22 8N 135 0E	PCN 6		ULCC FIX	RODN
130	110000	23 2N 133 6E	PCN 4	T1 5/2 5 /U1 5/21HRS	EXP LLCC	PGTU
131	110005	23 2N 133 0E	PCN 6	T1 5/1 5	INIT OBS	RODN
132	110005	23 2N 133 3E	PCN 6	T1 5/1 5	INIT OBS	RSKO
133	110600	24 6N 135 0E	PCN 4			PGTU
134	110601	24 4N 135 4E	PCN 3	T1 5/2 5 /U2 0/30HRS	EXP LLCC	RPMK
135	120300	29 9N 144 9E	PCN 6			PGTU

AIRCRAFT FIXES

FIX NO	TIME (Z)	FIX POSITION	FLT LVL	700MB HGT	OBS MSLP	MAX-SFC-WND VEL/BRG/RNG	MAX-FLT-LVL-WND DIR/VEL/BRG/RNG	ACCRV NAV/MET	EYE SHAPE	EYE ORIEN- DIAM/TATION	EYE TEMP (C) OUT/ IN/ DP/ SST	MSH NO.
1	050129	8 7N 137 3E	1500FT		994	40 180 5	280 35 180 5	5 2			+23 +27 +23	4
2	050533	9 1N 137 0E	1500FT		993	45 200 15	110 41 010 86	6 12			+27 +29 +26	5
3	052030	10 6N 135 3E	700MB	2955	991	40 350 40	160 47 110 35	10 10	CIRCULAR	70	+14 +15 + 8	6
4	052336	11 1N 135 1E	1500FT		991	50 140 30	250 48 150 5	10 10	CIRCULAR	60	+25 +27 +25	30
5	060052	11 8N 134 0E	700MB	2997	989	50 070 50	140 45 060 60	10 15		20	+15 +17 +11	7
6	061124	12 0N 133 8E	700MB	2998	991		250 25 230 60	8			+14 +17 +12	7
7	062634	13 1N 133 5E	700MB	2910	978		090 65 010 14	12 20	ELLIPTICAL	15 10 080	+16 +19 +12	8
8	062336	13 5N 133 2E	700MB	2876	973	90 360 10	280 74 190 08	10 5	CIRCULAR	20	+15 +19 +12	8
9	070932	14 8N 132 6E	700MB	2676			150 89 060 20	8	CIRCULAR	8	+14 +19 +13	9
10	071137	15 1N 132 4E	700MB	2685	953		260 89 170 14	10 2	CIRCULAR	12	+15 +18 +14	9
11	072047	15 6N 131 8E	700MB	2526	935	45 310 120	080 99 020 10	5 2	ELLIPTICAL	15 10 210	+14 +19 +14	10
12	072329	15 8N 131 8E	700MB	2570	940	110 240 10	190 95 120 30	5 3	ELLIPTICAL	15 10 280	+14 +20 +13	10
13	080035	16 2N 131 2E	700MB	2585	944	120 090 15	140 113 030 10	5 3	CIRCULAR	20	+11 +16 +15	11
14	081106	16 4N 131 2E	700MB	2562			260 101 180 10	3 5	CIRCULAR	20	+ 9 +17 +15	11
15	082044	17 2N 130 5E	700MB	2642			180 110 120 23	8 5	CIRCULAR	20	+13 +21 +12	12
16	082339	17 4N 130 5E	700MB	2675	951	130 090 5	190 125 160 20	8 5	CIRCULAR	20	+13 +21 +11	12
17	090043	18 4N 130 1E	700MB	2891	972	120 100 24	180 74 360 69	10 1	CIRCULAR	40	+18 +21 + 4	13
18	091123	18 8N 129 8E	700MB	3011	987		280 40 190 35	8 5			+22 +24 + 3	13
19	092037	19 4N 130 3E	700MB	3041	993		150 58 010 60	5 5			+22 +21 + 7	14
20	092337	20 1N 130 0E	1500FT		993	50 130 50	300 43 200 70	5 5			+28 +27 +26	14
21	100559	20 9N 130 6E	1500FT		993	50 020 30	230 38 150 67	5 5			+24 +24 +24	15
22	100835	21 2N 130 8E	1500FT		996	25 280 35	350 35 280 35	15 5			+24 +24 +24	15
23	102212	23 5N 133 0E	1500FT		1002	40 140 50	220 49 140 78	8 2			+27 +29 +24	16
24	110059	24 2N 133 5E	1500FT		1004	15 340 10	350 31 260 25	8 2			+26 +27 +24	16

