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1967 NATIONAL HURRICANE PLAN

CORRIGENDUM - No. 1

Reference in
1967 Plan

Change

ANNEX 3
Page 18
Attachments to
this Annex
Form 1

Add in the title between the words "Eye" and "Report" the following: "/Center". The reconnaissance aircraft, when checking out a suspicious area and when they cannot locate an eye, will have the alternative of transmitting the center location of tropical cyclone activity.

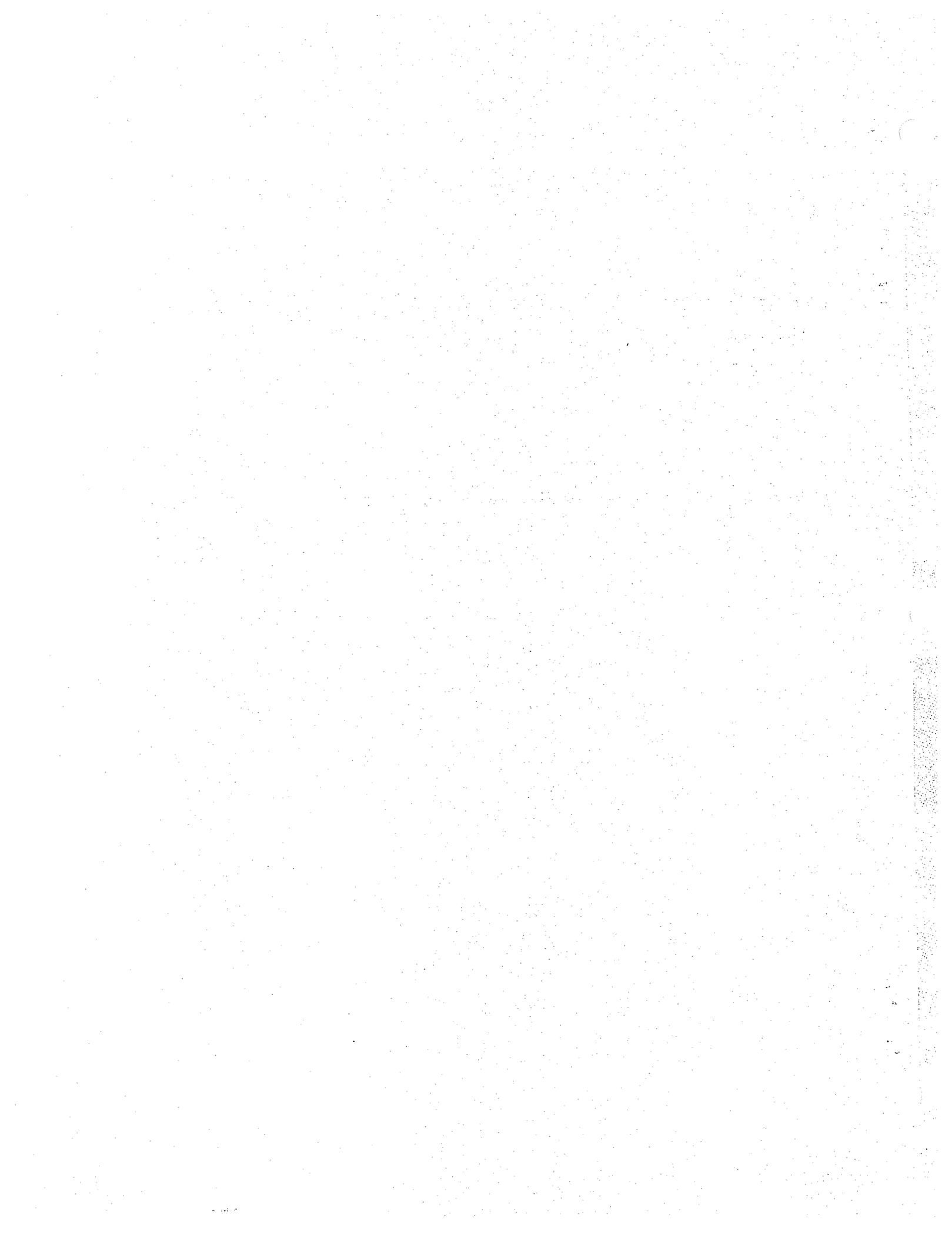
ANNEX 3
Page 19
Form 1

Add to the title the same as above.
First line of message should read as follows:

*NAVY
UH GULL _____ EYE/CENTER LOCATED BY _____
*ESSA

Note with asterisk should read:
*Navy and ESSA participate only in Atlantic area.

ESSA aircraft engage in operational reconnaissance, especially this year in Cuban overflights, and therefore should be included as a participant in transmitting Initial Tropical Cyclone Eye/Center Report.



INTERDEPARTMENTAL COMMITTEE FOR METEOROLOGICAL SERVICES

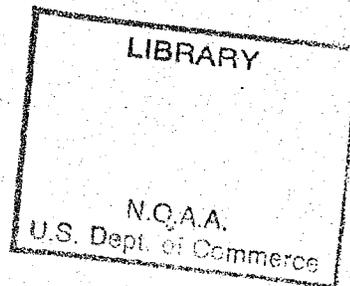
1967 NATIONAL HURRICANE PLAN

*Atlantic, Eastern
Pacific, Central
Pacific*

Prepared by

Subcommittee on Basic Meteorological Services

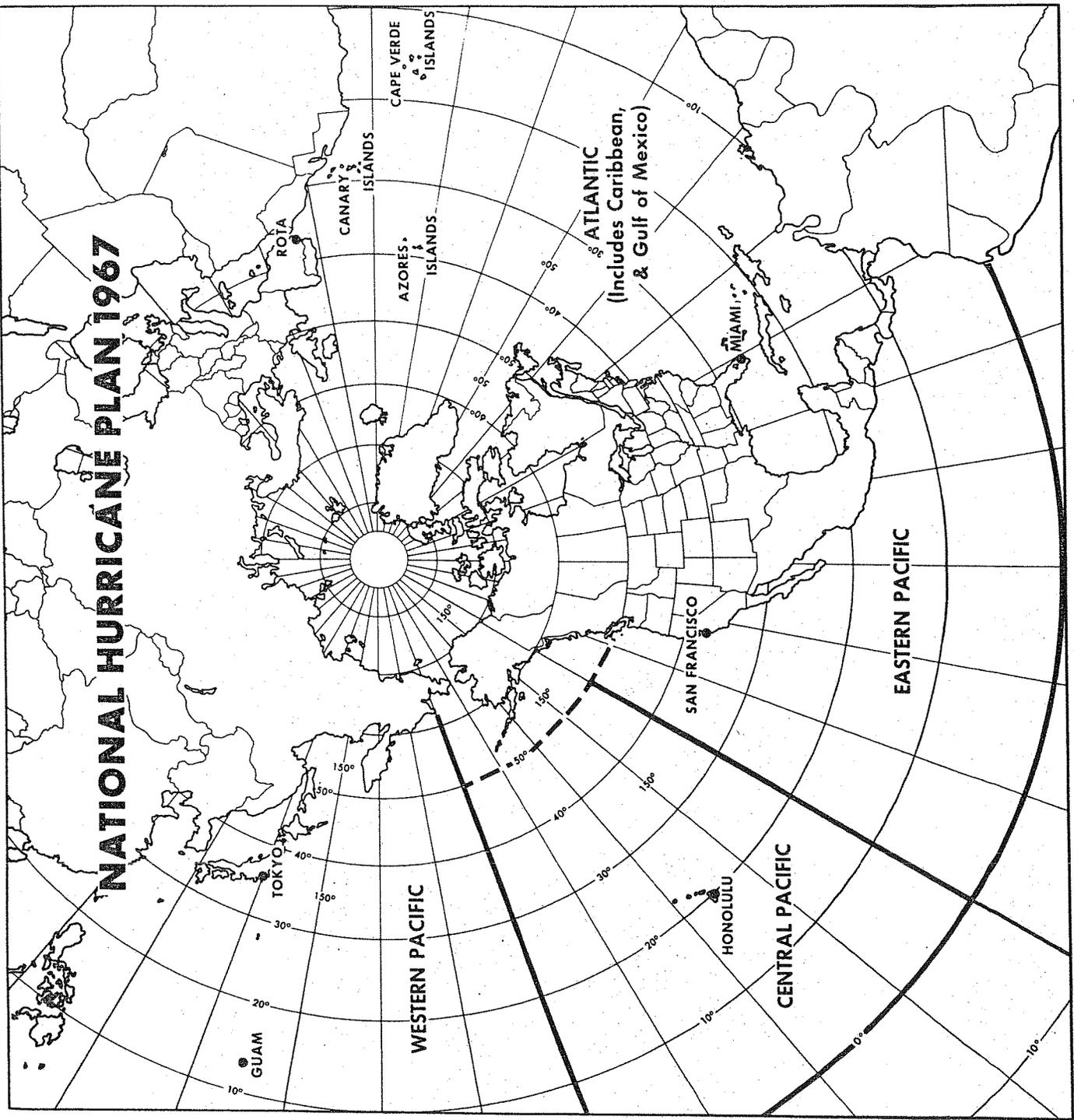
Washington, D. C.
May 1967



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NATIONAL HURRICANE PLAN 1967



NATIONAL HURRICANE PLAN
(ATLANTIC - EASTERN PACIFIC & CENTRAL PACIFIC)

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PREAMBLE

This plan presents the procedures and agreements reached at the annual Interdepartmental Hurricane Warning Conferences (Atlantic and Pacific) at the National Hurricane Center, Miami and (combined Eastern and Central North Pacific) at the Hurricane Warning Office, San Francisco. These conferences are sponsored annually by the Sub-committee on Basic Meteorological Services, ICMS, to bring together cognizant Federal agencies to resolve problems of mutual concern related to the Atlantic and Pacific Hurricane Warning Services.

The following ESSA Weather Bureau officials shall provide Air Weather Service and Naval Weather Service designated representatives with the basic meteorological decisions and associated prognostic reasoning concerning location, intensity and forecast positions of tropical cyclones:

1. The Director, National Hurricane Warning Services (NHWS) ESSA, Weather Bureau, Miami, Florida is responsible for the North Atlantic Ocean west of 35 degrees west longitude, the Caribbean Sea, the Gulf of Mexico, and the States and Territories of the United States adjacent to these maritime areas.
2. The MIC, Hurricane Warning Office, ESSA Weather Bureau, San Francisco, Calif. is responsible for the North Pacific Ocean east of 140 degrees west longitude.
3. The MIC, Hurricane Warning Office, ESSA Weather Bureau, Honolulu, Hawaii is responsible for the East Pacific Ocean from 140 degrees west to the 180th meridian and north of the equator.

The ESSA Weather Bureau shall:

1. Make the necessary analyses and prepare basic forecasts of tropical cyclones for the use of all Department of Defense interests.
2. Supply tropical cyclone forecasts to Department of Defense weather services in accordance with published interdepartmental agreements.

The U. S. Air Force and the U. S. Navy shall furnish to the Weather Bureau; aircraft reconnaissance observations and other special observations which are required to support the provisions of Annex 2 of this Plan.

1. The U. S. Navy and U. S. Air Force shall assign a single Chief, Aerial Reconnaissance Coordination, Atlantic Hurricanes (CARCAH) to the NHC. The CARCAH will be responsible for the coordination and final preparation of the Plan of the Day and for the scheduling of aircraft required to meet the provisions of Annex 2 of this Plan. An alternate CARCAH will be designated for the Alternate Hurricane Office in support of Annex 8 of this Plan.

2. The Commanding Officer, FWC Alameda and the Air Force Hurricane Liaison Officer, McClellan AFB will be responsible for effecting necessary coordination and liaison with the MIC, HWO San Francisco with respect to arrangements of aircraft reconnaissance and/or other special observations which are required to support the provisions of this Plan.
3. The Commanding Officer, FWC (FLEWEACEN), Pearl Harbor, Hawaii and the Air Force Hurricane Liaison Officer, Kunia Air Force Forecast Center (KAFWC), Hawaii will be responsible for effecting necessary coordination and liaison with the MIC, HWO Honolulu, Hawaii with respect to arrangements of aircraft reconnaissance and/or other special observations which are required to support the provisions of this Plan.

The Federal Aviation Administration shall provide air traffic control, communications, and flight assistance services as appropriate in support of the Hurricane Warning Services.

The annexes specify in further detail the responsibilities and functions of the several agencies cooperating in support of the tropical cyclone warning service.

RESPONSIBILITIES OF COOPERATING AGENCIES

1. The ESSA Weather Bureau, through the Director of the National Hurricane Warning Service, Miami, Fla.; MIC, Hurricane Warning Office, San Francisco, Calif. (HWO-SFO); MIC, Hurricane Warning Office, Honolulu, Hawaii (HWO-HNL) shall:

a. Provide basic tropical cyclone forecasts and attendant advice to the U. S. Navy and the U. S. Air Force in accordance with the detailed instructions in Annex 2.

b. Provide the Air Force and Navy timely access to all significant tropical cyclone reports.

c. Consult as necessary with the U. S. Air Force and U. S. Navy regarding day-to-day requirements for tropical cyclone advice and arrange to meet these requirements within the capabilities of the hurricane warning offices.

d. Advise the CARCAH (Atlantic), Air Force Hurricane Liaison Officer (Eastern Pacific), Air Force Hurricane Liaison Officer (Central North Pacific), of aircraft reconnaissance and other observational requirements of the respective Hurricane Warning Offices.

e. HWO-HNL will coordinate with FLEWEACEN, Pearl Harbor and CENPAC-FC, Kunia Facility prior to issuing tropical cyclone advisories.

2. The U. S. Navy and the U. S. Air Force through their respective hurricane liaison officers shall:

a. Provide up-to-date information to the NHC, Miami; HWO-SFO; HWO-HNL concerning requirements for tropical cyclone advice and pertinent information.

b. Meet the requirements for aircraft reconnaissance and other observations noted in paragraph 1.d. within the limits of service capabilities.

3. The U. S. Navy and the U. S. Air Force will meet from their own resources any military requirements that are in excess to the common tropical cyclone requirements as stated in Table 1, Annex 3 of this Plan.

a. The Navy has a special requirement for low level (at or below 1500 feet) oceanographic and meteorological data in support of their operating forces, particularly wind speed and direction and sea surface conditions.

In view of the interest in the hurricane warning services by U. S. government agencies and foreign countries and islands in the Caribbean, the U. S. Navy will conduct a training flight to various islands in the Caribbean. Weather Bureau personnel will accompany this flight to inspect meteorological reporting activities and evaluate the effectiveness of the hurricane warning services in the Caribbean islands.

ANNEX 1

4. The Federal Aviation Administration will:

a. Provide air traffic control, communication and flight assistance services as appropriate in support of this Plan.

b. In the Atlantic area the FAA will make the necessary arrangements for accommodations and access to appropriate communication facilities to allow the transmission of hurricane radar data from ARTCC's.

TROPICAL CYCLONE FORECASTS AND INFORMATION TO BE
FURNISHED BY THE WEATHER BUREAU TO THE AIR FORCE AND NAVY

1. Reports. The National Hurricane Center (NHC) Miami; HWO-SFO; HWO-HNL (in their respective areas of responsibility) will make available to the Air Force and Navy all significant tropical cyclone reports which they receive.

2. Advisories. The NHC; HWO-SFO; HWO-HNL will issue and provide to the Navy and Air Force basic tropical cyclone forecasts and related information for tropical cyclones of storm or hurricane intensity. Basic tropical cyclone forecasts will include advice as to location, movement, intensity and dimensions of tropical cyclones. These forecasts and related information will be provided in the form of military advisories, (WB Form 656-6).

NHC will provide this information through the CARCAH. Such material provided to the CARCAH will be in tape form for further relay to Air Force and Navy offices. The release time of such material by the CARCAH will not be earlier than 30 minutes prior to the scheduled warning time of the material.

a. Time and Circumstances of Issue of Advisories for Air Force and Navy.

(1) Initial Advisory. The first advisory will normally be issued when wind speeds in a closed tropical cyclone system reach sustained values of 34 knots*. Consideration will be given to issuing the first advisory before winds reach these values if the wind system is closed and speeds are expected to increase to 34 knots within 24 hours.

