



DEPARTMENT OF THE NAVY

COMMANDER TRAINING AIR WING ONE
101 FULLER ROAD SUITE 250
MERIDIAN MS 39309-5403

IN REPLY REFER TO:

COMTRAWINGONEINST 3440.1L
N3
27 Aug 12

COMTRAWING ONE INSTRUCTION 3440.1L

From: Commander, Training Air Wing ONE

Subj: TRAINING AIR WING ONE (TW-1) DISASTER PREPAREDNESS PLAN

Ref: (a) NASMERINST 3440.1A
(b) CNATRAININST 3140.4T
(c) COMTRAWINGONEINST 3140.4H

Encl: (1) Thunderstorm Conditions
(2) Tornado Conditions
(3) Winter Storm Conditions
(4) Personnel Evacuation Plan

1. Purpose. To identify disaster preparedness and destructive weather requirements and responsibilities for TW-1 activities and to establish guidance for duty officers and watchstanders in TW-1. This instruction includes some minor revisions and should be reviewed in its entirety.

2. Cancellation. COMTRAWINGONEINST 3440.1K.

3. Definition. Disaster preparedness is defined as a state of readiness. Specifically, it is the ability of the command to implement and coordinate actions that promote survival of personnel, preservation of resources and restoration of mission-essential operations.

4. General. Reference (a) serves as the basic directive for disaster preparedness and destructive weather under the coordinating authority of NAS Meridian Commanding Officer. Reference (b) establishes HUREVAC coordination procedures for activities under the cognizance of CNATRA. Reference (c) identifies hurricane evacuation procedures for TW-1.

5. Disaster Preparedness Responsibilities

a. TW-1. Designate a Disaster Preparedness Officer/Hurricane Evacuation Control Officer to serve as a point of contact for disaster preparedness matters.

b. TW-1 Squadrons

(1) Comply with provisions of reference (a).

(2) Assign a Disaster Preparedness Officer/Hurricane Evacuation Control Officer to administer the requirements of the Disaster Preparedness Plan.

6. Destructive Weather Bill

a. The term destructive weather shall be divided into four sub-categories. Each sub-category will be addressed separately with regard to preparation and response. These four areas are: tropical storms and hurricanes, thunderstorms, tornados, and winter storms, to include freeze warnings and ice storms.

(1) Tropical Storm/Hurricanes. The following background information is provided in the event a tropical storm or hurricane condition is set for the Meridian area. The decision to evacuate aircraft will be made by CTW-1. This area is not as susceptible to the destructive effects of a hurricane as a coastal command; however high winds, flooding and tornadoes are byproducts of the storm that extend many miles inland. The severity of these effects depends upon the path of the storm. The primary intent in the preparation for a hurricane or any destructive weather is to protect the lives of those present and attempt to minimize the damage to aircraft and property. Compliance with references (b) and (c) contribute toward the accomplishment of this goal.

(2) Thunderstorms. A thunderstorm is a small-scale storm accompanied by lightning and thunder. Thunderstorms occur throughout the year in the Meridian area with maximum frequency and intensity during the spring, summer, and fall months. They are mainly air mass type thunderstorms and occur on an average of ten days per month from May to September. Thunderstorms may develop within sight of the Naval Air Station and not have a destructive appearance until shortly before passing over. They may be accompanied by strong winds with gusts of 30 to 50 knots, torrential rain, lightning, hail, and restricted visibility. The storm winds are usually of short duration and their direction may be radically different from the prevailing winds before the storm. The infrequent severe thunderstorms are capable of producing straight-line winds over 80 knots and flash flood conditions. Enclosure (1) identifies the actions required during thunderstorm conditions.

NOTE: Precautions to be taken during a thunderstorm are: stay away from metal structures; do not take shelter under aircraft; avoid direct contact with water; stay clear of equipment such as tow tractors; avoid open areas such as flight lines; be prepared for flying objects due to high winds in the vicinity of the storm.

(3) Tornadoes. Tornadoes are the most destructive weather phenomena known to man and are usually associated with squall lines that precede the passage of a cold front. These squall lines have been known to move up to 60 to 70 miles per hour and offer little opportunity for warning. The primary source of information concerning tornados is the weather radar, which is available at the NAS Meridian Meteorology office. Although major advancements have been made in identifying conditions that foster development of this phenomenon, such as weather satellites and improved radar systems, observations by qualified individuals are still the primary means by which tornadoes are identified.

(a) The purpose of this bill is to foster respect and prevent a passive attitude towards this phenomena, provide guidance as to what precautions and actions should be taken, and promulgate notification procedures when there is a threat or actual occurrence of tornado activity.