NOTICE - THE ASTERISKS (*) INDICATE FIXES UNREPRESENTATIVE AND NOT USED FOR BEST TRACK PURPOSES

2. NORTH INDIAN OCEAN CYCLONE DATA

TROPICAL CYCLONE 01-84 BEST TRACK DATA

BEST TRACK			WARNING			24 HOUR FORECAST			48 HOUR FORECAST			72 HOUR FORECAST		
NO/DA/HR	POSIT	WIND	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS
052312Z	10 7	56.2	20	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
052318Z	10 9	56.0	20	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
052400Z	11 1	55.7	20	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
052406Z	11 3	55.0	20	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
052412Z	11 5	55.0	20	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
052418Z	11 7	55.2	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
052500Z	11 9	55.4	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
052506Z	12 1	54.7	25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
052512Z	12 2	54.4	30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
052518Z	12 4	55.3	30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
052600Z	12 7	53.4	30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
052606Z	13 0	53.0	35	13.2	53.0	35	15	0.0	0.0	0.0	0.0	0.0	0.0	0.0
052612Z	13 2	52.4	40	13.7	52.4	40	30	0.0	0.0	0.0	0.0	0.0	0.0	0.0
052618Z	13 5	51.7	40	12.4	51.7	40	13	0.0	0.0	0.0	0.0	0.0	0.0	0.0
052700Z	13 5	50.4	45	13.7	51.2	45	48	0.0	0.0	0.0	0.0	0.0	0.0	0.0
052706Z	13 0	49.0	45	13.7	49.8	45	63	0.0	0.0	0.0	0.0	0.0	0.0	0.0
052712Z	12 3	47.6	48	13.3	48.0	45	64	0.0	0.0	0.0	0.0	0.0	0.0	0.0
052718Z	11 6	45.9	35	11.6	46.3	40	24	0.0	0.0	0.0	0.0	0.0	0.0	0.0
052800Z	10 0	44.8	35	11.1	44.5	40	21	0.0	0.0	0.0	0.0	0.0	0.0	0.0
052806Z	10 0	44.4	30	10.0	44.3	30	6	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ALL FORECASTS			TYPHOONS WHILE OVER 35 KTS		
AVG FORECAST POSIT ERROR	URNG	24-HR 48-HR 72-HR	URNG	24-HR 48-HR 72-HR	
AVG RIGHT ANGLE ERROR	31.	225. 347.	0.	0. 0. 0.	
AVG INTENSITY MAGNITUDE ERROR	19.	79. 195.	0.	0. 0. 0.	
AVG INTENSITY BIAS	25.	4. -10.	0.	0. 0. 0.	
NUMBER OF FORECASTS	9	5 1 0	0	0 0 0	

DISTANCE TRAVELED BY TROPICAL CYCLONE IS 819. NM

AVERAGE SPEED OF TROPICAL CYCLONE IS 7. KNOTS

TC01A FIX POSITIONS FOR CYCLONE NO. 1

SATELLITE FIXES

FIX NO.	TIME (Z)	FIX POSITION	ACCRV	DVORAK CODE	COMMENTS	SITE
1	231444	10 9N 56.2E	PCN 5	T1.0/1.0	INIT OBS	KGWC
2	232333	6.0N 54.0E	PCN 6			FJDG
3	240658	11.2N 55.3E	PCN 5	T1.5/1.5 /D0.5/16HRS	ULAC 10.8N 54.4E	KGWC
4	250638	12.2N 55.7E	PCN 5	T1.5/1.5 /50.0/24HRS	ULAC 11.4N 55.8E	KGWC
5	251918	12.2N 53.7E	PCN 6			KGWC
6	260658	12.9N 53.1E	PCN 5		ULAC 12.3N 53.4E	KGWC
7	260241	13.0N 53.4E	PCN 5		ULAC 12.6N 53.6E	KGWC
8	260617	13.3N 53.1E	PCN 5	T2.5/2.5 /D1.0/24HRS	ULAC 12.8N 53.2E	KGWC
9	261153	13.2N 52.6E	PCN 5		ULAC 12.9N 52.7E	KGWC
10	261521	13.1N 52.1E	PCN 5		ULAC 12.6N 52.4E	KGWC
11	261858	13.6N 51.6E	PCN 5		ULAC 13.1N 51.7E	KGWC
12	270037	13.4N 50.4E	PCN 5		ULAC 13.2N 50.1E	KGWC
13	270220	13.5N 49.9E	PCN 5	T2.5/2.5 /50.0/22HRS	ULAC 13.0N 49.3E	KGWC
14	271140	12.1N 47.7E	PCN 5		ULAC 11.8N 47.7E	KGWC
15	271500	11.7N 46.7E	PCN 5		ULAC 11.9N 47.0E	KGWC
16	271838	11.6N 45.3E	PCN 5		ULAC 11.4N 45.3E	KGWC
17	280025	11.2N 44.7E	PCN 6		ULAC 11.8N 45.0E	KGWC
18	280340	9 9N 44.9E	PCN 5			KGWC

NOTICE - THE ASTERISKS (*) INDICATE FIXES UNREPRESENTATIVE AND NOT USED FOR BEST TRACK PURPOSES

TROPICAL CYCLONE 02-84
BEST TRACK DATA

BEST TRACK			WARNING			24 HOUR FORECAST			48 HOUR FORECAST			72 HOUR FORECAST		
MO/DA/HR	POSIT	WIND	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS	POSIT	WIND	ERRORS
101012Z	16.5	88.6	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101018Z	17.5	88.6	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101024Z	17.7	88.6	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101030Z	18.0	88.6	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101036Z	18.2	88.6	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101042Z	18.4	88.6	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101048Z	18.7	88.6	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101054Z	19.0	88.6	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101100Z	19.2	88.5	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101106Z	19.5	88.4	45.0	19.5	88.8	45.0	22.3	88.3	50.0	113.0	15.0	0.0	0.0	0.0
101112Z	19.7	88.3	45.0	19.8	88.3	45.0	21.5	87.7	60.0	37.0	25.0	0.0	0.0	0.0
101118Z	19.9	88.1	45.0	19.8	87.8	55.0	10.0	20.0	86.8	60.0	43.0	25.0	0.0	0.0
101124Z	20.0	87.9	40.0	19.9	88.3	45.0	29.0	87.1	35.0	90.0	5.0	0.0	0.0	0.0
101130Z	20.0	87.7	35.0	20.3	87.9	45.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101136Z	20.0	87.3	35.0	20.6	87.8	40.0	37.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101142Z	21.6	86.6	35.0	21.0	87.0	40.0	42.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
101148Z	22.2	85.9	30.0	21.7	86.3	30.0	37.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ALL FORECASTS				TYPHOONS WHILE OVER 35 KTS			
WRNG	24-HR	48-HR	72-HR	WRNG	24-HR	48-HR	72-HR
29	71	0	0	0	0	0	0
13	40	0	0	0	0	0	0
4	18	0	0	0	0	0	0
4	18	0	0	0	0	0	0
8	4	0	0	0	0	0	0