(2) Scheduled Advisories. Atlantic - After the initial advisory is issued, advisories will be issued for the hours 04, 10, 16, and 22Z. 12, 24, 48 and 72 hour forecasts will be based on the latest 6 hourly synoptic time 00, 06, 12 and 18Z. Advisories will continue to be issued as long as the tropical cyclone exists west of 35°W.

Pacific - After the initial advisory is issued, advisories will be issued at 03, 09, 15 and 21Z, for synoptic positions at 00, 06, 12 and 18Z.

(3) Special Advisories. Scheduled advisories will be supplemented by special advisories issued at intervening hours as required by receipt of new information showing important changes in the cyclone.

Pacific - Special Advisories will carry the word "amended," "corrected," or "relocated," as appropriate, immediately following the advisory number. (This will not change the advisory number)

* Note: Refers to surface observations.

ANNEX 2

b. Content of Advisories. Advisories provided the Air Force and Navy will contain the following information:

- (1) Time of Issue.
- (2) Heading, Advisory number, kind and name, hour and day.
- (3) Warnings in effect.
- (4) Position, in degrees and tenths.
- (5) Time of position in GCT.
- (6) Accuracy and basis for position.
- (7) Present movement.
- (8) Present Winds
 - (a) Maximum winds
 - (b) Radius of 65, 50 and 30-knot winds (Atlantic only)
 - (c) Radius of 100, 50, and 30-knot winds (Pacific only)
- (9) Repeat Center Location and Time
- (10) Forecasts and Outlooks.
 - (a) Twelve-hour forecast position.
 - 1) Maximum winds in 12 hours.
 - 2) Radius of 50-knot winds in 12 hours.
(Atlantic only)
 - (b) Twenty-four hour forecast position.
 - 1) Maximum winds in 24 hours.
 - 2) Radius of 50-knot winds in 24 hours.
(Atlantic only)
- (11) Storm Surge Forecast. (Atlantic only)
- (12) Heavy Precipitation Forecast. (Atlantic only)

(13) Longer Period Outlooks.

(a) Forty-eight hour forecast position.

- 1) Maximum winds in 48 hours.
- 2) Radius of 50-knot winds in 48 hours. (Atlantic only)

(b) Seventy-two hour forecast position.

- 1) Maximum winds.

(14) Reconnaissance Plans including Scheduled Fixes. (Central Pacific only)

(15) Time of Issuance for next Military Advisory.

c. Format. The format of advisories furnished the Air Force and Navy will be as shown in Annex 2, Form 1.

3. Tropical Depression Bulletin - Pacific. The HWO-SFO and HWO-HNL will issue and provide to the Navy and Air Force basic tropical cyclone forecasts and related information. Basic tropical cyclone forecasts will include advice as to location, movement, intensity and dimensions of tropical cyclones. These forecasts and related information will be provided as shown on Form WB 656-6.

a. Time and Circumstances of Issue of Bulletin for Air Force and Navy.

Initial Bulletins, Scheduled Bulletins and Special Bulletins will be issued for existing tropical depressions in the same manner as advisories.

b. Contents of Bulletins. Bulletins provided the Air Force and Navy will contain the following information from Form WB 656-6.

(1) Time of Issue.

(2) Heading, Bulletin, Tropical Depression, Tropical Depression Number (spelled out), hour and day.

(a) Numbers to be furnished HWO-SFO by the Navy at Alameda and HWO-HNL by the Navy at Guam.

(b) Bulletin issuances will not be numbered sequentially by NHC-MIA and HWO-SFO.

ANNEX 2

(c) In the Central Pacific both bulletins and advisories will be numbered sequentially, i.e., Bulletin number 1 Tropical Depression ONE; Bulletin Number 2 Tropical Depression ONE; Advisory Number 3 Tropical Storm Anita; Advisory Number 4 Hurricane Anita; Bulletin Number 5 Tropical Depression ONE; etc. WHPN1 PHNL (Tropical Depression Bulletins on WB Form 656-6) and WHPN3 PHNL (Tropical Storm or Hurricane Advisories on WB Form 656-6) will be numbered sequentially as indicated, but the first issuance of WHPN2 PHNL (issuance in public format) will be Advisory Number 1, regardless of the number assigned to concurrently issued WHPN3 PHNL or WHPN1 PHNL.

- (3) Position, in degrees and tenths.
- (4) Time of Position in GCT.
- (5) Accuracy and basis for position.
- (6) Present Movement.
- (7) Present Winds.
 - (a) Maximum winds.
- (8) Forecast.
 - (a) Twelve and twenty-four hour forecast position.
 - 1) Maximum winds in 12 and 24 hours.
- (9) Reconnaissance Plans including Scheduled Fixes. (Central Pacific)
- (10) Time of Issuance for next Military Bulletin.

4. Tropical Cyclone Discussions - Atlantic. The NHC will issue tropical cyclone discussions at 03, 09, 15 and 21Z daily whenever advisories are being issued. These discussions, with preliminary prognostic positions up to 72 hours, will be for intragovernment use only and dissemination will be in the same manner as the military advisory.

The discussion will cover 24 hour forecasts, 24-48 hour forecasts and 48-72 hour outlook as related to synoptic features, objective technique, climatology, etc. They will give reasons for intensity or track changes and include plans for warnings display.

5. Hourly Tropical Cyclone Position Estimates - Atlantic. The Weather Bureau Hurricane Warning Office that issues the public advisory will also issue hourly tropical cyclone position estimates when the tropical cyclone is under effective surveillance by land based radar and within 200 miles of the continental United States. These estimates will be distributed on Circuits 23421 and 7072 a short time before each hour except for hours when advisories and bulletins are issued. The position estimates will be available to the public and to other agencies for relay to their own communications systems.

6. Marine Bulletins Broadcast by Radio Station.

a. NSS, Washington, D. C. - Formal tropical storm and hurricane advisories issued at 04, 10, 16 and 22Z will be edited by WBFC, Washington, D. C. and included in Marine Bulletins broadcast by radio station NSS.

b. San Francisco, Los Angeles and San Pedro, Calif. - Formal tropical storm and hurricane advisories issued at 03, 09, 15 and 21Z will be edited by WBAS, San Francisco and included in Marine Bulletins broadcast by Radio Stations KPH, KMI, KFS, NMC, ELH, KOE, KOK, NMQ, KOU.

c. KHK, Kahuka, Hawaii - Formal tropical storm and hurricane advisories issued at 03, 09, 15 and 21Z will be edited by WBAS Honolulu and included in Marine Bulletins broadcast by radio station KHK. Broadcasts will be made every two hours on the even half hour during hours of station operation.

7. Bulletins. The NHC, Miami, HWO's SFO and HNL will make available to the Navy and Air Force any public bulletins issued by the Weather Bureau regarding suspicious areas, tropical disturbances, tropical depressions, tropical storms or hurricanes.

8. Distribution of Forecasts and Information. The Weather Bureau will distribute tropical cyclone advice to the public. Each other agency will arrange for its own internal distribution and will take appropriate action to insure that tropical cyclone advice issued for its internal use is not disseminated to the public.

ANNEX 2

FORM 1

WB FORM 656-6
4/67

ESSA WEATHER BUREAU MARINE/AVIATION/MILITARY *BULLETIN ADVISORY NUMBER _____ *AMENDED CORRECTED RELOCATED TROPICAL DEPRESSION TROPICAL STORM HURRICANE

_____/_____/_____ Z _____ (NAME/NUMBER*) _____ (MONTH) _____ (DAY) _____ (YEAR)
(WARNINGS)

DEPRESSION/STORM/HURRICANE CENTER LOCATED NEAR LATITUDE _____ NORTH LONGITUDE _____ WEST AT _____ / _____ Z. POSITION GOOD/FAIR BASED ON AIR FORCE/NAVY/ESSA RECONNAISSANCE _____ LAND BASED RADAR _____ SATELLITE _____ SHIP/PERIPHERAL SHIP/SYNOPTIC REPORTS/EXTRAPOLATION/ACFT RADAR FIX POSITION POOR _____

PRESENT MOVEMENT TOWARD THE _____ OR _____ DEGREES AT _____ KT.

PRESENT WIND DISTRIBUTION

MAXIMUM WINDS OF _____ KT NEAR CENTER

*RADIUS OF 100 KT WINDS _____

#RADIUS OF 65 KT WINDS _____

RADIUS OF 50 KT WINDS _____

RADIUS OF 30 KT WINDS _____

REPEAT CENTER LOCATED _____ N _____ W AT _____ Z.

FORECASTS

12 HOURS VALID _____ / _____ Z LATITUDE _____ NORTH LONGITUDE _____ WEST.

MAXIMUM WINDS OF _____ KT NEAR CENTER

#50 KT WINDS _____

24 HOURS VALID _____ / _____ Z LATITUDE _____ NORTH LONGITUDE _____ WEST.

MAXIMUM WINDS OF _____ KT NEAR CENTER

50 KT WINDS _____

(MARINE AVIATION ADVISORY NORMALLY ENDS HERE) (PLUS LAST PARAGRAPH)

#STORM SURGE OF _____

#HEAVY PRECIPITATION _____

EXTENDED OUTLOOKS

48 HOURS VALID _____ / _____ Z LATITUDE _____ NORTH LONGITUDE _____ WEST. MAXIMUM WINDS _____ KT.

#50 KT WINDS WITHIN _____ MILES OF THE CENTER.

72 HOURS VALID _____ / _____ Z LATITUDE _____ NORTH LONGITUDE _____ WEST. MAXIMUM WINDS _____ KT.

+RECONNAISSANCE PLANS INCLUDING SCHEDULED FIXES _____

NEXT ADVISORY AT _____ / _____ Z

*For use in Pacific only.

#For use in Atlantic only.

+Central Pacific only.

AIRCRAFT RECONNAISSANCE

1. Responsibility.

a. Atlantic - The Air Force and Navy will share the reconnaissance responsibility on an equal basis for providing fixes, and investigative flights on tropical cyclones and hurricanes in the Atlantic, Caribbean and Gulf of Mexico areas in accordance with the following:

- (1) Air Force to normally conduct reconnaissance at 700 mb. and above;
- (2) Navy will normally conduct reconnaissance at 700 mb. or below;
- (3) Fixes will be on a shared basis at an altitude coordinated and specified in the Plan of the Day;
- (4) The resolution of conflicts will be made by the CARCAH.

b. Pacific - The Air Force will be responsible for providing tropical cyclone aircraft reconnaissance in the HWO-HNL and HWO-SFO areas of responsibility subject to the capabilities of available aircraft.

2. Operational Control of Aircraft. Operational control of aircraft engaged in tropical cyclone reconnaissance will be exercised by the respective services which operate them.

3. Observational Data to be Obtained by Reconnaissance.

a. Center Fixes. Within the limits of operational safety, tropical cyclone reconnaissance flights will make all possible efforts to obtain an observed fix on the center by whatever means are available as soon as possible after entering the cyclonic circulation so as to keep navigational errors at a minimum. All observed center fixes obtained, or other information that might in any way indicate or more accurately fix the "eye" of a tropical cyclone, including the size, shape, and orientation of the eye, as well as the method by which the information was obtained, that cannot be included in the encoded portion of the report will be added as plain language remarks. A plain text message will be sent on the initial fix of the eye of each flight. This message will be transmitted separately and as soon as possible in the interest of reducing time delay for delivery to the NHC, Miami, HWO-SFO and HWO-HNL. All radar fix reports will be made in plain text. The method of obtaining the location of the center should always be included in eye position reports from reconnaissance aircraft.

ANNEX 3

The center should be located according to the following priority in the Atlantic and Eastern Pacific Areas:

- (1) Cloud eye - as obtained within the eye by visual and/or radar observations.
- (2) Wind eye - if practical to obtain accurate observations of spot winds.
- (3) Pressure eye - this is to be obtained by proper flight pattern to locate the position of the lowest surface pressure. (Atlantic requirement)
- (4) Radar eye - obtained by coverage of the storm from outside the eye.

All aircraft eye fixes will be reported in degrees and minutes. Forms for reporting eye information are given in Annex 3, Forms 1 and 2.

b. Central Pressure - Atlantic. When reconnaissance aircraft have entered the eye, central pressure should be obtained by drop-sonde observations at the center and/or sufficient wind and height observations should be obtained at and in close proximity of the center at 500 mbs. or lower so that the central pressure at the surface may be accurately calculated. These data should be obtained at least at 6-hour intervals when a storm (tropical cyclone) is within 30 hours of landfall.

c. Wind Profile - Atlantic. The horizontal wind speed profile obtained from about 100 miles radius to the center at the 700 mb. or lowest safe level.

d. Cumulonimbus "Blow-offs." Direction of blow-offs from the tops of cumulonimbus clouds should be reported by flights operating below 25,000 feet. In the Atlantic there is an additional requirement for this information east of 60°W as an aid in determining upper-tropospheric winds.

4. Reconnaissance Requirements.

a. Center Fixes - Atlantic. Hurricane reconnaissance flights assigned operational responsibility for obtaining forecast data have highest NHC priority and will provide requisite operational weather information, including fixes on the center, to facilitate determination of present and future position of all tropical cyclones. The flights should be planned so that center fixes are obtained at the specified times indicated below or as near those times as operational conditions permit, except when the eye is under effective surveillance by land based radar. Under these conditions, the reconnaissance aircraft may be requested by the NHC to obtain peripheral data or specific fixes and center data as the situation may require. The frequency of these fixes may be augmented as required.

1200Z - 0700 EST - forenoon reconnaissance
1800Z - 1300 EST - afternoon reconnaissance
0000Z - 1900 EST - evening reconnaissance
0600Z - 0100 EST - night reconnaissance

Flexibility for fix requirements is necessary. Whenever possible, flights should be planned to provide first and last light fixes in addition to synoptic time fixes. Three hourly fixes should be scheduled only when a storm is in close proximity to land mass or operating forces and additional data are required to accurately fix and forecast the storm movement.

b. Center Fixes - Eastern Pacific. Hurricane reconnaissance flights should be so planned that center fixes are obtained between 22Z and 00Z as near as operational conditions permit. The frequency of these fixes may be augmented as required within the capabilities of available aircraft.

5. Peripheral Data - Atlantic. Peripheral data, preferably at 500 mbs., should be obtained to the maximum extent practicable consistent with requirements for data listed in the preceding sub-paragraph 4(a). Reconnaissance flights requested solely for peripheral data at 500 mbs. will be flown at acceptable flight altitudes at or slightly above this level and will provide winds, temperatures and heights of pressure surfaces outwards to a radius of 500 miles from the center.

6. Reconnaissance Planning and Flight Notification.

a. Reconnaissance Plan of the Day (POD) - Atlantic.

(1) Preparation. Plans for aircraft reconnaissance to meet requests for data shall be prepared by the CARCAH in consultation with the Director of NHWS. When flights by the ESSA Research Flight Facility (RFF) are to be made, the Director of the RFF shall participate. Plans for reconnaissance flights will reflect the coordinated requirements as determined by the Director NHWS with respect to flights into tropical cyclones or suspicious areas. NHC daily reconnaissance requirements will be provided to the CARCAH as early as possible each day, and in no case later than 1630Z for use in preparation of the POD. The format of the Plan of the Day is given in Form 4 of this Annex. In preparation of the Reconnaissance Plan of the Day, full consideration will be given to the following:

(a) The data gathering efforts of the available reconnaissance aircraft will be coordinated so as to effect procurement of the maximum amount of reconnaissance data.

(b) Although requirements for operational data are primary, every possible effort should be made to meet requirements for research data.

(c) Aircraft of more than one agency may operate in the storm simultaneously provided that

1) Vertical separation of 5000 feet is maintained.

2) Common UHF or VHF frequencies exist between aircraft
and

3) The aircraft having responsibility for gaining the eye fix will have priority for air traffic clearance.

ANNEX 3

(d) Amendments to the Plan of the Day will be prepared and disseminated in accordance with the foregoing procedures.

(e) The Plan of the Day will be prepared and disseminated daily during the period 1 June - 30 November.