(b) Enclosure (2) identifies the actions required during tornado conditions that include: Tornado Condition II (watch), Tornado Condition I (warning) and Tornado Imminent. Close compliance to these instructions will help minimize personal injury and damage to equipment. In the event a tornado condition is established, the TW-1 Disaster Preparedness Officer will notify all squadrons, as well as Contract Maintenance via the CNATRA DET OIC, of these conditions. Ensure compliance with the requirements of enclosure (2).

(4) Winter Storms. Winter storms may endanger life and disrupt essential operations. They can also reduce capabilities of commands to carry out primary missions. Winter storms are infrequent in the Meridian area. When they do occur, it is usually in the form of freezing rain and/or sleet. Heavy snow and blizzards are extremely rare. Winter storms may disrupt base operations but the primary threat to life is due to vehicular accidents associated with icy road conditions. Enclosure (3) identifies actions required during periods of extended cold weather. The following definitions are associated with winter storms:

(a) Blizzard. Sustained or gust wind speeds of 35 knots or more and considerable falling and blowing snow causing poor visibility (frequently less than one-fourth mile).

(b) Heavy Snow. Per National Weather Service definition, four inches or more accumulation in 12 hours constitutes heavy snow; however, heavy snow is considered to be an accumulation of two inches or more at NAS Meridian due to the lack of snow dispersal equipment.

(c) Freezing Rain (or Drizzle). The freezing of rain or drizzle on objects as it strikes them.

(d) Sleet. Solid grains of ice that form from freezing raindrops or refreezing of melted snowflakes. Sleet, like small hail, usually bounces when hitting a hard surface. Heavy sleet is a rare event.

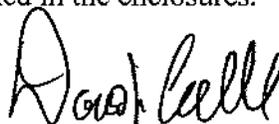
b. Destructive Weather Responsibilities

(1) CNATRA. CNATRA executes responsibilities as HUREVAC Coordination Authority for all NATRACOM aircraft and CTW-1 will comply with the requirements established in reference (b) for a specific hurricane condition.

(2) Weather Officer, NAS Meridian. The Weather Office at NAS Meridian is responsible for setting thunderstorm and tornado conditions and winter storm warnings. In the event of a tropical storm/hurricane or Tornado Condition I or Tornado Imminent, the crash phone will be used as the primary method for notifying the tenant Squadron Duty Officers. The siren warning system located at NAS Operations will also be sounded to alert personnel on the flight line of a Tornado Imminent condition. All other weather conditions will be

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set via telephone to the TW-1 Operations office and Squadron Duty Officers. The TW-1 Disaster Preparedness Officer will notify Contract Maintenance of these conditions via the CNATRA DET OIC and comply with the requirements established in the enclosures.



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THUNDERSTORM CONDITIONS

The following conditions apply for thunderstorm potential and development.

1. Thunderstorm Condition II/Severe Thunderstorm Condition II.

a. Thunderstorm Condition II: Destructive wind and accompanying thunderstorms are within 25 Nautical Miles (NM), or expected within 6 hours.

b. Severe Thunderstorm Condition II: Severe thunderstorms having gusts of wind greater than 50 knots, hail with a diameter greater than 3/4" and/or tornadoes are within 25 NM, or expected within 6 hours.

c. The following actions are required:

- (1) Notify personnel of situation.
- (2) Secure all loose equipment in areas of responsibility.
- (3) Minimize line activity as appropriate.
- (4) Advise airborne aircraft of current conditions if possible.
- (5) Continue flight operations as appropriate.
- (6) Tour spaces.

2. Thunderstorm Condition I/Severe Thunderstorm Condition I.

a. Thunderstorm Condition I: Destructive wind and accompanying thunderstorms are within 10 NM, or expected within 1 hour.

b. Severe Thunderstorm Condition I: Severe thunderstorms having gusts of wind greater than 50 knots, hail with a diameter greater than 3/4 inch and/or tornadoes are within 10 NM, or expected within 1 hour.

c. Immediately comply with all requirements established for Thunderstorm Condition II in the event Thunderstorm Condition I is set directly, and additionally:

- (1) Clear the flight line of all loose non-essential equipment.
- (2) Secure all but essential line activities.

d. If a thunderstorm is within close proximity of the airfield and lightning is evident, or when directed by higher authority, maintenance personnel shall:

- (1) Take shelter in available line or hangar spaces.
- (2) Cease refueling and LOX servicing operations.
- (3) Secure all ordnance functions on the line.