DISTANCE TRAVELED BY TROPICAL CYCLONE IS 380. NM
AVERAGE SPEED OF TROPICAL CYCLONE IS 4. KNOTS

TC028
FIX POSITIONS FOR CYCLONE NO. 2

SATELLITE FIXES

FIX NO.	TIME (Z)	FIX POSITION	ACCRV	DVORAK CODE	COMMENTS	SITE
1	101200	16.9N 89.5E	PCN 6		ULCC FIX	PGTW
2	101600	18.0N 89.0E	PCN 6		ULCC FIX	PGTW
3	101600	17.0N 89.0E	PCN 6	T1 5/1 5	INIT OBS ULAC 18.0N 90.3E	KGUC
4	101800	18.1N 89.0E	PCN 6	T2 0/2 0		PGTW
5	102100	18.5N 88.8E	PCN 6		ULCC FIX	PGTW
6	110345	17.5N 88.5E	PCN 6	T1 5/1 5 /D0.5/11HRS	ULAC 18.9N 89.8E	KGUC
7	111016	18.4N 89.7E	PCN 6		ULAC 19.0N 89.7E	KGUC
8	111200	19.0N 87.6E	PCN 6		ULAC 19.1N 89.1E	PGTW
9	111200	19.4N 88.1E	PCN 6		ULAC 19.1N 89.6E	KGUC
10	111600	18.6N 87.9E	PCN 6			PGTW
11	111625	19.1N 88.7E	PCN 5			KGUC
12	111800	18.4N 88.5E	PCN 6	T2 0/2.0 /50.0/24HRS		PGTW
13	112100	18.8N 88.7E	PCN 6			KGUC
14	112300	20.2N 89.4E	PCN 6			PGTW
15	120049	19.6N 90.1E	PCN 5			KGUC
16	120324	18.7N 89.0E	PCN 5	T2 0/2.0 /D0.5/24HRS	ULAC 19.3N 89.0E	KGUC
17	121003	18.7N 89.8E	PCN 4		ULAC 18.0N 89.0E	KGUC
18	121329	19.1N 88.9E	PCN 6		ULAC 20.1N 88.0E	PGTW
19	121600	19.0N 88.5E	PCN 6		ULAC 21.0N 87.6E	KGUC
20	121605	19.1N 88.8E	PCN 6	T3 0/3.0 /D1.0/24HRS		PGTW
21	121800	19.4N 88.3E	PCN 6			KGUC
22	122248	20.0N 88.0E	PCN 5			PGTW
23	130000	19.7N 87.9E	PCN 6			KGUC
24	130028	19.9N 88.4E	PCN 5		ULAC 18.9N 88.2E	KGUC
25	130400	19.0N 87.0E	PCN 6		ULCC FIX	PGTW
26	130446	19.3N 89.2E	PCN 5	T3 0/3.0 /D1.0/25HRS	ULAC 19.8N 89.1E	KGUC
27	130600	19.2N 87.9E	PCN 6		ULCC FIX	PGTW
28	130900	19.8N 87.5E	PCN 6		ULCC FIX	PGTW
29	130951	19.8N 88.7E	PCN 2		EXP ULCC ULAC 19.9N 88.5E	KGUC
30	131200	19.6N 87.0E	PCN 6		ULCC FIX	PGTW
31	131308	20.4N 88.5E	PCN 6			KGUC
32	131545	20.2N 88.2E	PCN 6			PGTW
33	131600	20.3N 87.5E	PCN 6	T2.5/3.0-/W0.7/22HRS	ULCC FIX	KGUC
34	132100	19.9N 86.9E	PCN 6			PGTW
35	132235	20.9N 88.7E	PCN 6			KGUC
36	140000	20.0N 88.8E	PCN 6			PGTW
37	140007	21.7N 87.7E	PCN 6		ULCC FIX	KGUC
38	140400	21.0N 86.6E	PCN 6		ULCC FIX	PGTW
39	140425	20.0N 86.2E	PCN 5			KGUC
40	140600	21.2N 86.7E	PCN 6		ULCC FIX	PGTW

SYNOPTIC FIXES

FIX NO.	TIME (Z)	FIX POSITION	INTENSITY ESTIMATE	NEAREST DATA (NM)	COMMENTS
1	140300	21.0N 87.2E	040	045	42895 42973 42977
2	141200	21.7N 86.3E	030	030	42895 42971 42798

NOTICE - THE ASTERISKS (*) INDICATE FIXES UNREPRESENTATIVE AND NOT USED FOR BEST TRACK PURPOSES

TROPICAL CYCLONE 03-84 BEST TRACK DATA

MO/DA/HR	BEST TRACK			WARNING			ERRORS			24 HOUR FORECAST			48 HOUR FORECAST			72 HOUR FORECAST		
	POSIT	WIND	WIND	POSIT	WIND	WIND	POSIT	WIND	WIND	POSIT	WIND	WIND	POSIT	WIND	WIND	POSIT	WIND	WIND
110900Z	8 8	88 0	20 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
110906Z	9 0	87 3	25 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
110912Z	9 3	86 8	25 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
110918Z	9 6	86 2	30 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
110924Z	9 9	85 6	30 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
110930Z	10 0	85 0	30 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
111006Z	10 2	84 2	30 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
111012Z	10 3	83 6	35 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
111018Z	10 4	82 8	40 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
111024Z	10 5	82 1	50 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
111030Z	10 8	81 4	60 10	6 6	81 2	40 17	-20	10 9	78 6	30 164	-50	0 0	0 0	0 0	0 0	0 0	0 0	0 0
111036Z	11 1	81 0	70 10	9 9	80 6	50 26	-20	11 2	78 1	30 205	-55	0 0	0 0	0 0	0 0	0 0	0 0	0 0
111042Z	11 6	80 7	75 11	7 7	80 4	55 15	-20	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
111048Z	12 2	80 7	80 12	5 5	80 6	80 19	0	14 8	79 2	45 122	-40	0 0	0 0	0 0	0 0	0 0	0 0	0 0
111054Z	12 8	80 6	80 13	0 0	80 6	75 12	-5	15 2	78 9	30 150	-55	0 0	0 0	0 0	0 0	0 0	0 0	0 0
111100Z	13 5	80 7	85 13	5 5	80 3	65 23	-20	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
111106Z	13 9	80 8	85 14	0 0	80 6	70 13	-15	15 9	79 8	30 129	-50	0 0	0 0	0 0	0 0	0 0	0 0	0 0
111112Z	13 6	80 9	85 14	7 7	80 7	70 67	-15	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
111118Z	13 4	80 9	85 14	3 3	80 7	70 54	-15	15 5	80 7	60 95	-10	0 0	0 0	0 0	0 0	0 0	0 0	0 0
111124Z	13 5	80 4	85 14	0 0	80 7	70 35	-15	15 1	80 7	65 67	5	0 0	0 0	0 0	0 0	0 0	0 0	0 0
111130Z	13 8	80 3	85 13	8 8	80 3	90 0	0	10 16	79 3	50 123	5	0 0	0 0	0 0	0 0	0 0	0 0	0 0
111136Z	14 0	80 3	75 13	9 9	80 2	80 24	5	16 1	79 1	30 133	-5	0 0	0 0	0 0	0 0	0 0	0 0	0 0
111142Z	14 0	80 2	70 14	3 3	70 9	75 25	0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
111148Z	14 1	80 2	60 14	5 5	80 3	65 25	5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
111500Z	14 1	80 1	45 13	7 7	80 0	50 25	5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
111506Z	14 1	80 1	35 13	6 6	80 0	35 31	0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0