Flight plans of reconnaissance aircraft flying in support of NHC into or through Warning Areas W-151, W-470, and W-497, controlled by missile test ranges at Patrick AFB, Fla. (Air Force Eastern Test Range), and Eglin AFB, Fla. (Eglin Gulf Test Range), will be coordinated by CARCAH. When these areas are designated by NOTAMS as being closed, CARCAH will contact the controlling agency and attempt to obtain PERMISSION for reconnaissance aircraft to enter the closed areas; however, final CLEARANCE responsibility rests with the aircraft commander and/or the agency or unit operating the aircraft. Such coordination effected by CARCAH for an aircraft to enter a closed area constitutes PERMISSION only, and does not provide for a positive CLEARANCE. Therefore, risk due to missile or rocket flight in the area is assumed by the aircraft and/or the agency operating the aircraft.

After coordination has been effected, and there is NO potential conflict, the Recon. POD will contain the statement "Flight Plan coordinated with missile test range." This statement will serve to notify the appropriate FAA, Air Route Traffic Control Center that the flight has permission to enter the closed warning area. This statement should also be contained in the remarks section of the aircraft FLIGHT PLAN to further confirm that the flight has PERMISSION to enter the closed warning area.

In the event there is a potential conflict, coordination will be effected between CARCAH and NHC to adjust the requirements by either altering fix times, routes, or alternates whereby the required margin of safety is provided.

In the event a Warning Area is closed after coordination of the POD, and/or an Area is closed without a NOTAM, then the respective aircraft commanders, upon being denied entry to one of these Warning Areas, should contact the CARCAH by autovon phone patch immediately and request assistance. Every attempt will be made by CARCAH to resolve the conflict with the appropriate controlling agency and FAA. When an aircraft enters a closed Warning Area with PERMISSION, ARTCC will provide separation from KNOWN IFR traffic.

(f) The Federal Aviation Administration has directed that reconnaissance flights operating in support of the National Hurricane Center into an area where a NAMED storm exists shall be accorded altitude/airspace reservation to the extent possible (reference FAA order ZMA 7110.469 June 66). Each reconnaissance flight qualifying for this priority will be so designated in the POD by the inclusion of the statement "REQUEST ATC PRIORITY." This statement should be entered in the remarks section of the aircraft FLIGHT PLAN to further confirm that the aircraft should be afforded clearance assistance from FAA whenever possible.

(g) WEARECONRON-FOUR USN, 53rd WRS USAF, and RFF-ESSA will be responsible for notifying CARCAH of any weather reconnaissance aircraft under their control that are anticipating flights into or near storm areas in order that these flights may be coordinated in the Recon. Plan of the Day.

(2) Dissemination of the Reconnaissance Plan of the Day. The "Reconnaissance Plan of the Day" will be made available to all interested and appropriate agencies as far in advance as possible, and will be disseminated by 1800Z on the day preceding the planned missions. Significant changes will be promptly disseminated as amendments to the original notification.

Dissemination of the plan to the Air Force and Navy is the responsibility of the CARCAH. Responsibility for passing the Reconnaissance Plan of the Day to FAA also rests with the CARCAH.

The FAA Air Traffic Control Center representative at Miami will assume responsibility for notifying appropriate Air Traffic Control Centers of the "Reconnaissance Plan of the Day" immediately upon receipt. The Plan of the Day received by the Air Traffic Control Center will be considered the same as the "Gateway" plan and it will cause these Air Traffic Control Centers to consider space for these hurricane flights on the following day.

b. Eastern Pacific. The MIC, HWO, San Francisco will forward requests for hurricane aircraft reconnaissance flights to the AFHLO, McClellan AFB via the hurricane teletype circuit. Such requests should include projected position and time for which an eye fix is desired. All requests for reconnaissance should be coordinated as much in advance as possible preferably by 22Z of the preceding day. The AFHLO will notify the HWO, via the hurricane circuit, of the actual departure time of the hurricane reconnaissance aircraft.

c. Central Pacific-Request for Reconnaissance. The HWO-HNL will coordinate, through a conference call with responsible authorities of the Air Force, reconnaissance requirements for tropical cyclones north of the equator between 140 degrees west and the 180th meridian. The Tropical Cyclone Reconnaissance Coordinator will levy tropical cyclone reconnaissance requirements on appropriate Air Force Reconnaissance units. Requests for aerial reconnaissance will be by message, but pre-coordination by telephone is encouraged.

d. Flight Plans. The flight plans for hurricane reconnaissance flights will be filed with FAA as soon as practicable (at least one hour is desirable) prior to departure time. In the Atlantic, the National Hurricane Center will be included as an information addressee (HGXP-Miami). Flight Plans for flights which qualify will include the statement "REQUEST ATC PRIORITY."

ANNEX 3

7. Aircraft Reconnaissance Communications.

Atlantic

a. Meteorological reports from reconnaissance flights will be coded and transmitted in RECCO code to include all mandatory groups plus optional groups 4ddff and 5DFSD_k. Plain language will be appended to include a brief description of significant or unusual features observed since the last observation including radar patterns indicative of organization. Any evidence of tornadoes, water spouts or funnel clouds within 200 miles of land should also be reported in this manner. When feasible from an observing and communications standpoint, supplementary hurricane reconnaissance data taken at 15 minute intervals will be appended to the routine reports. The sea surface temperature (Navy reports only) will be included in degrees and tenths Celsius as the first group in remarks in the following format: ST followed by three digits. Following the last group of the RECCO report, the coded latitude and longitude groups and flight level and/or surface wind groups will be repeated. These groups will be repeated in numbers for the purpose of confirmation of these important elements. Each participating agency will effect distribution of pertinent portions of its intra-service operating instructions and procedures to all other participating agencies.

b. All activities should use procedures as outlined in ACP 125B with respect to message headings, date-time groups and numbering systems which are external to the message text in formatting messages for transmission to ground stations. Appropriate JANAP (ACP) procedures will be used when contacting A/G stations.

c. Air Force flights will use communications procedures as shown in Appendix A, Navy communications procedures are shown in Appendix B.

d. Air-Ground communications arrangements for ESSA/RFF aircraft will be the same as Navy aircraft, as shown in Appendix B. ESSA/RFF aircraft may utilize USAF A/G weather reconnaissance frequencies when contact cannot be established with the Navy.

e. To preclude interference in simultaneous dropsonde operation, the Reconnaissance Plan of the Day should include the desired times and locations (relative to the storm) of the drops. Additionally, it is necessary that operators monitor the dropsonde frequency prior to drop and plane-to-plane coordination be utilized to avoid interference.

f. When two or more reconnaissance aircraft are operating in the storm area, voice communications between the aircraft will be established and conducted on UHF frequency 304.8 mc. If initial contact fails on 304.8 mc. UHF Guard frequency 243.0 mc. will be used to establish communications.

Prefix GULL will be used for contacting Air Force aircraft, NAVY for Navy, and ESSA for RFF. As the aircraft approaches the storm area, calls will be made on the hour and every fifteen minutes thereafter until contact is established.

When Navy and RFF aircraft are in the storm area, frequencies in the HF band as promulgated in the published Navy frequency plan will be guarded by the aircraft.

g. A uniform system of identification and continuity of weather/hurricane reconnaissance reports will be followed. The identifiers will be a part and constitute the opening text of each message. Regular weather/hurricane reconnaissance missions will include the unit indicator (GULL for Air Force), (NAVY for Navy), (ESSA for ESSA), followed by the numerical mission number for a particular storm (ONE), the storm/track/investigative name (BETSY) (INDIA) etc., the numerical sequence of the report during the flights (ONE, TWO,...). See Appendices A and B for examples.

Eastern Pacific

a. Meteorological reports from reconnaissance flights will be coded and transmitted in RECCO code. Plain language will be appended to include a brief description of significant or unusual features observed since the last observation including radar patterns indicative of organization. Any evidence of tornadoes, water spouts or funnel clouds within 200 miles of land should also be reported in this manner. A system of numbering will be used to identify individual reports.

b. All activities should use procedures as outlined in ACP 125B with respect to message headings, date-time groups and numbering systems which are external to the message text in formatting messages for transmission to ground stations. Appropriate JANAP (ACP) procedures will be used when contacting A/G stations.

c. Air Force flights will use communications procedures established for normal Pacific Weather Reconnaissance operations (Appendix C). Should it be necessary to use other A/G communications, appropriate relay instructions will be included in the message.

d. All hurricane aircraft reconnaissance reports received by the AFHLO, McClellan will be expeditiously transmitted to HWO San Francisco via the hurricane circuit.

e. Air Traffic Control Communications. Normal Air Traffic Control procedures will be followed.

8. Navy Air Traffic Control Communications - Atlantic. ATC A/G communications, by Navy aircraft operating within U. S. FIR areas of responsibility will be conducted in accordance with the following priorities:

- a. USN SSB 6723 Kcs (primary) 4711 Kcs (secondary)
- b. 6567 Kc (FAA)
- c. ARINC
- d. USAF Airways Stations

ANNEX 3

9. Air-Ground Communications With FAA Stations - Atlantic. If the primary air-ground communications outlined in Appendices A and B fail, reconnaissance aircraft may transmit their hurricane data in plain language by voice to WBR (Miami), WSY (New York), or WRW (San Juan) in that order of priority. Such messages should be addressed to HGXP. The appropriate FAA station will relay the data to the NHC.

Attachments to this Annex:

- Form 1 - Initial Tropical Cyclone Eye Report
- Form 2 - Detailed EYE/CENTER DATA MESSAGE
- Form 3 - Format to be Used When Reporting Radar Eye from Outside
Eye Appended to Recco Code
- Form 4 - Plan of the Day Format - Atlantic
- Appendix A - Air Force Communications Procedures - Atlantic
 - Attachment 1 - USAF Atlantic Hurricane Communications System Diagram
- Appendix B - Navy Communications Procedures - Atlantic
- Appendix C - USAF Communications Support Plan for USAF East Pacific
Hurricane Reconnaissance
 - Attachment 1 - USAF Eastern Pacific Hurricane Communications System
Diagram
- Appendix D - Joint Requirements for Aircraft Reconnaissance Data
- Appendix E - Lark Bravo Reconnaissance Flights - Eastern Pacific

INITIAL TROPICAL CYCLONE EYE REPORT

*NAVY
UH GULL _____ EYE CENTERED BY _____
AT _____ DEGREES _____ MINUTES _____ NORTH _____ DEGREES _____
MINUTES _____ WEST AT _____ ZULU

*Navy participates only in Atlantic area.

1. The first center fix obtained on each flight will be dispatched as rapidly as possible using Form 1.
2. This form is used in the Atlantic and Eastern Pacific areas.

ANNEX 3

FORM 2

DETAILED EYE/CENTER DATA MESSAGE

MISSION NUMBER:	DATE:	SCHEDULED FIX TIME:	Z
AIRCRAFT COMMANDER:	AIRCRAFT NUMBER:	WEATHER OBSERVER:	
SIMULTANEOUS FIX WITH OTHER AIRCRAFT: <input type="checkbox"/> YES <input type="checkbox"/> NO	TRANSMISSION TIME:	GROUND STATION RECEIPT TIME:	Z
MESSAGE HEADING:		PRECEDENCE:	<input type="checkbox"/> IMMEDIATE <input type="checkbox"/> PRIORITY
A.			
B.			
EYE OR CENTER FIXED BY: RADAR, WIND, TEMP, PENETR, TRIANGUL, PRESS, CLOUD			
C.	DEG.	MIN. N S	LATITUDE OF FLIGHT LEVEL CENTER FIX.
D.	DEG.	MIN. E W	LONGITUDE OF FLIGHT LEVEL CENTER FIX.
E.	ZULU		DATE AND TIME OF FIX.
F.			
CENTER DETERMINATION: POSITIVE, FAIR, POOR.			
G.			
NAVIGATION FIX ACCURACY IN NAUTICAL MILES.			
H.			
PRIMARY MEANS OF NAVIGATION: LORAN, DOPPLER CELESTIAL			
I.			
KNOTS			
ESTIMATE OF MAXIMUM SURFACE WIND OBSERVED.			
J.	DEG.	NM	BEARING AND RANGE FROM CENTER OF MAXIMUM SURFACE WINDS
K.			
EYE SHAPE AND DIAMETER (Circular, Oval, Concentric).			
L.			
EYE CHARACTER: CLOSED WALL, POORLY DEFINED, OPEN SW, ETC.			
M.			
ORIENTATION OF MAJOR AND MINOR AXIS IN TENS OF DEGREES			
N.	MBS.	METERS	MINIMUM HEIGHT AT STANDARD LEVEL.
O.	MILLIBARS		MINIMUM SEA LEVEL PRESSURE, COMPUTED DROPSONDE.
P.	MBS.	°C	MAX FLIGHT LEVEL TEMPERATURE INSIDE THE EYE.
Q.	MBS.	°C	MAXIMUM FLIGHT LEVEL TEMPERATURE OUTSIDE THE EYE
R.	DEG.	KNOTS	MAXIMUM FLIGHT LEVEL WINDS NEAR CENTER.
S.			
BEARING AND RANGE OF MAXIMUM OBSERVED FLIGHT LEVEL WINDS FROM CENTER.			
T.	DEG.	MIN. N	DEG.
		MIN. E W	
FLIGHT LEVEL CENTER FIX CONFIRMATION.			
U.			
ZULU			
CONFIRMATION DATE AND TIME OF FIX.			
V.			
COMM ON CENTER DETER: COMBINE POSITIVE, FAIR, OR POOR WITH WIND TEMPERATURE PRESSURE.			
W.			
REMARKS: TRAIN FEEDER BANDS, AND COMMENTS ON CENTER DETERMINATION (All After Item S are Optional)			
X.			
Y.			
Z.			

AIRCRAFT POSITION IF RADAR FIX

DEG.

MIN. N:

DEC.

E
MIN. W

AMPLIFYING NOTES

1. Every effort will be made to eliminate ambiguous or misleading statements especially when referring to quadrants and semicircles.
2. Authorized contractions should be used when no ambiguity results.
3. Only that portion of Form 2 beginning with MESSAGE HEADING will be transmitted in flight.
4. Significant clouds observed in the eye/center should be reported either in the remarks section (WHISKEY) of this format, or summarized in the written post-flight summary.
5. Data through item SIERRA are considered "mandatory" and should be transmitted as soon as possible. Items not available (N/A) should be so stated.

ANNEX 3

FORM 3

FORMAT TO BE USED WHEN REPORTING RADAR EYE
FROM OUTSIDE EYE APPENDED TO RECCO CODE

(GULL)
UH (NAVY) * _____ 96669 11304 10189 68466 ----etc. ----X

(RADAR EYE) (AT)
(RADAR EYE BY HOLE IN SEA RETURN) (Note 1) CNTRD (NEAR) (Note 2) _____

DEGREES _____ MINUTES _____ NORTH _____ DEGREES _____ MINUTES _____ WEST X

(POSITIVE) (POSITIVE)
CNTR SELECTION (GOOD) (Note 3) X LOCATION (GOOD) (Note 4) X
(FAIR) (FAIR)

NAV (Note 5) ACCURATE WITHIN _____ MI BY (LORAN)

(CELESTIAL) (RADAR) (RADIO) (GR) (DOPPLER) _____

(RADAR WEATHER REMARKS) (Note 5)

*Navy participates only in Atlantic.

1. This form is used in the Atlantic and Eastern Pacific areas.

AMPLIFYING NOTES

1. a. "RADAR EYE" - obtained by coverage of the storm from outside the eye.
 - b. "HOLE IN SEA RETURN" - is used only when the eye is detected in this manner. Experience has shown that a well organized tropical storm or hurricane traveling at slow or moderate speeds in the open ocean presents a field of intense and widespread surface clutter or sea return. The sea return is primarily wave face reflection but may include hydrometeor reflection from airborne spray in the higher velocity wind areas. Depending on the aircraft altitude, range to the center, and antenna tilt, the eye of the storm can usually be revealed as a circular area of comparatively light or no sea return. This is interpreted as a function of the circulation and may vary slightly in position with the apparent center of the precipitation pattern.
2. The word "AT" or "NEAR" will be used to indicate the overall reliability of the present solution of the center report problem. That is, it represents a summation of the individual accuracies applicable to identification and location solutions which may or may not include the aircraft navigation. When all considerations indicate the center target to be significant and conservative and its reported position to be accurate within ten miles, "AT" will be used, otherwise "NEAR".

