



U.S. Department
of Transportation
**Federal Aviation
Administration**

Mike Monroney Aeronautical Center

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Oklahoma City, OK 73125

JAN 14 2008

Greg Salottolo
National Resource Specialist, Meteorology
National Transportation Safety Board
3589 Island Drive
North Topsail Beach, NC 28460-8203

Mr. Salottolo:

Enclosed on a CDROM are JPEG images of the data you requested of the Terminal Doppler Weather Radar (TDWR) base data Doppler Velocity product for the time period 0000-0200 UT on 12/21/08.

The data shows sporadic returns which is common in dry weather conditions. There were no TDWR wind-shear detections (loss or gain) for the entire time period. Second trip returns on or near the airport were seen throughout the time period due to distant weather. Beginning at 01:21:11 UT the smoke from the wreckage of the plane can be seen around 20-22 km from the TDWR at about 315 degrees. At 01:27:11 UT a thin line oriented from west to east becomes elongated in the same area. This is assumed to be the smoke plume moving away from the aircraft. At 01:33:12 UT the same thin line moves further eastward.

We measured the distance traveled over time and determined that the smoke plum moved at about 40 miles per hour. This matched up with the reported surface winds for that time period.

Please don't hesitate to call Peter Smith if you have any questions or should need any more information. Mr. Smith can be reached at 405-954-0372 or 405-954-8427.

Sincerely,

David W. Fleming
TDWR & Meteorological Support Manager

Enclosure

Cc: Jeff Rich, Safety Services