	ALL FORECASTS				TYPHOONS WHILE OVER 35 KTS			
	WRNG	24-HR	48-HR	72-HR	WRNG	24-HR	48-HR	72-HR
AVG FORECAST POSIT ERROR	16	0	0	0	0	0	0	0
AVG RIGHT ANGLE ERROR	16	107	0	0	0	0	0	0
AVG INTENSITY MAGNITUDE ERROR	11	31	0	0	0	0	0	0
AVG INTENSITY BIAS	-7	-28	0	0	0	0	0	0
NUMBER OF FORECASTS	16	9	0	0	0	0	0	0

DISTANCE TRAVELED BY TROPICAL CYCLONE IS 719 NM
AVERAGE SPEED OF TROPICAL CYCLONE IS 5 KNOTS

TC03B FIX POSITIONS FOR CYCLONE NO. 3

SATELLITE FIXES

FIX NO	TIME (Z)	FIX POSITION	ACCRV	DVOPAK CODE	COMMENTS	SITE
1	090300	9 4N 87 3E	PCN 6	T1 0/1 0	INIT OBS	PQTU
2	090407	9 5N 87 5E	PCN 6	T1 5/1 5	INIT OBS	KGUC
3	090600	9 0N 87 0E	PCN 6			PQTU
4	090900	9 3N 86 5E	PCN 6			PQTU
5	091600	9 7N 87 2E	PCN 6			PQTU
6	091647	9 3N 87 8E	PCN 5	T1 0/1 0	INIT OBS	KGUC
7	100346	10 4N 85 6E	PCN 5	T2 0/2 0 /D0 5/24HRS	ULAC 10 1N 087 5E	KGUC
8	110620	10 3N 85 6E	PCN 5		ULAC 09 5N 085 9E	KGUC
9	110508	10 4N 85 6E	PCN 5	T3 5/3 5 /D1 5/25HRS	ULAC 09 8N 082 6E	KGUC
10	111035	10 8N 81 3E	PCN 5			KGUC
11	111300	11 0N 87 5E	PCN 5		ULAC 11 3N 081 7E	KGUC
12	111607	11 2N 81 1E	PCN 5			KGUC
13	112359	11 7N 80 5E	PCN 5			KGUC
14	120148	11 0N 81 0E	PCN 6	T2 5/2 5	INIT OBS	FJDG
15	120447	12 4N 80 8E	PCN 1	T5 0/5 0 /D1 5/24HRS	EVE DIA 6NM	KGUC
16	121022	12 8N 80 9E	PCN 1			KGUC
17	121238	12 8N 80 4E	PCN 1		EVE FIX	KGUC
18	121728	13 4N 80 7E	PCN 1		EVE FIX	KGUC
19	122307	13 7N 80 7E	PCN 1		EVE FIX	KGUC
20	122308	13 5N 81 0E	PCN 5	T4 5/4 5 /D2 0/24HRS		FJDG
21	130119	14 0N 81 0E	PCN 2		EVE DIA 15NM	KGUC
22	130427	14 8N 80 7E	PCN 1	T5 5/5 5 /D0 5/24HRS	EVE FIX	KGUC
23	131010	13 4N 80 7E	PCN 1			KGUC
24	131359	13 3N 80 9E	PCN 1		EVE FIX	KGUC
25	131708	13 4N 80 3E	PCN 1		EVE FIX	KGUC
26	132254	14 0N 80 2E	PCN 1		EVE FIX	KGUC
27	140057	13 9N 80 4E	PCN 1		EVE FIX	KGUC
28	140407	13 7N 79 9E	PCN 1			KGUC
29	140957	14 2N 80 2E	PCN 1			KGUC
30	141337	17 5N 80 8E	PCN 5		ULAC 13 3N 080 4E	KGUC
31	141647	14 0N 80 9E	PCN 5		ULAC 13 8N 080 6E	KGUC
32	142242	13 7N 80 0E	PCN 5			KGUC
33	150036	14 0N 80 4E	PCN 5			KGUC
34	150528	13 4N 80 1E	PCN 5			KGUC
35	150944	13 8N 80 3E	PCN 5			KGUC
36	151627	13 6N 80 4E	PCN 5			KGUC
37	160508	14 1N 80 0E	PCN 5			KGUC

SYNOPTIC FIXES

FIX NO	TIME (Z)	FIX POSITION	INTENSITY ESTIMATE	NEAREST DATA (NM)	COMMENTS
1	130300	13 8N 80 5E	070	050	STATIONS 43245 AND 43279
2	130900	13 7N 80 2E	070	045	STATIONS 43245 AND 43279
3	142100	13 7N 80 0E	030	030	STATIONS 43245 AND 43279

NOTICE - THE ASTERISKS (*) INDICATE FIXES UNREPRESENTATIVE AND NOT USED FOR BEST TRACK PURPOSES.