"AT" will be used with "SELECTION POSITIVE", "LOCATION POSITIVE"
"AT" may be used with "SELECTION POSITIVE", "LOCATION GOOD"
"AT" may be used with "SELECTION GOOD", "LOCATION POSITIVE"
"AT" could possibly be used with "SELECTION GOOD", "LOCATION GOOD"
3. The reliability of the selection of a center target will be indicated in three categories. In every case, interpretation of a storm center will be based on continuous scope observation during which the aircraft altitude, antenna tilt and other principal factors have been duly considered.
 - a. Selection "POSITIVE" will be used:
 - (1) For all cases where a hole in the sea return is reported.
 - (2) For persistent characteristic precipitation patterns detected with an inner periphery comprising at least half a complete circle and the radius of curvature is ten miles or less.

ANNEX 3

- b. Selection "GOOD" will be used for persistent characteristic precipitation patterns composed of arcs, crescents, curved bands or spirals whose inner periphery comprises less than half a complete circle and/or the radius of curvature is greater than ten miles.
- c. Selection "FAIR" will be used:
 - (1) For those cases where by aircraft probing or by other means the observer is confident that a given area involves a storm center but the precipitation patterns on radar are weak, poorly organized, or define such a large eye area that center selection with ten mile accuracy cannot be accomplished with confidence.
 - (2) When the characteristic precipitation target lacks reasonable persistence, or loses continuity by evolution of its defining elements.
 - (3) When continuous observation of the eye target is seriously hampered by severe ground clutter interference, partial electronic failure or unusually adverse maneuvering requirements.
- 4. An evaluation of the accuracy of the center target location computation will be indicated in one of three categories. When the radar scope presentation includes two or more usable terrain targets as well as the storm center target, location of the latter can be accomplished accurately and independent of the aircraft navigation.
 - a. Location "POSITIVE" will be used:
 - (1) When a combination of three or more ranges and/or bearings from terrain targets fall within a mutual tolerance of four miles.
 - (2) When center target range and bearing from the aircraft is plotted from a simultaneous ground wave loran fix and this position agrees with a radar line of position plotted from a terrain target.
 - b. Location "GOOD" will be used:
 - (1) When center target range and bearing from the aircraft are plotted from a simultaneous ground wave loran or 3-star celestial fix.
 - (2) When center target location is determined by radar range and bearing data from a single terrain target.

- c. Location "FAIR" will be used:
- (1) When center target lines of position by radar from terrain features fail to fall within a mutual tolerance of ten miles.
 - (2) When center target location is relative to the aircraft position determined by dead reckoning, sub-standard loran or radio direction finding.
5. Navigation accuracy will be reported only when it enters directly into the center target location problem.
 6. Description of radar precipitation targets: character (stratiform or cumuliform), shape, intensity, location, extent; height of major cells in various regions, etc.
 7. Air space reservation, operational information, etc.
 8. Plain language remarks should be used to the maximum when appropriate. However, observers must pay particular attention to the avoidance of any statement which might be construed to be of a forecast nature.

ANNEX 3

FORM 4

PLAN OF THE DAY FORMAT - ATLANTIC

FM: OL-8 HQ AWS (RUCLEFA/CARCAH) MIAMI FLA.

- TO: 1. HOMESTEAD AFB FLA COMM CTR (VIA DIAL TWX #305-248-0151) FOR DISTRIBUTION ON AIRCOMNET
2. 53WRS COMD POST RAMEY AFB P.R. AND CHARLESTON AFB S.C. WEATHER MONITOR (VIA GT 22117)
3. FWF AND WEARECONRON FOUR NAS JAX ESSA/RFF AND IFSS MIAMI IAP FOR RELAY TO 220 SAN JUAN (VIA 30GT2352)
4. WBCC AND MSY (VIA 7072)

UNCLAS CARCAH SENDS _____

AMENDMENT NO. _____ TO

RECON PLAN OF THE DAY FOR _____ 67 FOLLOWS

1. USAF...FLT _____ ...GULL _____ CYCLONE...
 2. USN...FLT _____ ...NAVY _____ (or) INVEST...
 3. ESSA...FLT _____ ...ESSA _____ (name) CYCLONE... (acft)

DEPART _____ APPROX. ____ / ____ Z. ENROUTE ALT _____ FT.

RECON AT _____ FT. OR BELOW AT PILOTS DISCRETION HURRICANE
TROPICAL STORM
SUSPICIOUS LOW
PRESSURE AREA

_____ EXPECTED TO BE VICINITY OF _____ N _____ W AT ____ / ____ Z.

OBTAIN ____ / ____ Z ____ / ____ Z AND ____ / ____ Z FIX(ES) AT _____ FT.

DROPS AND OBS AT AWROS/METROS DISCRETION AND OBTAIN WEATHER OBS/PERIPHERAL DATA BEGINNING APPROX. ____ / ____ Z AT _____ N _____ W _____ N

_____ W _____ N _____ W _____ N _____ W. DESTINATION _____.

FLIGHT PLAN COORDINATED/NOT COORDINATED THRU W- _____.

WITH MISSILE TEST RANGE.

4. REQUEST ATC PRIORITY.

SGN CARCAH ____ / ____ Z _____ KMIA.

ATLANTICUSAF COMMUNICATIONS SUPPORT PLAN
FOR
USAF HURRICANE RECONNAISSANCE

1. General. WC-130B type aircraft of the 53 Weather Reconnaissance Sq. (AWS) will operate from Ramey AFB, Puerto Rico during the current hurricane season. Reconnaissance observations initiated by these aircraft will be transmitted by voice via high frequency single side band (HF/SSB) radio through the USAF aeronautical station complex to a weather monitor at Charleston AFB, S. C. The weather monitor will evaluate and edit the reports to insure meteorological and technical accuracy. The monitor will relay the edited reports via land line teletype facilities to the Chief Aerial Reconnaissance Coordination, Atlantic Hurricanes (CARCAH) located with the National Hurricane Center (NHC) at the University of Miami, Coral Gables, Fla. The monitor will also relay these reports to Tinker Weather Relay Facility (KWRF) via the USAF COMET II circuit for further distribution over military weather communication systems as required. The CARCAH will provide these reconnaissance reports to NHC for use in developing advisories and warnings. NHC will provide the CARCAH with teletype tape and page copies of hurricane advisories. The CARCAH will relay these advisories via the USAF COMET II circuit to KWRF for introduction and distribution over the military weather communications system. Teletype facilities will also be provided for coordinating the Plan of the Day (POD) and other aspects of the reconnaissance activities. The latter facilities will link CARCAH the 53 Wea R Sq CP (53WRSCP) at Ramey AFB, Puerto Rico; the alternate CARCAH at Suitland, Md.; Charleston Weather Monitor; MacDill and Andrews Aero Stations. A diagram of the USAF hurricane communications network is included as attachment 1 to this appendix.

2. Air/Ground Communications.

a. Whenever possible, USAF hurricane reconnaissance aircraft will relay reconnaissance reports through the USAF Aeronautical Station at MacDill, Andrews or Albrook AFB's. Specific station contacted will depend upon aircraft location and radio propagation conditions. HF/SSB frequencies to be used are listed in the appropriate USAF/USN Flight Information Publications Enroute - Supplement. When specifically requested by the aircrew and circuit conditions will permit, a direct voice phone patch between the aircraft and the weather monitor at Charleston AFB will be provided by the Aeronautical Station, USAF has authorized the use of "Immediate" priority for transmission of hurricane reconnaissance reports. To further facilitate such voice patching, direct AUTOVON access lines have been provided. Specific methods of handling hurricane reconnaissance messages are listed below for each station:

ANNEX 3

Appendix A

PRIMARY METHOD

FIRST ALTERNATE

SECOND ALTERNATE

MACDILL AERONAUTICAL STATION

Direct phone patch
between recon acft and
Charleston Weather
Monitor via AUTOVON

Air/Ground operator copy
transmission from acft;
relay by voice to
Charleston via AUTOVON

A/G oper copy from
acft; relay to
Charleston using com'l
long distance phone or
direct teletype circuit
(GT 22117) whichever is
fastest.

ANDREWS AERONAUTICAL STATION

Direct phone patch
between recon acft and
Charleston via AUTOVON

Air/Ground operator copy
transmission from acft;
relay by voice to
Charleston via AUTOVON

A/G oper copy from
acft; relay to
Charleston using direct
teletype circuit
(GT 22117).

ALBROOK AERONAUTICAL STATION

Direct phone patch
between recon acft and
Charleston via AUTOVON

A/G oper copy from acft;
to Charleston using
as other available voice
circuits

A/G oper copy from
acft; voice relay to
MacDill over shared
A/G frequencies for
further relay to
Charleston via AUTOVON

b. The following is a typical sequence of actions required for passing an observation message from the aircraft, through the MacDill Aeronautical Station, to the receiving facility at Charleston AFB:

- (1) MACDILL - THIS IS GULL ONE - ON FOUR SEVEN - OVER.
- (2) GULL ONE - MACDILL - GO AHEAD.
- (3) MACDILL - GULL ONE - REQUEST OPERATIONAL IMMEDIATE PHONE PATCH TO CHARLESTON WEATHER MONITOR - OVER.
- (4) GULL ONE - MACDILL - STAND BY.
- (5) The A/G Operator then conditions his console for a ground subscriber call, selects the line associated with the station's AUTOVON line, and calls the Charleston addressee using the direct AUTOVON number. When the Charleston party answers, the operator advises:
 - (6) THIS IS MACDILL - STAND BY FOR PHONE PATCH FROM GULL ONE - OVER.
 - (7) ROGER - STANDING BY.
 - (8) The A/G operator then conditions his console for phone patch and advises the aircraft:

(9) GULL ONE - THIS IS MACDILL - YOUR PATCH TO CHARLESTON IS READY - GO AHEAD.

(10) CHARLESTON - THIS IS GULL ONE - MESSAGE FOLLOWS - BREAK BREAK - GULL ONE BETSY FOUR TEXT TEXT TEXT - OVER.

(11) GULL ONE - CHARLESTON - ROGER - OUT

(12) GULL ONE - OUT.

(13) The MacDill air/ground operator then breaks the patch.

c. If at Item 11, Charleston has any question or comment on the observation message, it will be resolved prior to discontinuation of the patch. If, at Item 3 above, phone patch cannot be provided, following sequence of actions would be typical:

(1), (2) and (3) See paragraph 2b above.

(4) GULL ONE - MACDILL - UNABLE TO PROVIDE PATCH AT THIS TIME - YOUR SIGNAL IS NOT PATCH QUALITY - I CAN PROVIDE RELAY TO ADDRESSEE - OVER.

(5) MACDILL - GULL ONE - PASS TO CHARLESTON MONITOR - BREAK BREAK - GULL ONE BETSY FOUR TEXT TEXT TEXT - OVER

(6) MACDILL

(7) The air/ground operator then passes the copied message to the Coordinator for relay to Charleston monitor via AUTOVON or teletype (GT 22117) as appropriate.

d. Regular hurricane mission messages will include the unit indicator (GULL), followed by the numerical mission number (ONE), the name of the tropical cyclone (ANN), and the numerical sequence of the reports during the flight (ONE - end of flight).

Examples:

First tropical cyclone, first mission, first report
GULL ONE ANN ONE

First tropical cyclone, second mission, tenth report
GULL TWO ANN TEN

Second tropical cyclone, first mission, fifth report
GULL ONE BABS FIVE

ANNEX 3

Appendix A

e. Diverted hurricane search missions will append the following plain language text to the last scheduled position message:

GULL NECTAR DIVERTED NEXT MSG GULL ONE CYCLONE

or

GULL NECTAR DIVERTED NEXT MSG GULL ONE ANN

f. Reconnaissance messages from suspicious areas will read:

GULL ONE CYCLONE, etc.

Reconnaissance missions messages into suspicious areas will be numbered consecutively without regard to the tropical cyclone itself; i.e., first reconnaissance of a suspicious area during the season will be GULL ONE CYCLONE etc., with the next suspicious area investigated identified as GULL TWO CYCLONE, etc.

3. Point-to-Point Teletype Communications Capability.

a. Circuit GS 22117 (JQEAW 119) will be configured with send/receive terminals at CARCAH, Alternate CARCAH, 53WSRCP, Ramey AFB, Puerto Rico Charleston Base Weather Station (Charleston Monitor), Andrews and MacDill Aero Stations. NHC will have a receive only reperforator on this circuit to provide him with the hurricane reconnaissance reports for further relay over FAA weather networks. The Charleston Monitor will act as net control station and maintain circuit discipline. Authorized uses of this circuit are:

(1) Aircraft hurricane traffic received at Charleston via AUTOVON will be relayed to CARCAH over this circuit for further passing to NHC.

(2) Coordination of Plan of the Day and other related matters between CARCAH and 53WRSCP will be handled over this circuit.

(3) MacDill and Andrews Aero Stations to pass reports received from recon at Charleston which can not be handled by primary and alternate means. (See second alternate air/ground procedures for MacDill and Andrews.)

(4) Essential coordination between CARCAH and Alternate CARCAH concerning transfer of responsibility and similar matters will be handled over this circuit.

(5) In the event responsibility is transferred from NHC to Alternate National Hurricane Center, USWB, Washington HWO (ALT NHC), traffic received at Charleston via AUTOVON will be relayed to the Alternate CARCAH over this circuit for further relay to ALT NHC via USWB circuit 7072.

(6) Dissemination of Air Force Storm Reconnaissance Aircraft "Departure" and "Arrival" messages from the 53rd WRS Command Post in the following format:

10 LTRS
 NNNNAA CR 4LF
 HRCP URXX DTG
 TEXT CR 4LF
 NNNN
 10 LTRS

b. A COMET II A drop is installed at CARCAH and will be used to transmit hurricane advisories to Tinker Weather Relay for further distribution to military customers, as required.

4. Miscellaneous Communications Services and Support.

a. Routine communication between weather reconnaissance aircraft and USAF Aeronautical Stations for normal air traffic control services will be handled in accordance with standard procedures. Where contact cannot be made with USAF Aeronautical Stations, air traffic control communications may be conducted in accordance with paragraph 9, Annex 3.

b. When USAF hurricane reconnaissance aircraft are unable to communicate through USAF Aeronautical Stations, contact will be made with the FLEWEAFAC SSB radio facility at Jacksonville NAS or Roosevelt Roads, P. R. Frequencies are listed below. When passing traffic through these stations, ACP 125(B)-1 procedures and message headings will be utilized. USAF reconnaissance reports relayed in this manner will be forwarded by the Navy to CARCAH/NHC via USN hot line teletype circuit or other Navy circuits as appropriate. FLEWEAFAC SSB radio facility at Jacksonville NAS has direct phone patch capability. USAF aircraft contacting this facility will request a phone patch to Charleston Monitor, AUTOVON number 431-3947.

<u>TIME</u>	<u>PRIMARY</u>	<u>SECONDARY</u>
<u>JACKSONVILLE FLEWEACEN SSB FREQUENCY</u>		
23Z-11Z	9010 kc	13221 kc
11Z-23Z	13221 kc	9010 kc
<u>ROOSEVELT ROADS SSB FREQUENCY</u>		
23Z-11Z	4700 kc	15081 kc
11Z-23Z	15081 kc	4700 kc

c. USN and RFF hurricane aircraft are authorized to utilize the facilities of the USAF Aeronautical Stations for relay of hurricane reconnaissance reports. A direct voice patch can be provided from these aircraft to FLEWEAFAC at Jacksonville by requesting the MacDill or Andrews A/G stations to contact AUTOVON number 431-1660. In the event that signal is not of patch quality, ground operator will copy message and relay to FLEWEAFAC, Jacksonville (AUTOVON number 431-1660).

d. TWX messages for the CARCAH Coral Gables, Florida, should be addressed in the heading of the message as follows: RUCLEFA/CARCAH HOMESTEAD AFB FLA.

