

High Density Observations (HDOB) Bulletins

The HDOB message is used to transmit High-Density/High Accuracy (HD/HA) meteorological data from hurricane reconnaissance aircraft. These are created automatically by the system software. Each message consists of a communications header line (Table G-3), a mission/ob identifier line (Table G-4), and 20 lines of HD/HA data (Table G-5).

Within an HDOB message, the time interval (resolution) between individual HD/HA observations can be set by the operator to be 30, 60, or 120 seconds. However, regardless of the time resolution of the HD/HA data, *the meteorological parameters in the HDOB message always represent 30-s averages along the flight track* (except for certain peak values as noted in Table G-5).

The nominal time of each HD/HA record is the midpoint of the 30-s averaging interval. This means that an HD/HA record at time t will include data measured at time t+15 s. For purposes of determining peak flight-level and SFMR winds, the encoding interval begins 15 s after the nominal time of the last HD/HA record and ends 15 s after the nominal time of the record being encoded.

A sample HDOB message is given below (message begins with UR..15...):

0	1	2	3	4	5	6	7						
01234567890123456789012345678901234567890123456789012345678901234567890	-----												
URNT15 KNHC 281426													
AF302 1712A KATRINA				HDOB	41	20050928							
142030	2608N	08756W	7093	03047	9333	+192	+134	133083	089	080	999	00	
142100	2609N	08755W	7091	03054	9330	+166	+146	133106	115	103	999	00	
142130	2610N	08754W	7058	03040	9295	+134	+134	135121	124	111	999	00	
142200	2611N	08753W	7037	03060	9291	+124	+124	138129	136	122	999	00	
.													
.													
.													
142230	2612N	08752W	7010	03057	9282	+102	+102	141153	166	148	999	00	
142300	2612N	08751W	7042	03010	9293	+088	+083	133159	164	147	999	00	
142330	2613N	08750W	6999	03064	9279	+088	+088	138158	161	144	999	00	
142400	2614N	08749W	7005	03046	9281	+080	+080	138155	158	142	999	00	
142430	2614N	08748W	6998	03048	9278	+078	+078	138151	153	137	999	00	
142500	2615N	08747W	7002	03048	9279	+084	+084	140146	148	133	999	00	
\$\$													

Figure G-2. HDOB description and Sample Message

Table G-3. Communications Headers for HDOB messages

WMO ID	CCID			OCEAN BASIN
URNT15	KNHC	KBIX	KWBC	Atlantic
URPN15	KNHC	KBIX	KWBC	East and Central Pacific
URPA15	KNHC	KBIX	KWBC	West Pacific

Note - KBIX is a backup CCID for KNHC.

Table G-4. Mission/Ob Identifier Line Format for HDOB messages

A sample mission/ob identifier line is given below (beginning with AF302...), followed by a description of the parameters.

0 1 2 3 4 5 6 7
01234567890123456789012345678901234567890123456789012345678901234567890

IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII HDOB NN YYYYMMDD

AF302 1712A KATRINA HDOB 41 20050928 ← example

III..III: Mission identifier, as determined in Chapter 5, paragraph 5.7.6.

NN: Observation number (01-99), assigned sequentially for each HDOB message during the flight. This sequencing is independent of the numbering of other types of messages (RECCO, DROP, VORTEX, etc.), which have their own numbering sequence.

YYYYMMDD: Year, month, and day of the first HD/HA data line of the message.

Table G-5. HD/HA Data Line Format for HDOB messages

```

0           1           2           3           4           5           6           7
012345678901234567890123456789012345678901234567890123456789012345678901234567890
-----
hhmmss  LLLLH NNNNNW PPPP GGGGG XXXX STTT sddd wwwSSS MMM KKK ppp FF
142230 2612N 08752W 7010 03057 9282 +102 +102 141153 166 148 999 00

```

- hhmmss:** Observation time, in hours, minutes and seconds (UTC). The observation time is the midpoint of the 30-s averaging interval used for the record's meteorological data.

LLLLH: The latitude of the aircraft at the observation time in degrees (LL) and minutes (LL). The hemisphere (H) is given as either N or S.

NNNNNH: The longitude of the aircraft at the observation time, in degrees (NNN) and minutes (NN). The hemisphere (H) is given as either E or W.

PPPP: Aircraft static air pressure, in tenths of mb with decimal omitted, at the observation time. If pressure is equal to or greater than 1000 mb the leading 1 is dropped.

GGGGG: Aircraft geopotential height, in meters, at the observation time.

XXXX: Extrapolated surface pressure or D-value (30-s average). Encoded as extrapolated surface pressure if aircraft static pressure is 550.0 mb or greater (i.e., flight altitudes at or below 550 mb). Format for extrapolated surface pressure is the same as for static pressure. For flight altitudes higher than 550 mb, **XXXX** is encoded as the D-value, in meters. Negative D-values are encoded by adding 5000 to the D-value.

s: Sign of the temperature or dew point (+ or -).

sTTT: The air temperature in degrees and tenths Celsius, decimal omitted (30-s average).

sddd: The dew point temperature, in degrees and tenths Celsius, decimal omitted (30-s average).

www: Wind direction in degrees (30-s average). North winds are coded as 000. 999 indicates missing value.

SSS: Wind speed, in kt (30-s average). 999 indicates missing value.

MMM: Maximum 10-second average wind speed occurring within the encoding interval, in kt. 999 indicates missing value.

KKK: Maximum 10-second average surface wind speed occurring within the encoding interval from the Stepped Frequency Microwave Radiometer (SFMR), in kt. 999 indicates missing value.

ppp: SFMR-derived rain rate, in mm hr⁻¹, evaluated over the 10-s interval chosen for KKK. 999 indicates missing value.

FF: Quality control flags.

First column indicates status of positional variables as follows:

- 0 All parameters of nominal accuracy
- 1 Lat/lon questionable
- 2 Geopotential altitude or static pressure questionable
- 3 Both lat/lon and GA/PS questionable

Second column indicates status of meteorological variables as follows:

- 0 All parameters of nominal accuracy
- 1 T or TD questionable
- 2 Flight-level winds questionable
- 3 SFMR parameter(s) questionable
- 4 T/TD and FL winds questionable
- 5 T/TD and SFMR questionable
- 6 FL winds and SFMR questionable
- 9 T/TD, FL winds, and SFMR questionable