TROPICAL CYCLONE 84-84
BEST TRACK DATA

MO/DA/HR	BEST TRACK				WARNING				ERRORS				24 HOUR FORECAST				48 HOUR FORECAST				72 HOUR FORECAST			
	POSIT	WIND	POSIT	WIND	POSIT	WIND	POSIT	WIND	DST	WIND	POSIT	WIND	DST	WIND	POSIT	WIND	DST	WIND	POSIT	WIND	DST	WIND		
112706Z	8 4	85	8	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
112712Z	8 6	85	8	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
112718Z	8 8	88	8	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
112800Z	9 0	84	9	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
112806Z	9 3	84	9	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
112812Z	9 7	84	6	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
112818Z	10 2	84	7	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
112900Z	10 3	85	1	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
112906Z	10 2	85	4	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
112912Z	9 7	85	6	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
112918Z	9 3	85	3	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
113000Z	9 9	84	8	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
113006Z	8 4	84	6	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
113012Z	8 3	83	6	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
113018Z	10 1	83	9	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
120100Z	10 6	82	0	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
120106Z	10 8	80	7	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
120112Z	11 7	79	4	85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
120118Z	12 0	77	8	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
120200Z	11 8	76	1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
120206Z	11 4	74	4	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
120212Z	11 1	72	8	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
120218Z	11 0	71	1	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
120300Z	10 9	69	8	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
120306Z	10 9	68	5	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
120312Z	10 8	67	8	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
120318Z	10 7	66	5	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
120400Z	10 5	65	5	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
120406Z	10 3	64	4	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
120412Z	10 1	63	3	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
120418Z	10 0	62	2	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
120500Z	9 2	62	2	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
120506Z	8 7	61	5	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
120512Z	8 5	60	9	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
120518Z	8 2	58	8	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
120600Z	8 1	54	3	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
120606Z	8 1	53	3	85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
120612Z	8 1	51	5	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
120618Z	8 1	51	5	95	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
120700Z	8 0	50	8	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
120706Z	7 8	49	7	105	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
120712Z	7 8	49	3	110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
120718Z	5 7	48	3	115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
120800Z	5 0	47	8	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
120806Z	4 7	47	0	125	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

ALL FORECASTS
 AVG FORECAST POSIT ERROR 13 160 271 381
 AVG RIGHT ANGLE ERROR 17 60 123 159
 AVG INTENSITY MAGNITUDE ERROR 1 9 19 23
 AVG INTENSITY BIAS 0 4 19 15
 NUMBER OF FORECASTS 34 24 19 16

TYPHOONS WHILE OVER 35 KTS
 URNG 24-HR 48-HR 72-HR
 0 0 0 0
 0 0 0 0
 0 0 0 0
 0 0 0 0

DISTANCE TRAVELED BY TROPICAL CYCLONE IS 2662 NM
 AVERAGE SPEED OF TROPICAL CYCLONE IS 10. KNOTS

TC04B
 FIX POSITIONS FOR CYCLONE NO. 4

SATELLITE FIXES

FIX NO	TIME (Z)	FIX POSITION	ACCRV	DVORAK CODE	COMMENTS	SITE
1	270448	8 3N 85 9E	PCN 5	T1 0/1 0	INIT OBS ULAC 08.4N 084.4E	KGUC
2	271729	9 3N 84 9E	PCN 6			KGUC
3	271800	8 9N 83 9E	PCN 6	T1 5/1 5	INIT OBS	PGTU
4	272140	9 5N 82 2E	PCN 4		ULAC 09 1N 086 3E	KGUC
5	280000	9 5N 85 2E	PCN 6			PGTU
6	280104	9 4N 88 1E	PCN 6		INIT OBS ULAC 09 0N 084.8E	KGUC
7	280300	8 4E 84 4E	PCN 6	T2 0/2 0		PGTU
8	280428	9 5N 85 6E	PCN 5	T2 5/2 5 /D1 5/24HRS	ULAC 10 2N 084 6E	KGUC
9	280600	9 0N 84 7E	PCN 6			PGTU
10	280700	9 2N 84 8E	PCN 6		ULCC FIX	PGTU
11	281025	9 2N 84 6E	PCN 5			KGUC
12	281200	10 2N 84 7E	PCN 6			PGTU
13	281203	10 4N 84 3E	PCN 5			KGUC
14	281600	10 3N 84 4E	PCN 6			PGTU
15	281708	10 6N 84 3E	PCN 5			KGUC
16	281800	10 4N 84 7E	PCN 6	T2 5/2 5 /D1 0/24HRS		PGTU
17	282100	10 4N 85 1E	PCN 6			KGUC
18	282310	10 0N 84 4E	PCN 5			PGTU
19	290000	10 5N 84 8E	PCN 6		ULAC 09 7N 084.9E	KGUC
20	290043	10 1N 84 6E	PCN 6		ULCC FIX	PGTU
21	290300	10 1N 84 6E	PCN 6	T3 0/3 0 /D1 0/24HRS		KGUC
22	290403	9 4N 85 5E	PCN 5	T3 0/3 0 /D0 5/24HRS	ULCC FIX	PGTU
23	290500	10 2N 84 5E	PCN 6		ULCC FIX	PGTU
24	290700	10 1N 84 3E	PCN 6		ULAC 09 7N 085.4E	KGUC
25	291013	9 5N 85 2E	PCN 5			PGTU
26	291200	9 5N 84 6E	PCN 6			KGUC
27	291323	9 2N 86 4E	PCN 5			PGTU
28	291600	9 5N 85 1E	PCN 6			KGUC
29	291648	9 7N 85 7E	PCN 6	T3 5/3 5 /D1 0/24HRS		PGTU
30	291800	9 7N 85 1E	PCN 5	T3 5/3 5 /D1 0/24HRS		PGTU
31	292100	10 0N 84 8E	PCN 6			KGUC
32	292258	9 7N 84 9E	PCN 5			PGTU
33	300000	9 6N 84 6E	PCN 6		ULCC FIX	FJDO
34	300021	9 7N 85 2E	PCN 5			PGTU
35	300300	9 6N 84 8E	PCN 6	T4 0/4 0 /D1 0/24HRS		KGUC
36	300447	9 5N 84 7E	PCN 5	T3 5/3 5 /D0 5/24HRS		KGUC
37	300600	9 6N 84 8E	PCN 6			PGTU
38	300700	9 6N 84 1E	PCN 6			PGTU
39	301000	10 0N 84 4E	PCN 6			KGUC
40	301200	10 2N 83 6E	PCN 6			PGTU
41	301301	10 4N 83 7E	PCN 6			KGUC
42	301522	10 7N 82 8E	PCN 6			KGUC
43	310000	10 0N 81 7E	PCN 2			KGUC
44	310000	10 7N 82 1E	PCN 6			PGTU
45	310000	10 0N 81 4E	PCN 6	T4 5/4 5 /D0 5/24HRS		KGUC
46	310505	10 6N 81 2E	PCN 5			PGTU
47	310600	10 0N 81 1E	PCN 6		ULCC FIX	PGTU
48	310700	10 5N 80 3E	PCN 6		ULCC FIX	PGTU
49	310742	11 0N 79 1E	PCN 6			KGUC
50	311200	10 5N 80 1E	PCN 6		ULCC FIX	PGTU
51	311240	11 6N 78 4E	PCN 6			KGUC
52	311747	11 0N 77 8E	PCN 5			KGUC
53	312232	14 2N 75 7E	PCN 6			KGUC
54	3204120	11 2N 74 9E	PCN 5			KGUC
55	320445	11 1N 74 4E	PCN 4	T0 0/1 5 /U3 5/24HRS		KGUC
56	321400	11 0N 72 0E	PCN 4			KGUC
57	321417	11 0N 71 1E	PCN 4			KGUC
58	321440	10 2N 69 7E	PCN 5			KGUC
59	330000	11 0N 70 5E	PCN 5		ULAC 10 0N 070 2E	FJDO