ATLANTIC
NAVY COMMUNICATIONS PLAN

1. Fleet Weather Facility, Jacksonville, Communications.

a. FLEWEAFAC JACKSONVILLE will use the following means of distributing hurricane traffic:

(1) Automatic Digital Network (AUTODIN). This on-line encrypted duplex teletype circuit will be utilized to distribute warnings, intermediate position estimates and Tropical Weather Summaries to military addressees and to NAVCOMSTAS for transmission on the Atlantic Fleet broadcasts.

(2) 30GT2352, Direct line teletype. This circuit consists of IFSS MIAMI, NHC MIAMI, WEARECONRON FOUR and FWF JACKSONVILLE. Reconnaissance aircraft Plans of the Day will be transmitted on this circuit by the Military Coordinator at NHC MIAMI. All reconnaissance reports received at FWF JACKSONVILLE via SSB will be placed on this circuit as soon as received and monitored. NHC MIAMI will be responsible for entering these reports on the Hurricane Circuit 23421. FWF JACKSONVILLE will act as back-up for this responsibility in the event of casualty to NHC MIAMI.

(3) 30GP2901, Direct line telephone. This circuit connects FWF JACKSONVILLE and NHC MIAMI. This telephone is utilized to coordinate the Plan of the Day with CARCAH at NHC MIAMI and for discussing hurricane data with NHC MIAMI.

(4) COMET II. All reconnaissance reports received at FWF JAX via SSB are entered on this circuit by FWF JAX as soon as they are received and monitored.

(5) FWF JACKSONVILLE-ROOSEVELT ROADS-FWC SUTTLAND RECONNAISSANCE CIRCUIT (SSB). This circuit is utilized for operational messages from and to WEARECONRON FOUR at ROOSEVELT ROADS and for communications with the hurricane reconnaissance aircraft. FWF JACKSONVILLE will use the voice call sign "JACKSONVILLE HURRECO CONTROL" for communications on this circuit. WEARECONRON FOUR will use its assigned voice call as given in the effective edition of JANAP 119. Navy reconnaissance aircraft will use "NAVY" followed by the last five digits of the bureau number. Voice procedures and circuit logs will be as outlined in ACP 125(B). Hard copies will be made of all operational and administrative messages.

b. Hurricane message:

(1) The following precedences will be used:

<u>MESSAGE</u>	<u>PRECEDENCE</u>
Warning	IMMEDIATE (O)
Position Estimates	IMMEDIATE (O)
Tropical Weather Summary	ROUTINE (R)

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2. Aircraft Reconnaissance Communications.

a. FWF JACKSONVILLE-ROOSEVELT ROADS FWC SUTLAND RECONNAISSANCE CIRCUIT (SSB).

(1) This circuit will operate as a FREE NET unless otherwise directed by NET CONTROL (FLEWEAFAC JACKSONVILLE) and will be the primary circuit for passing reconnaissance data.

(2) Except in case of emergency, the aircraft will notify net control prior to leaving the circuit.

(3) Utilization of frequencies - Circuit E11.1 as assigned in accordance with JANAP 195() will be utilized as follows:

1. 2300Z through 1100Z.

a. Primary: Circuit BRAVO.

b. Secondary: Circuit CHARLIE.

2. 1100Z through 2300Z.

a. Primary: Circuit CHARLIE.

b. Secondary: Circuit DELTA.

3. ROOSEVELT ROADS will guard backup circuits as follows:

a. 2300Z through 1100Z.

1). Primary: Circuit ALFA.

2). Secondary: Circuit DELTA. (If equipment is available.)

b. 1100Z through 2300Z.

1). Primary: Circuit DELTA.

2). Secondary: Circuit ALFA. (If equipment is available.)

4. FWC SUTLAND will guard back-up circuit "CHARLIE!"

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(5) Hourly radio checks between ROOSEVELT ROADS FLEWEACEN SUITLAND and FLEWEAFAC JACKSONVILLE will be initiated by ROOSEVELT ROADS and FLEWEACEN SUITLAND at 10 minutes past the hour or as soon thereafter as circuit time permits.

(6) If, after a frequency shift as established in 1 or 2 above, no contact is made within 15 minutes, return to the last frequency on which contact was made.

b. The circuit used for communications between FLEWEAFAC JACKSONVILLE and reconnaissance aircraft will be utilized as follows:

(1) Radio checks will be initiated by the aircraft prior to takeoff and at 20 minute intervals while airborne. Check times will be on the hour and at 20 and 40 minutes past the hour.

(2) The aircraft will check in with FLEWEAFAC JACKSONVILLE prior to takeoff as stated in (1) above on frequencies as outlined in 1 and 2 above. At that time, NET CONTROL will notify them as to the primary and secondary frequencies to be used for that flight.

(3) To facilitate HFDF identification, the aircraft will give its call sign at the beginning of each transmission. In addition each radio check will contain one full long count if no other traffic is to be passed at that time.

(4) If contact can not be established within 15 minutes of the designated time, an attempt will be made on the next lower frequency. If a 15 minute attempt on the lower frequency is not successful, another attempt will be made on the next higher frequency. If at this point contact is not made, the aircraft shall return to the primary circuit.

(5) In order to determine if another circuit will provide better communications, FLEWEAFAC JACKSONVILLE will request a "Test Transmission" on another frequency. For example, upon the command "Test circuit ALFA" from Net Control, the aircraft will shift to Circuit ALFA, give three long counts and return to the circuit upon which the command was given.

(6) To facilitate frequency changes in flight, "WEARECONRON" FOUR will prepare and disseminate FREQUENCY PROPAGATION GRAPHS each month for the forthcoming month.

c. Relay of Air Traffic Information to appropriate Air Route Traffic Control Center (ARTCC) can be effected via SSB under the following circumstances:

(1) On routine point to point flights or flights enroute to or from storm/suspicious areas, position reports and/or requests for clearances will be relayed by FWF JACKSONVILLE only when other means of direct contact with the center cannot be established.

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(2) Within storm/suspicious areas, FWF JACKSONVILLE will effect relay of all essential traffic (position reports, requests for clearances, etc.) but only when requested to do so by the aircraft.

d. AIR-GROUND VOICE AIR FORCE CIRCUIT (SSB).

(1) If communications cannot be established and maintained on the primary circuit (SSB JACKSONVILLE-ROOSEVELT ROADS-FWC SUITLAND) the Air-Ground Voice Air Force circuit as outlined in the U. S. Air Force Communications Plan, Appendix A to Annex 3, of the current National Hurricane Plan" will be used. If communications is established with the Air Force SSB station at MacDill AFB, ask for an AUTOVON phone patch to FLEWEAFAC JACKSONVILLE giving the AUTOVON number 431-1660.

e. NAVY UNIVERSAL AIR-GROUND (CW) CIRCUIT.

(1) If communications cannot be established and maintained on circuits as outlined in a. and d. above, the Navy Universal Air-Ground (CW) Circuit will be utilized. "Tango" instructions will be included on messages passed on this circuit.

f. The following frequencies have been assigned for emergency and distress:

<u>FREQUENCY</u>	<u>EMISSION</u>	<u>USE</u>
500.0 kcs	CW	International Distress and Calling Frequency
2182.0 kcs	V	International Distress and Calling Frequency
2678.0 kcs	V	Coast Guard Calling and Working Frequency
5680.0 kcs	V	Search and Rescue Control (Coast Guard)
5695.5 kcs	V/CW	Search and Rescue Control (Navy)
8364.0 kcs	CW	International Lifeboat, Liferaft and Survival: Craft Frequency
121.5 mcs	V	Emergency and Distress for Aircraft and Ships SAR and VHF/DF Primary
243.0 mcs	V	Military Common Emergency Frequency, UHF

g. When communications cannot be established through any of the above circuits, naval reconnaissance aircraft may contact any Navy Air-Ground stations, or Air Force Ground stations at MACDILL and ANDREWS or ALBROOK AFBs in accordance with procedures outlined in Appendix A. When alternate ground stations must be contacted, weather messages must be addressed with proper "Tango" instructions so that ground stations will be responsible for immediate relaying of such messages to FLEWEAFAC JACKSONVILLE.

h. Reports via SSB or CW channels from Navy aircraft and reconnaissance flights, addressed to FLEWEAFAC JACKSONVILLE or its alternate FLEWEACEN SUITLAND will be preceded by "UH" or "UR", unit identification (i.e. "NAVY"), mission number (for missions other than synoptic tracks), type of mission (CYCLONE NAME", "INVESTIGATIVE" or "TRACK NAME") and message number ("ONE", "TWO", etc.,) with "ONE" assigned to the departure report. The sequence will be continuous for all messages on each particular flight, regardless of whether messages are transmitted in RECCO code, plain language text or a combination of the two. The arrival report shall be the final one of the series.

i. Weather reports, except for those authorized in plain text will be encoded and transmitted in the currently effective RECCO code in accordance with the current National Hurricane Plan. Precedence shall be immediate for all weather reports. The following may be transmitted in plain text:

(1) The initial eye fix on each flight. This message may be transmitted separately in the interest of reducing the time delay to the National Hurricane Center at Miami.

(2) All radar fix reports.

(3) Direction of the outflow cloud.

(4) Postflight summary reports.

j. At the end of each RECCO message, the coded longitude and latitude groups and the flight level and surface wind groups will be repeated for the purpose of confirmation.

k. The letters UR indicating routine surveillance will be used as the first group of the text. All other reconnaissance reports will be indicated by the letters UH as the first text group.

Example of a hurricane RECCO message:

0 181902Z

FM Navy Hurrecco 3 7896

TO NHC Miami

FWF Jacksonville

INFO AEWRON FOUR

GR30

BT

UNCLAS

UH NAVY ONE BETSY TWO 97779 etc.

(Second message from first Navy mission on named storm "BETSY")

UR NAVY ONE INVESTIGATIVE TWO 97779 etc.

(Second message from Navy mission to investigate a suspicious area.)

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UR NAVY JULIET TWO 97779..... etc.

(Second message from a Navy aircraft on a standard named track.)

NOTE: In the event a reconnaissance aircraft is diverted from a standard named track to investigate a suspicious area, a mission number will be assigned and message numbers will continue sequentially. For instance, the first message from a JULIET flight, diverted after message number four to investigate a suspicious area would read:

UR NAVY ONE INVESTIGATIVE FIVE 97779etc.

3. Miscellaneous Communications Services and Support:

TWX messages for the CARCAH Coral Gables, Florida, should be addressed in the heading of the message as follows:

RUCLEFA/CARCAH HOMESTEAD AFB, FLA.

USAF COMMUNICATIONS SUPPORT PLAN
FOR
USAF EAST PACIFIC HURRICANE RECONNAISSANCE

1. General. WB-47 type aircraft of the 55 Weather Reconnaissance Squadron (AWS) will operate from McClellan AFB, California, during the 1967 hurricane season. Reconnaissance observations initiated by these aircraft will be transmitted by voice via high frequency single sideband (HF SSB) radio through the USAF aeronautical station complex to a weather monitor at McClellan AFB, California. The weather monitor will evaluate and edit the reports to ensure meteorological and technical accuracy. The monitor will then relay these monitored reconnaissance reports via the West Coast Hurricane Circuit and COMET II to all customers requiring this information. The HWO-SFO will provide the Air Force Hurricane Liaison Officer, McClellan (AFHLO, MCC) with hurricane advisories. These advisories will be sent to Tinker Weather Relay Facility (KWRF) on COMET II for further distribution over the military weather communications system. A diagram of the USAF hurricane communication network is included as Attachment 1 to this Appendix.

2. Air/Ground Communications.

a. Whenever possible, USAF hurricane reconnaissance aircraft will relay reports through the USAF aeronautical stations at McClellan or Albrook, in that order. HF SSB frequencies to be used are listed in the appropriate USAF/USN Flight Information Publications, Enroute Supplement. When specifically requested by the aircrew and circuit conditions will permit, a direct voice phone patch between the aircraft and the weather monitor at McClellan AFB will be provided by the aeronautical station. To facilitate such voice patching, a hot line has been provided between the McClellan Airways Station and the McClellan Weather Monitor. An "Immediate" precedence is authorized for the voice transmission of these reports. Specific methods of handling Pacific hurricane reconnaissance messages are listed below for each station:

PRIMARY METHOD

FIRST ALTERNATE

McClellan Airways:

Direct phone patch between reconnaissance aircraft and McClellan monitor via hot line.

Air/Ground operator copy transmission from aircraft; relay to McClellan monitor via hot line.

Albrook Airways:

Air/Ground operator copy transmission from aircraft; voice relay to McClellan weather monitor using shared base AUTOVON facilities 862-6336 or 862-6337.

Air/Ground copy from aircraft; teletype relay to Det 19, Wea Sq, McClellan AFB, via AIROPNET immediate precedence message.

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Appendix C

b. The following is a typical sequence of actions required for passing an observation message from the aircraft through the McClellan Aeronautical Station to the receiving facility at McClellan weather monitor:

- (1) MCCLELLAN - THIS IS LARK ONE - ON FOUR SEVEN - OVER.
- (2) LARK ONE - MCCLELLAN - GO AHEAD.
- (3) MCCLELLAN - LARK ONE - REQUEST IMMEDIATE PHONE PATCH TO MCCLELLAN WEATHER MONITOR - OVER.
- (4) LARK ONE - MCCLELLAN - STAND BY.
- (5) The A/G operator then conditions his console for a ground subscriber call and calls the McClellan addressee using the direct hot line. When the McClellan party answers, the operator advises:
- (6) THIS IS MCCLELLAN - STAND BY FOR PHONE PATCH FROM LARK ONE - OVER.
- (7) ROGER - STANDING BY.
- (8) The A/G operator then conditions his console for phone patch and advises the aircraft:
- (9) LARK ONE - THIS IS MCCLELLAN - YOUR PATCH TO MCCLELLAN MONITOR IS READY - GO AHEAD.
- (10) MCCLELLAN MONITOR - THIS IS LARK ONE - MESSAGE FOLLOWS - BREAK BREAK - LARK ONE AGATHA FOUR TEXT TEXT TEXT - OVER.
- (11) LARK ONE - MCCLELLAN MONITOR - ROGER - OUT.
- (12) LARK ONE - OUT.
- (13) The McClellan Air/Ground operator then breaks the patch.

c. If at Item 10 McClellan monitor has any question or comment on the observation message, it will be resolved prior to discontinuation of the patch. If at Item 3 above the phone patch cannot be provided, the following sequence of actions would be typical:

- (1), (2) and (3). See paragraph 2b above.
- (4) LARK ONE - MCCLELLAN - UNABLE TO PROVIDE PATCH AT THIS TIME - YOUR SIGNAL IS NOT PATCH QUALITY - I CAN PROVIDE RELAY TO ADDRESSEE - OVER.
- (5) MCCLELLAN - LARK ONE - PASS TO MCCLELLAN WEATHER MONITOR - BREAK BREAK - LARK ONE AGATHA FOUR TEXT TEXT TEXT - OVER.

(6) MCCLELLAN

(7) The Air/Ground operator then passes the copied message to the Coordinator for relay to McClellan monitor via hot line.

d. Regular hurricane mission messages will include the unit indicator (LARK), followed by the numerical mission number (ONE), and the name of the tropical cyclone (AGATHA).

Examples:

First tropical cyclone, first mission
LARK ONE AGATHA

First tropical cyclone, second mission
LARK TWO AGATHA, etc.

Second tropical cyclone, first mission
LARK ONE BRIDGET

e. Diverted hurricane search missions will append the following plain language text to the last scheduled position message:

LARK BRAVO DIVERTED NEXT MSG LARK ONE CYCLONE, or
LARK BRAVO DIVERTED NEXT MSG LARK ONE AGATHA

f. Reconnaissance messages from suspicious areas will read:

LARK ONE CYCLONE, etc.

Reconnaissance mission messages into suspicious areas will be numbered consecutively without regard to the tropical cyclone itself; i.e., first reconnaissance of a suspicious area during the season will be LARK ONE CYCLONE etc., with the next suspicious area investigated identified as LARK TWO CYCLONE, etc.

