Overview

- Importance
- Lead Time
- Coordination
- Evacuation
- Recovery
- Assess
Importance
STY Pongsana (2002)
Lead Time

- 72 hours desired lead time to prepare evacuation of aircraft
- Because of this reason, Andersen AFB is always in TCCOR 4
Coordination

- Process starts with JTWC identifying Invest areas. (Investigation)
- 36 OSS/OSW then evaluates the potential development and impact to operations
- Email customers if inside a target zone or 300nm radius of Guam
- Participate in conference calls for significant Tropical Cyclones impacting Guam
- Continue to inform customers through Recovery
Coordination
**Cooperation**

### 94W Invest Area Update

<table>
<thead>
<tr>
<th>Valid Time:</th>
<th>100000Z (101000L)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area:</td>
<td>Invest Area 94W</td>
</tr>
<tr>
<td>Location:</td>
<td>An Invest Area has been identified near 12N 135W.</td>
</tr>
<tr>
<td>Movement:</td>
<td>Approximately 310NM southeast of Guam tracking slowly towards the east at 10 kt.</td>
</tr>
<tr>
<td>Discussion:</td>
<td>Satellite imagery indicates this disorganized area of convection will continue to move westerly towards Guam over the next 12 hours.</td>
</tr>
<tr>
<td>General Forecast:</td>
<td>Expect isolated showers and isolated thunderstorms during the course of today with increasing clouds, showers and isolated thunderstorms beginning late this evening as this Invest Area approaches the island of Guam. Winds expected to stay in the 5-10 kt range with occasional 20-30 kt gusts and rains.</td>
</tr>
<tr>
<td>Next Update:</td>
<td>101200Z (102200L) or if upgraded or downgraded by JTWC</td>
</tr>
</tbody>
</table>

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**Satellite 10/0000Z**

![Satellite Image](image-url)
Coordination

Tropical Depression 27W (Twenty-seven) Warning #1
11/1100Z Position: Near 12.2N 150.7E
Moving 280 degrees true at 15 knots
Maximum Significant Wave Height: 34 feet

11/112, WIND 025 KTS, GUSTS TO 035 KTS
11/112, WIND 035 KTS, GUSTS TO 045 KTS
11/122, WIND 045 KTS, GUSTS TO 055 KTS
11/122, WIND 055 KTS, GUSTS TO 065 KTS
11/122, WIND 065 KTS, GUSTS TO 075 KTS
11/122, WIND 075 KTS, GUSTS TO 085 KTS

CPA TO:    NM    MILES
ANDERSEN AFB   32    11/332
NAYA_OAHU     55    11/332
SALTAN        71    11/332
VAP_OAHU      45    11/332
VAP            75    11/332

BEGINNING AND DISTANCE    DER DIST TRK
(NM) (MILES)
ANDERSEN AFB    44   33   24
NAYA_OAHU      44   59   24
SALTAN         310  247  48
VAP_OAHU       204  124  24
VAP             93   45   24

LESS THAN 34 KNOTS
34-63 KNOTS
MORE THAN 63 KNOTS
Past 6 Hourly Cyclone Posits in Black
Forecast Cyclone Posits in Color
Evacuation

- Required for Aircraft unable to shelter
  - Tankers
  - Bombers
  - Fighters
- Inform customers when 25kt crosswind threshold will be crossed
  - Limits takeoffs for most aircraft
Evacuation

**KC-135 Product from TD 27W (Dolphin)**

<table>
<thead>
<tr>
<th>TIME LOCAL</th>
<th>TIME ZULU</th>
<th>DIRECTION (DEGREES)</th>
<th>SPEED (KTS)</th>
<th>GUST (KTS)</th>
<th>X-WIND-SUSTAINED (KTS)</th>
<th>X-WIND-GUSTS (KTS)</th>
<th>WX</th>
<th>RCR</th>
</tr>
</thead>
<tbody>
<tr>
<td>12/03L</td>
<td>12/17Z</td>
<td>160</td>
<td>20</td>
<td>30</td>
<td>20</td>
<td>30</td>
<td>SHRA</td>
<td>WET</td>
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<tr>
<td>12/04L</td>
<td>12/18Z</td>
<td>160</td>
<td>20</td>
<td>30</td>
<td>20</td>
<td>30</td>
<td>SHRA</td>
<td>WET</td>
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<tr>
<td>12/05L</td>
<td>12/19Z</td>
<td>160</td>
<td>20</td>
<td>30</td>
<td>20</td>
<td>30</td>
<td>SHRA</td>
<td>WET</td>
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<tr>
<td>12/06L</td>
<td>12/20Z</td>
<td>140</td>
<td>18</td>
<td>28</td>
<td>18</td>
<td>28</td>
<td>SHRA</td>
<td>WET</td>
</tr>
<tr>
<td>12/07L</td>
<td>12/21Z</td>
<td>140</td>
<td>18</td>
<td>28</td>
<td>18</td>
<td>28</td>
<td>SHRA</td>
<td>WET</td>
</tr>
</tbody>
</table>

- **15 KT X-Winds w/wet rwy**
- **25 KT X-Winds w/wet rwy**
- **> 25 KT X-Winds w/wet rwy**
Recovery

- Forecasters remain on duty but locked down until TCCOR1 Recovery is sounded.
- Forecasters reevaluate to ensure the threat is over by remaining in contact with JTWC.
- Recommend reduction in TCCOR to 4.
- Switch out forecasters and return to normal operations.
- Provide weather inputs to returning aircraft forecasts.
Assess

- What went right?
- What went wrong?
- How can we improve?
- Send report to JTWC, PACAF, and 17 Operational Weather Squadron
Conclusion

- Coordination and accurate forecasts will ensure that damage is minimized
- Questions?