60	030609	11 0N	69 4E	PCN 5	T2.5/2.5 /D2.5/25HRS	ULAC 10.4N 069.4E	KGWC
61	031104	11 1N	68 0E	PCN 5			KGWC
62	031105	11 2N	67 9E	PCN 5	T2.0/2.0+/50.5/11HRS		FJDC
63	031339	11 2N	67 4E	PCN 5		ULAC 11.0N 067.8E	KGWC
64	031709	11 1N	66 1E	PCN 5			KGWC
65	032349	10 8N	65 6E	PCN 5			KGWC
66	040219	10 2N	65 7E	PCN 5			KGWC
67	040549	9 7N	64 0E	PCN 5	T3.0/3.0 /D0.5/24HRS	ULAC 10.0N 064.1E	KGWC
68	041052	9 9N	63 3E	PCN 5			KGWC
69	041052	10 6N	62 5E	PCN 5			FJDC
70	041457	9 9N	62 7E	PCN 5			KGWC
71	041830	9 9N	62 2E	PCN 5	T3.5/3.5	INIT OBS ULAC 09.1N 061.8E	KGWC
72	042337	10 0N	61 2E	PCN 5	T3.0/3.0	ULAC 09.6N 061.3E	KGWC
73	042338	11 0N	59 0E	PCN 4			FJDC
74	050158	9 3N	60 0E	PCN 5			KGWC
75	050529	9 0N	59 3E	PCN 5	T4.0/4.0 /D1.0/24HRS		KGWC
76	051224	8 2N	57 3E	PCN 5			KGWC
77	051438	8 1N	56 6E	PCN 5			KGWC
78	051515	9 7N	56 6E	PCN 5			FJDC
79	051810	8 5N	55 1E	PCN 5			KGWC
80	060318	7 5N	54 4E	PCN 5			KGWC
81	060650	8 6N	53 4E	PCN 5	T3.5/4.0 /U0.5/24HRS	ULAC 08.0N 053.7E	KGWC
82	061417	8 1N	51 5E	PCN 5			KGWC
83	061931	8 2N	51 2E	PCN 5	T3.0/4.0 /U1.0/25HRS		KGWC
84	070257	8 2N	49 7E	PCN 3			KGWC
85	070630	7 6N	50 4E	PCN 3	T1.5/2.5 /U1.5/24HRS	ULAC 08.1N 049.6E	KGWC
86	071537	6 2N	48 9E	PCN 5		EXP LLCC ULAC 08.1N 048.3E	KGWC
87	071911	5 5N	47 9E	PCN 5		EXP LLCC ULAC 09.2N 047.1E	KGWC
88	080235	5 1N	46 8E	PCN 5		EXP LLCC ULAC 10.0N 047.0E	KGWC
89	080751	5 1N	46 7E	PCN 5			KGWC

SYNOPTIC FIXES

FIX NO.	TIME (Z)	FIX POSITION	INTENSITY ESTIMATE	NEAREST DATA (NM)	COMMENTS
1	011200	11 5N 79 2E	065	060	43344 43295 43279
2	011500	12 1N 78 8E	060	060	43295 43279 42245
3	011800	11 5N 77 8E	050	050	43321 43344 43279 43295
4	020000	12 2N 77 0E	020	040	43295 43284 43279 43201

NOTICE - THE ASTERISKS (*) INDICATE FIXES UNREPRESENTATIVE AND NOT USED FOR BEST TRACK PURPOSES.