3. Point-to-Point Teletype Communications Capability. USAF teletype facilities provided in support of the hurricane reconnaissance effort during the 1967 season will be configured as follows:

a. A leased half-duplex send/receive 100 wpm circuit will be installed with terminations at AFHLO McClellan, HWO-SFO and Alameda Fleet Weather Center. This circuit is designated as the West Coast Hurricane Circuit. AFHLO McClellan is designated as the net control station and maintains circuit discipline. Authorized uses of this circuit are:

(1) Aircraft hurricane traffic received at McClellan via hot line will be relayed to SFO and Alameda over this circuit.

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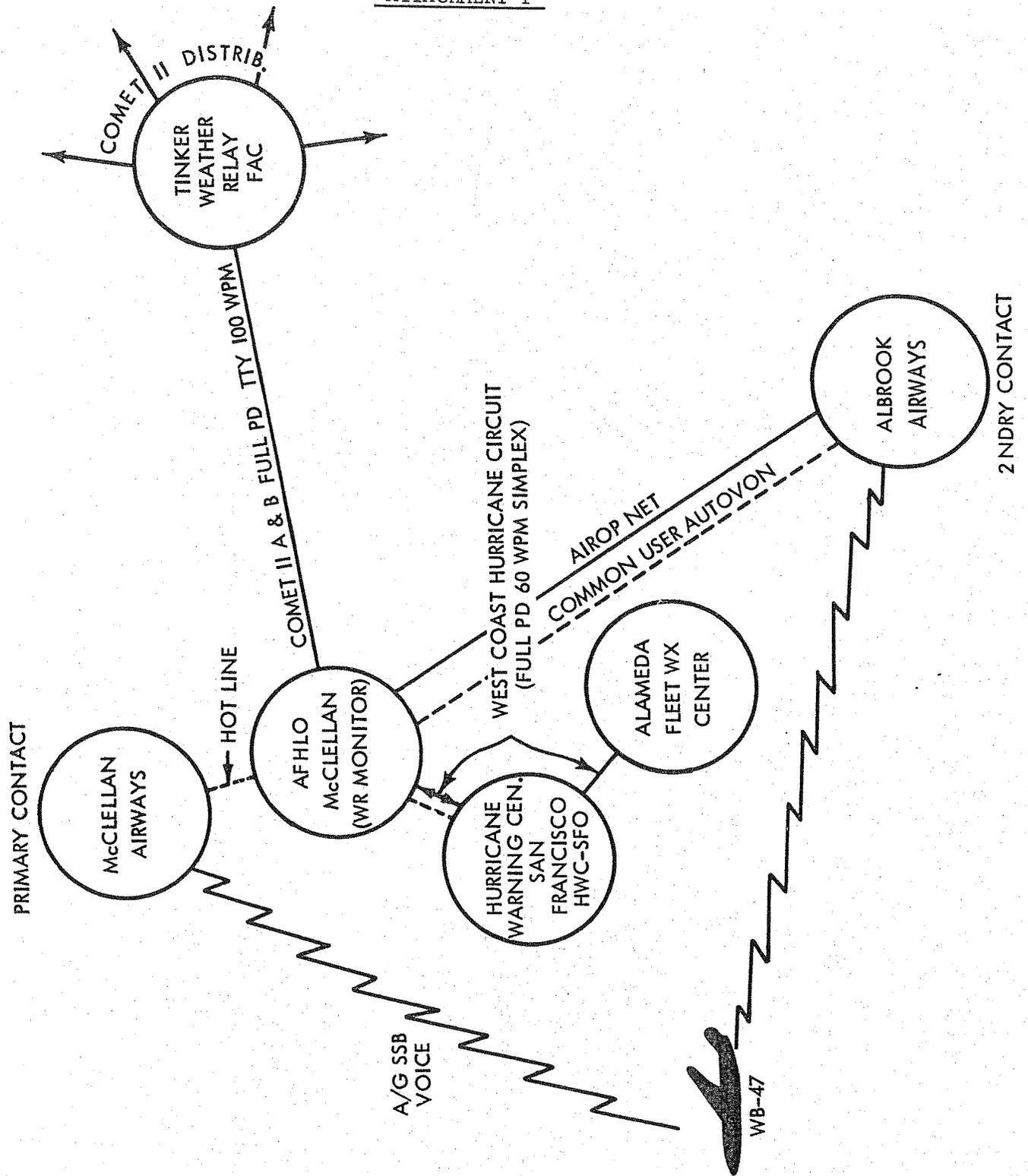
Appendix C

(2) Coordination of requests for reconnaissance and other related matters between AFHLO (MCC) FWC-Alameda and HWO-SFO will be handled over this circuit.

b. A COMET IIA drop is installed at McClellan AFB and will be used to introduce hurricane reconnaissance reports and hurricane advisories into the dedicated military weather communications system for further distribution as required.

4. Miscellaneous Communications Services and Support. Routing communications between weather reconnaissance aircraft and USAF Aeronautical Stations for normal air traffic control services will be handled in accordance with standard procedures.

ATTACHMENT 1



ATLANTIC AND EASTERN PACIFIC
JOINT REQUIREMENTS FOR AIRCRAFT RECCO DATA

Data required	Altitudes at which data are required	Areal portion of cyclone in which data are needed	Time or frequency of observation	Accuracy required
Location of eye or center	At 700 mb or any lower level except at or below 1500 feet for tropical cyclones with max winds less than 50 knots.* Flights may be made at 500 mb. in tropical cyclones with winds of 100 knots or higher, if dropsonde capability available.	At center or within radar range	Every 6 hours at 00Z, 06Z, 12Z and 18Z except additional 3-hourly fixes at 03Z, 09Z, 15Z, and 21Z for tropical cyclones within 500 miles or 48 hours of any land areas and not within range of land based radar. Eastern Pacific - 2 per day except every 6 hrs. within 30 hrs. of U.S. coast.	± 10 mi.
Dimensions and configuration of eye	At 700 mb. or any lower level	"	"	Indeterminate
Central pressure	Surface	At center	"	± 2 mb.
Radius of maximum winds**	Surface or by doppler radar at a level in the middle or lower troposphere from which surface winds can be derived.	Wherever maximum winds are found, but usually within 50 miles of center	"	± 5 mi.
Strength of maximum winds**	"	"	"	± 5 kt.

ANNEX 3

Appendix D (cont'd)

Atlantic only. Radius of winds of 65 kts, 50 kts, and 30 kts**	"	Throughout storm out to radius of 30 knot winds	"	± 10 mi.
Vertical structure of tropical atmosphere	Flight level to surface	Enroute to cyclone and return	Dropsondes every 400 miles for flights at 700 mb, every 450 miles for 500 mb flights, every 500 miles for 300 mb. flights	± 2 mb. at surface and to 0.5°C and 10 meters at upper levels
Peripheral data for forecasting tropical cyclone movement (Atlantic Only)	500 mb. supplemented with 700 mb. and surface data by dropsonde	As requested in POD, depending upon availability of other data.	Twice per day geared to 00Z and 12Z upper air data when storm is within 500 miles of any land area for which U.S. has forecast responsibilities.	± 5 kt. 0.5°C 10 meters
Temperature gradient across eye	Level of penetration	At center	Whenever center fix is made	0.5°C
Winds, pressure heights and weather in suspicious areas	Daily tracks as per interservice agreements. At 700 mb. or as low as 1500 ft. for investigative flights as required	Variable radius 100-300 mi.	Daily tracks as per interservice agreements. Special investigative flights as required.	± 5 kt. 10 meters
Radar echoes and direction of Cb blowoffs	"	Radar Echoes - Areas outside the principal rain shield. Blowoffs - where encountered.	Irregular	Indeterminate

*Low level reconnaissance to be terminated whenever in the judgment of the aircraft commander the safety of the aircraft and crew would be jeopardized by continuing.

**Navy requirement for these data is at an altitude of 1500 feet or below.

APPENDIX 3

Appendix E

EASTERN PACIFIC LARK BRAVO RECONNAISSANCE FLIGHTS

1. Authority for Tracks Flown. The HWO, San Francisco will have the authority to designate which of the various LARK BRAVO tracks listed in AWSR 55-12 will be flown during the hurricane season, June 1 through October 31. NMC will designate the track to be flown during the non-tropical cyclone season, November 1 through May 31.

2. Procedures. Requests for LARK BRAVO tracks should be directed to the AWS 55th Wx Recon Sqdn; McClellan AFB, Calif. and should reach the AWS not later than 2145Z of the day prior to that when the tracks will be flown. If no request is received by the cutoff time, the Fan C, Option One track will be flown the following day.

The San Francisco Weather Bureau office is authorized to contact NMC occasionally by telephone or other direct means whenever there is a strong requirement for data from a certain track during the non-tropical cyclone season. Such requests for a particular track must reach NMC not later than 2030Z and should be directed to the Section Chief on duty.

ATLANTIC

JOINT RADAR HURRICANE OBSERVING AND REPORTING PLAN

1. General. Radar observations of hurricanes will be taken and reported at radar stations of the Air Force, Navy and Weather Bureau in accordance with the plan and procedures described in the paragraphs which follow. Radar stations of other cooperators will provide radar observations of hurricanes on a voluntary basis in accordance with arrangements which are in effect between them and the Weather Bureau.
2. Procedures for taking radar observations of hurricanes will be those given in the Weather Bureau Surveillance Radar Manual. To facilitate uniform reports of hurricanes from land-based radar stations, a brief condensation of reporting procedures has been supplied to the participating radar stations by the Weather Bureau.
3. Participants. Participating radar stations are listed below. If radar observations are needed from participating Air Defense Command AC&W sites and Federal Aviation Administration ARTC centers, the Weather Bureau will furnish necessary weather radar operators for the purpose of making and transmitting these observations. (See Sections 6 and 7 below.)

When a tropical cyclone situation exists and special radar observations from specific Air Force Eastern Test Range (AFETR) stations are desired, the NHC (through CARCAH) will request such observations from Detachment 11, 4th Weather Group, Patrick AFB, Florida, via AUTOVON telephone 485-5322.

The AFETR stations normally report routinely three times per day, but will be requested to take hourly or half-hourly observations when needed. These observations will be taken as requested on a non-interference basis with live missile test support. The radar reports will be sent to the Patrick AFB weather station via the down range circuit 1L61 (commercial #1052). The Patrick AFB weather station will immediately transmit those reports to the NHC via circuit 1L20 (RAWARC #23421). When a hurricane is approaching, each AFETR station is capable of taking radar observations until the surface winds reach a sustained speed of 45 knots.

ANNEX 4

a. U. S. Weather Bureau

Apalachicola, Fla.	WSR-57	29° 44' N,	84° 59' W
Atlantic City, N. J.	WSR-57	39° 27' N,	74° 34' W
Brownsville, Texas	WSR-57	25° 55' N,	97° 26' W
Catalina Island, Calif.	WSR-57	33° 23' N,	118° 24' W
Charleston, S. C.	WSR-57	32° 54' N,	80° 02' W
Daytona Beach, Fla.	WSR-57	29° 11' N,	81° 03' W
Galveston, Texas	WSR-57	29° 18' N,	94° 48' W
Hatteras, N. C.	SP-1M	35° 16' N,	75° 33' W
Key West, Fla.	WSR-57	24° 33' N,	81° 45' W
Lake Charles, La.	WSR-57	30° 07' N,	93° 13' W
Miami, Fla.	WSR-57	25° 43' N,	80° 17' W
Nantucket, Mass.	SP-1M	41° 15' N,	70° 04' W
New Orleans, La.	WSR-57	29° 57' N,	90° 05' W
New York, N. Y.	WSR-57	40° 46' N,	73° 59' W
San Juan, P. R.	FPS-67*	18° 16' N,	65° 46' W
	SP-1M	18° 26' N,	66° 00' W
Tampa, Fla.	WSR-57	27° 58' N,	82° 31' W
Washington, D. C.	WSR-57	38° 51' N,	77° 03' W
Wilmington, N. C.	WSR-57	34° 17' N,	77° 55' W

*FAA-Navy joint-use radar

b. U. S. Navy

Beaufort MCAS, S. C.	FPS-41	32° 29' N,	80° 44' W
Brunswick NAS, Me.	FPS-41	43° 53' N,	69° 56' W
Corpus Christi NAS, Texas	FPS-81	27° 42' N,	97° 16' W
Cherry Point MCAS, N. C.	FPS-81	34° 54' N,	76° 53' W
Jacksonville NAS, Fla.	FPS-68	30° 14' N,	81° 41' W
Lakehurst NAS, N. J.	FPS-81	40° 02' N,	74° 20' W
New Orleans NAS, La.	FPS-81	29° 50' N,	90° 01' W
Norfolk FWF, Va.	FPS-81	36° 56' N,	76° 18' W
Patuxent NAS, Md.	FPS-41	38° 17' N,	76° 25' W
Pensacola NAS, Fla.	FPS-41	30° 21' N,	87° 19' W
Quonset Point FWF, R. I.	FPS-41	41° 35' N,	71° 25' W
Sanford NAS, Fla.	FPS-68	28° 46' N,	81° 17' W
Whiting Field NAAS, Fla.	FPS-68	30° 42' N,	87° 01' W

c. Air Weather Service

Andrews AFB, Md.	CPS-9	38° 49' N,	76° 51' W
Barksdale AFB, La.	CPS-9	32° 30' N,	93° 41' W
Eglin AFB, Fla.	CPS-9	30° 29' N,	86° 31' W
Keesler AFB, Miss.	CPS-9	30° 24' N,	88° 55' W
Kelly AFB, Texas	CPS-9	29° 23' N,	98° 34' W
Kindley AFB, Bermuda	CPS-9	32° 22' N,	64° 41' W
MacDill AFB, Fla.	CPS-9	27° 51' N,	82° 30' W
Maxwell AFB, Ala.	CPS-9	32° 23' N,	86° 21' W
McGuire AFB, N. J.	CPS-9	40° 01' N,	74° 35' W
Patrick AFB, Fla.	CPS-9	28° 14' N,	80° 36' W
Pope AFB, N. C.	CPS-9	35° 11' N,	79° 01' W
Ramey AFB, P. R.	CPS-9	18° 30' N,	67° 08' W
Warner-Robins AFB, Ga.	CPS-9	32° 38' N,	83° 36' W
Westover AFB, Mass.	CPS-9	42° 12' N,	72° 32' W

ANNEX 4

d. Cooperating Sites

Cambridge, Massachusetts (Massachusetts Institute of Technology)	CPS-9 and M-33	42° 42' N,	71° 06' W
College Station, Texas (Agricultural & Mechanical College of Texas)	CPS-9	30° 37' N,	96° 21' W
Coral Gables, Florida (University of Miami)	SP-1M and CPS-6B	25° 43' N,	80° 17' W
Sudbury, Massachusetts (Air Force Cambridge Research Laboratory)	CPS-9 and FPS-68	42° 25' N,	71° 29' W
Victoria, Texas (Copano Research Foundation)	AFS -20B	28° 47' N,	97° 05' W
Wallops Station, Virginia (National Aeronautics & Space Administration)	MPS-19	37° 51' N,	75° 29' W

e. ADC Sites

(1) 32 Air Division

*645 Radar Sq, Patrick AFB, Fla.	28° 13' N,	80° 36' W
657 Radar Sq, Houma AFS, La.	29° 34' N,	90° 41' W
*660 Radar Sq, MacDill AFB, Fla.	27° 50' N,	82° 28' W
*678 AC&W Sq, Tyndall AFB, Fla.	30° 05' N,	85° 37' W
*679 Radar Sq, Jacksonville NAS, Fla.	30° 14' N,	81° 40' W
691 Radar Sq, Cross City AFS, Fla.	29° 38' N,	83° 06' W
693 Radar Sq, Dauphin Island, AFS, Ala.	30° 15' N,	88° 05' W
702 Radar Sq, Hunter AFB, Ga.	32° 01' N,	81° 10' W
861 Radar Sq, Aiken AFS, S. C.	33° 39' N,	81° 41' W

(2) 33 Air Division

632 Radar Sq, Roanoke Rapids AFS, N.C.	36° 26' N,	77° 44' W
701 AC&W Sq, Ft Fischer AFS, N.C.	33° 59' N,	77° 55' W
770 Radar Sq, Ft George G. Meade, Md.	39° 07' N,	76° 44' W
*771 Radar Sq, Cape Charles AFS, Va.	37° 08' N,	75° 57' W
*792 AC&W Sq, N. Charleston AFS, S. C.	32° 54' N,	80° 01' W

(3) 21 Air Division

*680 Radar Sq, Palermo, N. J.	39° 14' N,	74° 41' W
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(4) 35 Air Division

*648 Radar Sq, Benton AFS, Pa.	41° 21' N,	76° 18' W
*656 Radar Sq, Saratoga Springs AFS, N.Y.	43° 01' N,	73° 41' W
762 Radar Sq, N. Truro AFS, Mass.	42° 02' N,	70° 03' W

*Remoted in FAA ARTC Center: See Section 7.