TORNADO CONDITIONS

The following are procedures that will be used when notification of a tornado condition is received.

1. Tornado Condition II. Atmospheric conditions are conducive for the development of severe thunderstorms and tornadoes over the NAS Meridian area within six hours. This condition is also referred to as a Tornado Watch and implies tornadoes are possible. It can be issued for tornadic activity within 50 miles of the station when the activity is not moving toward the station. The following actions are required when Tornado Condition II is set:

- a. Notify all personnel in respective units.
- b. Secure flight operations if the weather is developing as forecast.
- c. Secure all line spaces. Remove all loose equipment to include ladders, FOD cans, fire bottles, and loose tie down chains, time permitting. (There should be sufficient time to accomplish this if all units are notified promptly.)
- d. Hangar aircraft if instructed by TW-1 Operations.
- e. In the event the storm approaches sooner than forecast, the primary concern should be for personnel safety. Clear the line of all personnel.
- f. Close all hangar doors.
- g. Review procedures in enclosure (1) dealing with thunderstorm conditions since they are always inclusive.
- h. Prepare to evacuate personnel as per enclosure (4).
- i. Notify the TW-1 Disaster Preparedness Officer that Tornado Condition II has been attained when preparations are complete.

2. Tornado Condition I. This condition is set when a tornado or funnel clouds have been reported within 50 miles of NAS Meridian and are moving towards the station. It is also set whenever a tornado is detected on radar within 50 NM of the station and is approaching the base. It implies that tornadoes are probable at the air station within the hour. It is also referred to as a Tornado Warning. In addition to all regulations established in Tornado Condition II, flight operations shall be secured.

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3. Tornado Imminent (Civil Defense Warning Siren). This condition is set whenever tornadoes or funnel clouds have been reported or the radar display indicates tornadic activity within 25 NM of the station. It implies there is high probability that a tornado will touch down on the base. The Emergency Operations Center sounds the Civil Defense Warning Siren. Immediate response to the warning siren is required. Tornado Imminent signal is a three to five minute uninterrupted blast that indicates immediate precautions must be taken. The following actions are required:

a. Order all personnel to the interior structure of the hangar as per enclosure (4). Ensure all personnel are off of the flight line.

b. Do not allow personnel to operate any motorized vehicle. If caught in a motor vehicle during a Tornado Imminent condition, pull off the side of the road and seek shelter immediately.

c. Personnel caught in exposed areas during the approach of a tornado should lie face down in a culvert or low ground and cover their head using their arms.

4. (Tornado) All Clear Signal. The signal for (Tornado) All Clear consists of three, 15-second intermittent siren blasts. It indicates that the storm has passed and Tornado Imminent is canceled.

Enclosure (2)

WINTER STORM CONDITIONS

The following conditions apply to severe winter weather. The National Weather Service issue watches and warnings. Severe winter weather includes sleet, freezing rain or drizzle, heavy snow and/or blizzard conditions.

1. Winter Storm Watch. A winter storm watch is issued when severe winter weather is possible at NAS Meridian within 24 hours. When a Winter Storm Watch is set, the following actions are required:

- a. Notify all personnel in respective units.
- b. Advise personnel to plan to complete travel before road conditions become hazardous.
- c. If road conditions become hazardous, stay indoors and travel only in emergency situations.

2. Winter Storm Warning

a. Issued when severe winter weather is probable at NAS Meridian within six hours. When issued, the following actions are required:

(1) Comply with requirements for Winter Storm Watch.

(2) TW-1 will cease operations as appropriate, based on severity of the storm. All hands may be instructed by TW-1 to secure to quarters prior to the arrival of a forecast winter storm.

3. Extended Periods of Cold Weather. In order to prevent damage to hangar bay fire equipment due to freezing temperatures, the following procedures are promulgated:

a. Every hour, on the hour, the Integrity Watch Officer will check the indoor thermometer located in the center of the east hangar bay on the weekends and holidays when maintenance contractor is not working. If the INDOOR temperature drops below 35 degrees Fahrenheit, notify the Fire Department at extension 2589 or 2352 and report it.

NOTE: Maintenance Contractor personnel will also perform this function on weekends and holidays when the third shift works at night. Again, if the INDOOR temperature drops, inform the Fire Department at 2589/2532.

b. Upon notification, the Fire Department will be responsible for securing the hangar bay fire equipment and its reactivation once the temperature rises above 35 degrees Fahrenheit indoors.

c. CNATRA detachment will be responsible for monitoring this function and for adding this procedure to the Maintenance Contractor Severe Weather Plan.