APPENDIX I CONTRACTIONS

ACCRY	Accuracy	FI	Forecast Intensity (Dvorak)
ACFT	Aircraft	FLT	Flight
ADP	Automated Data Processing	FNOC	Fleet Numerical Oceanography Center
AFGWC	Air Force Global Weather Central	FT	Feet
AIREP	Aircraft Weather Report(s) (Commercial and Military)	GMT	Greenwich Mean Time
ANT	Antenna	GOES	Geostationary Operational Environmental Satellite
AOR	Area of Responsibility	HATTRACK	Hurricane and Typhoon Tracking (Steering) Program
APRNT	Apparent	HGT	Height
APT	Automatic Picture Transmission	HPAC	Mean of XTRP and CLIM Techniques (Half Persistence and Climatology)
ARWO	Aerial Reconnaissance Weather Officer	HR(s)	Hour(s)
ATT	Attenuation	HVY	Heavy
AVG	Average	ICAO	International Civil Aviation Organization
AWN	Automated Weather Network	INIT	Initial
BPAC	Blended Persistence and Climatology	INJAH	North Indian Ocean Component of TYAN
BRG	Bearing	INST	Instruction
CDO	Central Dense Overcast	IR	Infrared
CI	Cirriiform Cloud or Cirrus also Current Intensity (Dvorak)	KM	Kilometer(s)
USCINCPAC	Commander-in-Chief Pacific AF - Air Force, FLT - Fleet (Navy)	KT	Knot(s)
CLD	Cloud	LLCC	Low-level Circulation Center
CLIM	Climatology	LVL	Level
CLSD	Closed	M	Meter(s)
CM	Centimeter	M/S	Meter(s) per Second
CNTR	Center	MAX	Maximum
CPA	Closest Point of Approach	MB	Millibar(s)
CSC	Cloud System Center	MET	Meteorological
CYCLOPS	Tropical Cyclone Steering Program (HATTRACK and MOHATT)	MIN	Minimum
DEG	Degree(s)	MOHATT	Modified HATTRACK
DIAM	Diameter	MOVG	Moving
DIR	Direction	MSLP	Minimum Sea Level Pressure
DMSP	Defense Meteorological Satellite Program	MSN	Mission
DST	Distance	NAV	Navigational
EL	Elongated	NEDN	Naval Environmental Data Network
ELEV	Elevation	NEDS	Naval Environmental Display Station
EXP	Exposed		

NEPRF	Naval Environmental Prediction Research Facility	SST	Sea Surface Temperature
NESS	National Environmental Satellite Service	ST	Subtropical
NESDIS	National Environmental Satellite, Data, and Information Service	STR	Subtropical Ridge
NET	Near Equatorial Trough	STY	Super Typhoon
NM	Nautical Mile(s)	TAPT	Typhoon Acceleration Prediction Technique
N/O	Not Observed	TC	Tropical Cyclone
NOAA	National Oceanic and Atmospheric Administration	TCARC	Tropical Cyclone Aircraft Reconnaissance Coordinator
NOCC	Naval Oceanography Command Center	TCFA	Tropical Cyclone Formation Alert
NOGAPS	Navy Operational Global Atmospheric Prediction System	TCM	Tropical Cyclone Model
NWOC	Naval Western Oceanography Center	TD	Tropical Depression
NR	Number	TDO	Typhoon Duty Officer
NRL	Naval Research Laboratory	TIROS	Television Infrared Observation Satellite
NTCM	Nested Tropical Cyclone Model	TPAC	Extrapolation and Climatology blend
OBS	Observations	TS	Tropical Storm
OTCM	One-Way (Interactive) Tropical Cyclone Model	TY	Typhoon
PACOM	Pacific Command	TYAN	Typhoon Analog Program
PCN	Position Code Number	TYFN	Western North Pacific Component (Revised) of TYAN
PSBL	Possible	TUTT	Tropical Upper-Tropospheric Trough
PTLY	Partly	ULAC	Upper-level Anticyclone
QUAD	Quadrant	ULCC	Upper-level Circulation Center
RADOB	Radar Observations	VEL	Velocity
RECON	Reconnaissance	VIS	Visual
RNG	Range	VMNT	Vector Movement (ddff)
RT	Right	WESTPAC	Western (North) Pacific
SAT	Satellite	WMO	World Meteorological Organization
SFC	Surface	WND	Wind
SLP	Sea Level Pressure	WRNG(s)	Warning(s)
SPOL	Spiral Overlay	WRS	Weather Reconnaissance Squadron
SRP	Selective Reconnaissance Program	XTRP	Extrapolation
STNRY	Stationary	Z	Zulu Time (Greenwich Mean Time)

APPENDIX II DEFINITIONS

BEST TRACK - A subjectively smoothed path, versus a precise and very erratic fix-to-fix path, used to represent tropical cyclone movement.

CENTER - The vertical axis or core of a tropical cyclone. Usually determined by wind, temperature, and/or pressure distribution.

CYCLONE - A closed atmospheric circulation rotating about an area of low pressure (counterclockwise in the Northern Hemisphere).

EPHEMERIS - Position of a body (satellite) on space as a function of time; used for gridding satellite imagery. Since ephemeris gridding is based solely on the predicted position of the satellite, it is susceptible to errors from vehicle pitch, orbital eccentricity, and the oblateness of the earth.

EXPLOSIVE DEEPENING - A decrease in the minimum sea level pressure of a tropical cyclone of 2.5 mb/hr for 12 hrs or 5.0 mb/hr for six hrs (ATR 1971).

EXTRATROPICAL - A term used in warnings and tropical summaries to indicate that a cyclone has lost its "tropical" characteristics. The term implies both poleward displacement from the tropics and the conversion of the cyclone's primary energy sources from release of latent heat of condensation to baroclinic processes. The term carries no implications as to strength or size.

EYE - A term used to describe the central area of a tropical cyclone when it is more than half surrounded by wall cloud.

FUJIWHARA EFFECT - An interaction in which tropical cyclones within about 700 nm (1296 km) of each other begin to rotate about one another. When intense tropical cyclones are within about 400 nm (741 km) of each other, they may also begin to move closer to each other.