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(5) 31 Air Division

741 AC&W Sq, Lackland AFB, Texas	29° 24' N,	98° 38' W
*747 AC&W Sq, Ellington AFB, Texas	29° 37' N,	95° 10' W

(6) 36 Air Division

*907 Radar Sq, Buck's Harbor, Maine	44° 38' N,	67° 24' W
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*Remoted in FAA ARTC Center: See Section 7.

f. Air Force Eastern Test Range Stations

Cape Kennedy, Fla.	Mod II SCR 584 S Band	28° 30' N,	80° 35' W
Grand Turk	Mod II SCR 584 S Band	21° 30' N,	71° 09' W

4. Procedures to be Used When Radar Units are Co-located (Within 25 Miles).

a. When WB, AWS, NWS or AC&W radar stations are co-located (within 25 miles) the WB WSR-57 radars will be the primary source of reports of storm and storm eye characteristics. AWS, NWS, or AC&W radar units will provide backup service in case the WSR-57 radar fails.

b. When radar units (less powerful than the WSR-57) are co-located with an AC&W radar unit or other more powerful unit, the AC&W unit will be the primary source of reports of storm and storm eye characteristics providing it is manned by a competent weather radar operator. The less powerful units will provide backup or coordination service.

c. Normally only the hurricane radar reports from the primary source as defined above will be transmitted. However, when significant phenomena are detected by any of the other co-located radars but not by the primary source, such phenomena should be reported also.

d. Consultation between all radar sites will be by telephone.

5. Communications: Hurricane observations must be transmitted in a manner to assure receipt at the NHC with the least possible delay. In essence, communications procedures are directed towards getting hurricane radar data onto RAWARC circuit 23421 or T/T circuit 7072 with a minimum number of relays, as quickly as possible. Air Force and Navy stations not having transmission capability on circuits 23421 or 7072 may use COMET II as an alternate means. When commercial telephone is used to pass hurricane observations to a Weather Bureau office, the Weather Bureau will accept "reverse charges" calls for this purpose. The following procedures will be used in communicating hurricane radar observations:

a. From AC&W Sites:

- (1) Commercial telephone to the nearest WB office for entry on weather teletypewriter circuits, or
- (2) Hot line to the supporting base weather station for entry on weather teletypewriter circuits.

b. From AWS Weather Stations: RAREPS and other hurricane observation information received or observed will be transmitted every half hour at H+15 and H+45 on RAWARC circuits 23420 or 23421 if they have send-receive capability on either of these circuits. If not, hurricane observation information from those stations listed in par. 3(c) above will be transmitted via COMET II as an alternate.

c. From Weather Bureau Offices: RAREPS and other hurricane observation information received or observed will be transmitted over either RAWARC circuit 23420 or 23421 every half hour at H+15 and H+45.

d. From NWS Weather Stations:

(1) NWS activities having send-receive drops on either RAWARC circuits 23420, 23421 or T/T circuit 7072 shall transmit reports on one of these circuits every half hour. If not, those activities having transmit capability on COMET II will transmit hurricane observations by that circuit as an alternate means.

e. From Federal Aviation Administration ARTC Centers: Hurricane information will be telephoned to the nearest Weather Bureau station having a drop on either teletypewriter circuits 23420, 23421 or 7072.

6. Procedures for Detailing Weather Bureau Weather Radar Operators to AC&W Sites to Make Hurricane Radar Observations.

a. The Director of the WB has been authorized to send WB radar meteorologists to ADC radar sites on the Atlantic and Gulf Coasts during periods when hurricanes threaten these regions for the purpose of making and reporting hurricane radar observations. In order to expedite the granting of access to a site and to maintain proper security measures, the following procedures will be used:

(1) Staff weather offices at the Air Defense Command Air Divisions indicated in paragraph 3e will act as coordinators for these visits. Addresses and commercial telephone numbers for these staff weather officers are:

- (a) 32 AD - Commander, Det 2, 32 Wea Sq, Gunter AFB, Alabama. Telephone area code 205, 265-5692 Ext 7765.
- (b) 33 AD - Commander, Det 41, 12 Wea Sq, Ft. Lee AFS, Virginia. Telephone area code 703, 732-0313 Ext 765.
- (c) 21 AD - Commander Det 4, 12 Wea Sq, McGuire AFB, New Jersey. Telephone area code 609, 724-2100 Ext 6765.
- (d) 35 AD - Commander, Det 27, 12 Wea Sq, Hancock Field, Syracuse, N. Y. Telephone area code 315, 458-5800 Ext.320.
- (e) 31 AD - Commander, Det 4, 32Wea Sq, Oklahoma City AFS, Oklahoma. Telephone area code 405, 737-6481 Ext. 721.

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(2) The WB will notify the appropriate coordinator by wire or telephone of the intent to visit a site. Notification will normally be done by the responsible regional office, but in case this function can not be so handled, the Emergency Warnings Branch, Silver Spring, Md. will make the necessary arrangements. The coordinator will notify the site commander(s) concerned of the impending visit. This notification will include name, security clearance, and date(s) of the visit.

b. The WB personnel are authorized to use government quarters and messing facilities. They are authorized to visit site operations to view and transmit radar weather observations from the PPI and RHI scopes. Normal commercial telephone facilities will be used to transmit hurricane information to the nearest WB location.

c. Due to the limited facilities at some sites, the WB agrees that not more than two persons will visit a site at any given time. Each visit will normally be short, one or two days, but will depend upon the progress of the hurricane under observation.

d. The permission to visit and security status of the WB personnel listed in paragraph 6e below must be on file at the ADC radar sites listed in paragraph 3e above. It will be the responsibility of the Emergency Warnings Branch, WXAP, WB, Silver Spring, Md. to coordinate additions, changes, and/or deletions in this list with Headquarters ADC at least two weeks in advance of the effective date of the change. The coordinating correspondence from the WB to ADC should refer to this document and paragraph and will include the security clearance, effective date, and authority for the clearance. Correspondence should be addressed as follows:

Hq ADC (ADOWX)
Ent AFB, Colorado 80912

After authorization, Hq ADC (ADOWX) will notify the Air Division Staff Weather officers and ADC radar sites of additions (or deletions) from the list of authorized WB personnel.

e. The following Weather Bureau and ESSA personnel have the indicated security clearances and are authorized by ADC USAF to visit ADC radar sites listed in Section 3e. above for the purpose of making and transmitting radar hurricane observations. These personnel have also been authorized by the FAA to visit the ARTC centers listed in Section 7 for the same purpose:

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<u>NAME</u>	<u>SECURITY CLEARANCE</u>	<u>AUTHORITY</u>			
Barrey, Nathan	Secret	Investigation by	CSC*	6-18-65	
Benton, Davis	Secret	"	OIS*	8-04-60	
Bigler, Stuart G.	Secret	"	CSC	11-24-59	
Black, Dale A.	Secret	"	"	7-05-56	
Boyd, John G.	Secret	"	"	7-08-60	
Carlson, Arthur C.	Secret	"	"	9-06-66	
Clay, Dale A.	Secret	"	"	5-15-63	
Dooley, J. T.	Secret	"	"	5-03-57	
Filion, Joseph J.	Secret	"	"	7-14-62	
Fisher, Robert E.	Secret	"	"	1-07-66	
Flanders, Allen F.	Secret	"	"	8-09-57	
Foster, Harrie E., Jr.	Secret	"	OIS	10-26-56	
Hagood, Leroy B.	Secret	"	CSC	6-29-60	
Hamilton, Robert E.	Secret	"	"	1-05-66	
Harris, Gordon W.	Secret	"	OIS	1-16-63	
Hexter, Paul L., Jr.	Secret	"	CSC	4-11-58	
Hill, Jerry D.	Secret	"	"	10-13-62	
Hull, Albert J.	Secret	"	"	3-02-56	
Hurlbut, Sam R.	Secret	"	"	6-29-62	
Johnson, Clyde C.	Secret	"	"	8-02-60	
Johnson, Edward P.	Secret	"	"	6-02-66	
Lee, John P.	Secret	"	OIS	3-01-63	
Marier, Donald W.	Secret	"	CSC	11-05-62	
Mirabella, Dominick J.	Secret	"	"	6-21-66	
Monroe, Harold J., Jr.	Secret	"	"	6-12-61	
Neuman, Sanford	Secret	"	"	9-21-60	
Oldmixon, Donald H.	Secret	"	"	7-07-59	
Paquet, Edward L.	Secret	"	"	9-29-60	
Parrish, Samuel K.	Secret	"	"	10-27-60	
Pentecost, Joseph B.	Secret	"	"	6-05-59	
Phipps, Carl L.	Secret	"	"	9-16-57	
Pruett, Jeter A.	Secret	"	"	9-24-64	
Ridge, Charles E.	Secret	"	"	11-10-55	
Rogerson, Percy E.	Secret	"	"	11-22-61	
Sadowski, Alexander F.	Secret	"	"	7-24-59	
Sarnowski, Edward	Secret	"	"	8-24-65	
Schulz, Walter A., Jr.	Secret	"	"	7-05-66	
Sheffield, Richard K.	Secret	"	"	12-20-55	
Smith, Robert L.	Secret	"	OIS	4-15-54	
Teague, Jack L.	Secret	"	CSC	2-15-60	
Thomas, Billy D.	Secret	"	"	7-29-60	
Ulsh, William H.	Secret	"	"	9-29-60	
Warden, John D.	Secret	"	"	5-24-60	
Wells, Fred E.	Secret	"	"	10-16-59	
Williams, Milton L.	Secret	"	"	7-18-60	
Wilk, Kenneth E.	Secret	"	"	12-06-62	
Whitehead, Robert E.	Secret	"	OIS	7-21-60	

*CSC - Civil Service Commission
 OIS - Office of Investigation and Security

ANNEX 4

NOTE: Additional names may be added to this list following coordination and approval by Headquarters ADC, Ent AFB, Colorado and the FAA regional offices concerned.

7. Procedures for Detailing Weather Bureau Radar Meteorologists to Federal Aviation Administration ARTC Centers to Make Hurricane Radar Observations.

a. Since radar data from some of the ADC radar sites are now remoted to FAA ARTC Centers, the Weather Bureau has been authorized by the Federal Aviation Administration to send WB and/or ESSA radar meteorologists to these centers during hurricanes for the purpose of making, recording and transmitting hurricane radar observations. In order to expedite the granting of access to a site and to maintain proper security measures, the following procedures will be used:

(1) The Chief of the Air Traffic Control Center concerned will act as a coordinator for these visits.

(2) When a detail is planned, the Weather Bureau will notify the center chief(s) by telephone of the impending visit. Normally the responsible regional headquarters will notify the center chief, but if necessary it can be done by the Emergency Warnings Branch, Silver Spring, Maryland. This notification will include names and security clearance of the personnel being detailed, along with the date(s) of the visit.

b. Due to the limited facilities at these sites, the Weather Bureau agrees that no more than two persons will visit a center at any given time. Each visit will normally be short, one to two days, but will depend upon the progress of the hurricane under observation.

c. Only Weather Bureau and/or ESSA personnel listed in Paragraph 6(e) are authorized to visit these sites. The permission to visit and security status of the personnel listed in Paragraph 6(e) will be on file at the ARTC centers listed in Paragraph 7(d). Should there be a need for other cleared Weather Bureau and/or ESSA personnel to be added to the list, it will be the responsibility of the Weather Bureau regional headquarters to coordinate names of new radar meteorologists with the ARTC center chiefs at least two weeks in advance of the anticipated utilization of such personnel. A copy of these additions (or deletions) will also be sent to the FAA regional offices.

d. Participating ARTC centers are listed below:

<u>Center</u>	<u>Source of Radar Data</u>
New York (Islip, N. Y.)	648 Radar Sq. Benton AFS, Pa.
Boston, Mass.	680 Radar Sq. Palermo, N. J.
	656 Radar Sq. Saratoga Springs AFS, N. Y.
Washington, D.C. (Leesburg, Va.)	907 Radar Sq. Buck's Harbor, Maine
	771 Radar Sq. Cape Charles AFS, Va.

<u>Center (continued)</u>	<u>Source of Radar Data (continued)</u>
Jacksonville, Fla.	678 Radar Sq. Tyndall AFB, Fla. 679 Radar Sq. Jacksonville NAS, Fla. 792 Radar Sq. North Charleston AFS, S. C.
Miami, Fla.	645 Radar Sq. Patrick AFB, Fla. 660 Radar Sq. MacDill AFB, Fla.
Houston, Texas	747 AC&W Sq. Ellington AFB, Texas

ANNEX 4

EASTERN PACIFIC
JOINT RADAR HURRICANE OBSERVING AND REPORTING PLAN

1. General. Radar observations of hurricanes will be taken and reported in accordance with the plan and procedures described in the U.S. Weather Bureau Surveillance Radar Manual.
2. Participants. Normally, the WSR-57 radar station at Santa Catalina Island will be the only source of radar information.
3. Communications. Santa Catalina radar overlays are transmitted hourly via facsimile to WBAS, Los Angeles. Santa Catalina RAREPS are entered on Circuit A by WBAS, Los Angeles during the scan periods.

CENTRAL NORTH PACIFIC
JOINT TROPICAL CYCLONE RADAR OBSERVING AND REPORTING PLAN

1. There is currently no weather-dedicated radar within the HWO-HNL area of responsibility. The Hawaiian Air Defense Division has agreed to have the following radar units participate in supplying radar data:

326 Air Division:

150 AC&W Squadron, Kokee, Hawaii	22° 09' N	159° 39' W
169 AC&W Squadron, Mt. Koala, Hawaii	21° 31' N	158° 09' W

2. These units will provide RAREPS once each hour whenever weather echoes appear on their radar and each half hour whenever eye or center positions are observed in the area of surveillance.

3. Radar reports will be provided to CENPAC-FC, Kunia Facility by telephone. CENPAC-FC will code reports in accordance with AWSM 105-27 using Honolulu VOR-TAC, coordinates 21° 20' N 158° 02' W as a reference point. Reports will be transmitted via teletype to ESSA WB, Honolulu and FLEWEACEN Pearl Harbor.

4. During a critical situation, Weather Bureau radar meteorologists with SECRET clearance will be detailed to the ADC radar sites to take the radar observations.

COLLECTION AND DISTRIBUTION OF TROPICAL CYCLONE REPORTS

ATLANTIC

1. Transmission of Reports to the National Hurricane Center. All reports and information regarding tropical cyclones received by the Weather Bureau, Air Force, Navy or Federal Aviation Administration will be transmitted immediately to the National Hurricane Center at Miami. When reports and information of operational significance are available from research aircraft, they will be transmitted immediately to the National Hurricane Center at Miami in the same manner as meteorological reports from hurricane reconnaissance aircraft.

The address group HGXP, assigned to the National Hurricane Center (Miami) will be utilized as an action addressee following the date-time group. The Washington Alternate Hurricane Center (HECU) and Fleet Weather Central, Suitland, Maryland (YGLP) will also be included in the distribution if transfer of responsibility to the Alternate Center appears imminent. When FAA is unable to effect delivery of messages to HGXP, they will immediately transmit them to HECU.

When, in emergencies, responsibility has been transferred from the National Hurricane Center at Miami to the Alternate Hurricane Center at Washington, the addressee Indicating Group HECU will be used in place of HGXP. (See Annex 8.)