MAXIMUM SUSTAINED WIND - Highest surface wind speed averaged over a one-minute period of time. Peak gusts over water average 20 to 25 percent higher than sustained winds.

RAPID DEEPENING - A decrease in the minimum sea level pressure of a tropical cyclone of 1.25 mb/hr for 24 hrs (ATR 1971).

RECURVATURE - The turning of a tropical cyclone from an initial path toward the west or northwest to a path toward the northeast.

RIGHT ANGLE ERROR - The distance described by a perpendicular line from the best track to a forecast position. (See figure 4-1).

SIGNIFICANT TROPICAL CYCLONE - A tropical cyclone becomes "significant" with the issuance of the first numbered warning by the responsible warning agency.

SUPER TYPHOON/HURRICANE - A typhoon/hurricane in which the maximum sustained surface wind (one-minute mean) is 130 kt (67 m/s) or greater.

TROPICAL CYCLONE - A non-frontal low pressure system of synoptic scale developing over tropical or subtropical waters and having a definite organized circulation.

TROPICAL CYCLONE AIRCRAFT RECONNAISSANCE COORDINATOR - A USCINCPACAF representative designated to levy tropical cyclone aircraft weather reconnaissance requirements on reconnaissance units within a designated area of the PACOM and to function as coordinator between USCINCPACAF, aircraft weather reconnaissance units, and the appropriate typhoon/hurricane warning center.

TROPICAL DEPRESSION - A tropical cyclone in which the maximum sustained surface wind (one-minute mean) is 33 kt (17 m/s) or less.

TROPICAL DISTURBANCE - A discrete system of apparently organized convection---generally 100 to 300 nm (185 to 556 km) in diameter---originating in the tropics or subtropics, having a non-frontal migratory character, and having maintained its identity for 24 hours or more. It may or may not be associated with a detectable perturbation of the wind field. As such, it is the basic generic designation which, in successive stages of intensification, may be classified as a tropical depression, tropical storm or typhoon (hurricane).

TROPICAL STORM - A tropical cyclone with maximum sustained surface winds (one-minute mean) in the range of 34 to 63 kt (17 to 32 m/s) inclusive.

TROPICAL UPPER-TROPOSPHERIC TROUGH (TUTT) - "A dominant climatological system, and a daily synoptic feature, of the summer season over the tropical North Atlantic, North Pacific and South Pacific Oceans," from Sadler, J.C., Feb. 1976: Tropical Cyclone Initiation by the Tropical-Upper Tropospheric Trough (NAVENVPREDRSCHFAC Technical Paper No. 2-76).

TYPHOON/HURRICANE - A tropical cyclone in which the maximum sustained surface wind (one-minute mean) is 64 kt (33 m/s) or greater. West of 180 degrees longitude they are called typhoons and east of 180 degrees they are called hurricanes. Foreign governments use these or other terms for tropical cyclones and may apply different intensity criteria.

VECTOR ERROR - The distance described by a straight line from the forecast position to the position at verification time as found on the best track. (See Figure 4-1).

WALL CLOUD - An organized band of cumuliiform clouds immediately surrounding the central area of a tropical cyclone. The wall cloud may entirely enclose or only partially surround the center.

APPENDIX III

NAMES FOR TROPICAL CYCLONES

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>	<u>Column 4</u>
ANDY	ABBY	ALEX	AGNES
BRENDA	BEN	BETTY	BILL
CECIL	CARMEN	CARY	CLARA
DOT	DOM	DINAH	DOYLE
ELLIS	ELLEN	ED	ELSIE
FAYE	FORREST	FREDA	FABIAN
GORDON	GEORGIA	GERALD	GAY
HOPE	HERBERT	HOLLY	HAL
IRVING	IDA	IKE	IRMA
JUDY	JOE	JUNE	JEFF
KEN	KIM	KELLY	KIT
LOLA	LEX	LYNN	LEE
MAC	MARGE	MAURY	MAMIE
NANCY	NORRIS	NINA	NELSON
OWEN	ORCHID	OGDEN	ODESSA
PEGGY	PERCY	PHYLLIS	PAT
ROGER	RUTH	ROY	RUBY
SARAH	SPERRY	SUSAN	SKIP
TIP	THELMA	THAD	TESS
VERA	VERNON	VANESSA	VAL
WAYNE	WYNNE	WARREN	WINONA

NOTE:

Names are assigned in rotation, alphabetically. When the last name (WINONA) has been used, the sequence will begin again with "ANDY".

Source: CINCPACINST 3140.1 (series)

APPENDIX IV

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- Holland, G. J., 1980: An Analytic Model of the Wind and Pressure Profiles in Hurricanes. Monthly Weather Review, Vol 108, No. 8, pp. 1212-1218.
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- Weir, R. C., 1982: Predicting the Acceleration of Northward-moving Tropical Cyclones Using Upper-Tropospheric Winds. NAVOCEANCOMCEN/JTWC TECH NOTE: NOCC/JTWC 82-2.

APPENDIX V

PAST ANNUAL TROPICAL CYCLONE REPORTS

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20. ABSTRACT (Continue on reverse side if necessary and identify by block number) Annual publication summarizing the tropical cyclone season in the western North Pacific, Bay of Bengal and Arabian Sea. A brief narrative is given on each significant tropical cyclone including its best track. All reconnaissance data used to construct the best tracks are provided. Forecast verification data and statistics for the JTWC are summarized.		

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Tropical Cyclone 30S (Kamisy) on 9 April 1984, one day after the front cover photograph. Mission 41C orbit was directly over the storm. This nadir view was taken with a 250 mm lens. To give a sense of size, the picture is approximately 55 by 55 nm (102 by 102 km). The eye diameter is 10 nm (19 km). Note the overshooting tops through the tropopause in the eyewall convection. The resolution with this lens is 40 to 50 meters. (Photograph provided by LCDR W. T. Aldinger, NAVPOLAROCEANCEN Detachment, Johnson Space Center, Texas).

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