The respective services will assign an appropriate high precedence to messages to the National Hurricane Center or reports containing initial indication of the genesis or existence of a tropical cyclone.

2. Transmissions on Weather Bureau Hurricane Circuit. The Weather Bureau Hurricane Circuit (23421) will be in operation during the hurricane season and drops will be installed in Air Force and Navy offices as required. If the relay center at Miami becomes incapacitated and is unable to make relays between 7072 and the Hurricane Circuit, the two circuits will be connected. Under such conditions traffic normally transmitted on Circuit 7072 will be assigned a precedence for transmission during periods free from hurricane traffic or will be rerouted. In addition, such local circuits will be installed as necessary to provide channels for local coordination in Miami.

3. Transmissions on Service "O". Reconnaissance reports and advisories will be afforded priority handling on the Service "O" system.

4. Transmissions from Air Force Ground Stations. Hurricane reconnaissance messages will be handled in accordance with USAF Hurricane Communications Support Plan. (See Appendix A, Annex 3.)

DESIGNATION OF TROPICAL CYCLONES

Numbering of Tropical Cyclones

1. Atlantic.

a. All tropical cyclones will be numbered as soon as detected, numbering consecutively with the first one of the season numbered "one." The number thus assigned to a tropical cyclone termed a depression would be used as the depression number for reference on warnings by the military.

b. The NHC assign numbers to tropical cyclones.

2. Pacific. Each tropical cyclone of depression strength or greater will be assigned a number that will be retained throughout the life cycle of the cyclone.

a. For the area east of 140° west, a list of tropical cyclone numbers will be maintained by the FWC Alameda, Calif. Numbering will start at the beginning of each calendar year.

b. For the area west of 140° west, a list of tropical cyclone numbers from 01 through 99 will be maintained by the Joint Typhoon Warning Center (JTWC), Guam. Renumbering will be at the end of sequence, or, in all cases, at the beginning of each calendar year.

c. When a tropical cyclone of depression strength or greater generates in the Pacific the HWO-SFO and the HWO-HNL will respectively request a number from the FWC Alameda or JTWC, Guam. When forecast responsibility is passed from one warning office to another, the number assigned will be retained.

ANNEX 6

TROPICAL CYCLONE NAMES*

Atlantic - Eastern Pacific

1. A separate set of names will be used each year, beginning with the first name in the set. After four years, when the four sets will have been used, the sets would be used over again in the same manner.
2. If a major hurricane seriously affects the United States, the name assigned to it will be "retired" for 10 years and another name substituted in the list. (This will facilitate identification in historical references, legal actions, insurance claim activities, etc. and avoid public confusion which might result from associating a disastrous hurricane which has occurred in the recent past with another of the same name which may be threatening a coastal area.)
3. The list of names in Appendix A of this Annex will be used for identifying tropical cyclones in the Atlantic Ocean, Caribbean Sea, and Gulf of Mexico. The list of names in Appendix B of this Annex will be used for identifying tropical cyclones in the North Pacific east of 140°W. The list consists of four sets of names in alphabetical order. Names beginning with the letters Q, U, X, Y, and Z are not included because of the scarcity of suitable names beginning with these letters.

Pacific

4. When a tropical depression intensifies into a tropical storm or hurricane between 140°W and the 180th meridian, the HWO-HNL will request a name (See Appendix C) from JTWC, Guam. The depression number will be discontinued and replaced by the appropriate name. If the named tropical storm or hurricane weakens to a tropical depression, the original assigned number will once again be assigned.
5. For tropical cyclones originating east of 140°W, names will be assigned by the MIC, HWO-SFO. Tropical cyclones that cross 140° west from either west or east will retain their original assigned name.

*There will be no duplication of names in the three lists.

LIST OF ATLANTIC TROPICAL CYCLONE NAMES

<u>1967</u>	<u>1968</u>	<u>1969</u>	<u>1970</u>
Arlene	Abby	Anna	Alma
Beulah	Brenda	Blanche	Becky
Chloe	Candy	Carol	Celia
Doria	Dolly	Debbie	Dorothy
Edith	Edna	Eve	Ella
Fern	Frances	Francelia	Felice
Ginger	Gladys	Gerda	Greta
Heidi	Hannah	Holly	Hallie
Irene	Ingrid	Inga	Inez
Janice	Janet	Jenny	Judith
Kristy	Katy	Kara	Kendra
Laura	Lila	Laurie	Lois
Margo	Molly	Martha	Marsha
Nona	Nita	Netty	Noreen
Orchid	Odette	Orva	Orpha
Portia	Paula	Peggy	Patty
Rachel	Roxie	Rhoda	Rena
Sandra	Stella	Sadie	Sherry
Terese	Trudy	Tanya	Thora
Verna	Vesta	Virgy	Vicky
Wallis	Wesley	Wenda	Wilna

LIST OF EASTERN PACIFIC TROPICAL CYCLONE NAMES

<u>1967</u>	<u>1968</u>	<u>1969</u>	<u>1970</u>
Agatha	Annette	Ava	Adele
Bridget	Bonny	Bernice	Blanca
Carlotta	Celeste	Claudia	Connie
Denise	Diana	Doreen	Dolores
Eleanor	Estelle	Emily	Eileen
Francene	Fernanda	Florence	Francesca
Georgette	Gwen	Glenda	Gretchen
Hilary	Hyacinth	Hazel	Helga
Ilsa	Iva	Irah	Ione
Jewel	Joanne	Jennifer	Joyce
Katrina	Kathleen	Katherine	Kristen
Lily	Liza	Lillian	Lorraine
Monica	Madeline	Mona	Maggie
Nanette	Naomi	Natalie	Norma
Olivia	Orla	Odessa	Orlene
Priscilla	Pauline	Prudence	Patricia
Ramona	Rebecca	Roslyn	Rosalie
Sharon	Simone	Sylvia	Selma
Terry	Tara	Tillie	Toni
Veronica	Valerie	Victoria	Vivian
Winifred	Willa	Wallie	Winona

LIST OF CENTRAL NORTH PACIFIC TROPICAL CYCLONE NAMES

List will be repeated (ALICE) when last name in Column 4 (WINNIE) has been used.

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>	<u>Column 4</u>
Alice	Anita	Amy	Agnes
Betty	Billie	Babe	Bess
Cora	Clara	Carla	Carmen
Doris	Dot	Dinah	Della
Elsie	Ellen	Emma	Elaine
Flossie	Fran	Freda	Faye
Grace	Georgia	Gilda	Gloria
Helen	Hope	Harriet	Hester
Ida	Iris	Ivy	Irma
June	Joan	Jean	Judy
Kathy	Kate	Kim	Kit
Lorna	Louise	Lucy	Lola
Marie	Marge	Mary	Mamie
Nancy	Nora	Nadine	Nina
Olga	Opal	Olive	Ora
Pamela	Patsy	Polly	Phyllis
Ruby	Ruth	Rose	Rita
Sally	Sarah	Shirley	Susan
Therese	Thelma	Trix	Tess
Violet	Vera	Virginia	Viola
Wilda	Wanda	Wendy	Winnie

ANNEX 7

DEFINITIONS

The following definitions will apply for the purposes of this Plan and its annexes:

CYCLONE: An atmospheric closed circulation rotating counterclockwise in the Northern Hemisphere.

TROPICAL CYCLONE: A warm core, non-frontal cyclone of synoptic scale, developing over tropical or sub-tropical waters and having a definite organized circulation.

TROPICAL DISTURBANCE: The weakest recognizable stage of a tropical cyclone in which rotary circulation is slight or absent at the surface but possibly better developed aloft. There is either one closed surface isobar or none at all and no strong winds.

TROPICAL DEPRESSION: The weak state of a tropical cyclone with a definite closed surface circulation, one or more closed surface isobars, and highest wind speeds up to 34 knots.

TROPICAL STORM: A tropical cyclone with closed isobars and highest wind speeds of 34 to 63 knots inclusive.

HURRICANE: A tropical cyclone with highest winds 64 knots or more.

HURRICANE SEASON: The portion of the year having a relatively high incidence of hurricanes. In the North Atlantic it is usually regarded as the period June - November and in the East and North Pacific it is usually regarded as the period June through October.

QUADRANT: A quadrant is defined as the 90 degree sector of the storm centered on a designated cardinal point of the compass. An eight point compass rose will be used when referring to quadrants.

Example: East quadrant refers to the sector of the storm from 045 degrees through 090 degrees to 135 degrees.

SEMICIRCLE: A semicircle is defined as the 180 degree sector of the storm centered on the designated cardinal point of the compass. A four point compass rose will be used when referring to a semicircle.

Example: The south semicircle refers to the segment of the storm from 090 degrees through 180 degrees to 270 degrees.

ALTERNATE HURRICANE WARNING OFFICES
ATLANTIC-TRANSFER CONTROL MASTER PLAN
WEATHER BUREAU TRANSFER PLAN

1. If it appears probable that NHC may be disabled, the duty forecaster will notify the Chief, Aerial Reconnaissance Coordination, Atlantic Hurricanes (CARCAH); Fleet Weather Facility, Jacksonville (FWF); and appropriate Weather Bureau offices. The alternate for NHC will be the Hurricane Warning Office (Washington) Suitland, Md. In the absence of any earlier alert, hoisting of hurricane warnings for the Miami area will be considered standby notification of a possible later requirement for transfer of responsibility. At the time of hoisting of warnings or other alert to a possible transfer, pertinent information necessary for an effective transfer will be exchanged. In order to provide "hard copy," telephone or radio messages will be supplemented by teletype when possible.
2. If incapacitation of NHC appears imminent, NHC will maintain constant contact with HWO, Washington and FWF via teletype, hot line telephone, or radio. Transfer may be accomplished at the discretion of the Director, NHC, or may be delayed until contact between HWO, Washington and NHC is lost. If such contact is lost, HWO, Washington will automatically assume responsibility for NHC. Contact will be assumed lost if attempts at communication have failed for a period of fifteen (15) minutes.
3. Immediately upon assuming forecast responsibility for NHC, HWO-Washington will notify Alternate CARCAH and FWF Jacksonville. It is expected that Alternate CARCAH will report to HWO-Washington. Communication with FWF Jacksonville will be via telephone and via teletype circuits. (7072 with relay to 23421).
4. If NHC becomes incapacitated without prior notification to HWO-Washington the procedures of paragraphs 2 and 3 above will apply.
5. After communications to NHC have been restored or the threat to effectiveness has passed, NHC will notify CARCAH, HWO-Washington, and FWF and duty responsibilities will be restored.
6. Geographical areas of responsibility of Weather Bureau Hurricane Warning Offices are delineated in attachment (1), along with assignment of alternate responsibilities in case of disability of a center.
7. Essentially the same transfer procedures will apply when loss of communications is possible or imminent at other hurricane warning offices. Transfer will be to the alternate hurricane office listed in the last paragraph attachment (1).
8. At the discretion of the Director, NHWS, a combined Air Force - Weather Bureau drill in the above procedures will be held during the early part of June. Explicit instructions will be distributed in advance to all concerned in case a drill is planned.

ANNEX 8

ATTACHMENT 1 -- WEATHER BUREAU TRANSFER PLAN

Geographical Areas of Responsibility of Hurricane Warning Offices. Areas of responsibility for tropical cyclone forecasting and warning are assigned to warning offices as follows:

Caribbean, Gulf and Atlantic:

- San Juan : Caribbean Sea, Islands and ocean areas south of 20°N and 75°W to 55° W (warning responsibility only);
- New Orleans : Gulf of Mexico and its coasts west of 85°W (warning responsibility only);
- Washington : Coastal and ocean areas from 35°N to 40°N and eastward to 65°W (warning responsibility only);
- Boston : Coastal and ocean areas north of 40°N and west of 65°N (warning responsibility only);
- Miami : Forecast responsibility for all coastal and ocean areas west of 35°W. Warning responsibility for all areas in the Gulf and Caribbean Sea not assigned to New Orleans or San Juan, and those areas in the Atlantic Ocean west of 35°W not assigned to Boston or Washington.

Alternate Responsibilities in Event of Disability of a Center Due to Communications Failure or Other Cause are assigned as follows:

<u>Warning Center With Primary Responsibility</u>	<u>First Alternate</u>	<u>Second Alternate</u>
NHC, Miami	HWO, Washington	HWO, New Orleans
HWO, New Orleans	NHC, Miami	HWO, Washington
HWO, San Juan	NHC, Miami	HWO, Washington
HWO, Washington	NHC, Miami	HWO, Boston
HWO, Boston	HWO, Washington	NHC, Miami

CHIEF, AERIAL RECONNAISSANCE COORDINATION,
ATLANTIC HURRICANES-TRANSFER PLAN

Transfer of responsibility for coordination of the Reconnaissance Plan of the Day, and the dissemination of the Military Hurricane Warning Advisory from the CARCAH O/L8, Hq. AWS, Coral Gables, Fla. to the ALTERNATE CARCAH (Det.44, 7th Weather Wing, Suitland).

1. Procedures.

a. Whenever "hurricane warnings" are hoisted for the Greater Miami area and the National Hurricane Center is thereby threatened with becoming in-operative, due to inclement weather, and/or loss of communications, the CARCAH will advise the ALTERNATE CARCAH, and the Fleet Weather Facility, Jacksonville, Florida, of the following:

- (1) Current and planned reconnaissance missions of USAF, USN, and ESSA/RFF aircraft.
- (2) Capability and location of USAF, USN, and ESSA/RFF aircraft.
- (3) Status of coordination of reconnaissance aircraft into or thru the Air Force Missile Test Range warning areas.
- (4) The latest Military Hurricane Warning Advisory.
- (5) Status of the requirements for any special surface and radar weather observations.
- (6) Notification to maintain continuous contact between CARCAH and ALTERNATE CARCAH on the USAF hurricane teletype circuit (JQEAW-119), or any other communication facilities available.

b. In the event it later becomes necessary to effect actual transfer the NHC will advise the CARCAH of the planned transfer time. The CARCAH will immediately notify the ALTERNATE CARCAH, and FWF JAX, of any later developments since the initial alert, and the following additional information:

- (1) Specific time of transfer of responsibility.
- (2) Latest position of any storms.
- (3) Last numbered Military Advisory and time issued.
- (4) The current Reconnaissance Plan of the Day.

ANNEX 8

c. In the event that communications are unexpectedly disrupted between the initial alert and the orderly transfer as outlined, the ALTERNATE CARCAH after unsuccessful contact with the CARCAH for any fifteen (15) minute period will coordinate with the alternate NHC sub-center (HWO-Washington) and automatically assume CARCAH responsibility. Under these conditions, however, the primary responsibility for notification of transfer to the ALTERNATE CARCAH rests with the Alternate NHC sub-center (HWO-Washington).

2. CARCAH Reassumption of Responsibility. NHC will advise CARCAH when they are again operational, and if all required communications are restored, CARCAH will resume normal responsibility in the same manner as they were relinquished, and at the same time that NHC Miami resumes normal operation. CARCAH will notify alternate CARCAH.

3. Transfer Drill. At the discretion of the Director, NHWS a complete transfer of CARCAH responsibility drill will be conducted in conjunction with any NHC transfer drill early in June. During this drill the ALTERNATE CARCAH will coordinate a Reconnaissance Plan of the Day with the USAF, USN, and ESSA RFF, and disseminate a Military Hurricane Warning Advisory to the USAF and the FWF Jacksonville. If feasible, this drill will also include a flight by USAF aircraft to test alternate routing of weather reconnaissance observations. Detailed instructions for this transfer drill will be disseminated to all concerned sufficiently in advance of the drill.

U. S. NAVY TRANSFER PLAN

1. In the event of impending or actual operational failure of the FLEWEAFAC Jacksonville, its responsibilities will be transferred to the FLEWEACEN Suitland in accordance with current directives. When FLEWEAFAC Jacksonville can resume its responsibilities, FLEWEACEN Suitland will be notified. Procedures for transfer of responsibilities will be as follows:

a. FLEWEAFAC Jacksonville shall request the Commanding Officer, FLEWEACEN Suitland by appropriate available communications channels to assume the responsibilities at a specified time if foreseeable.

b. Notify CNO, CINCLANTFLT, CO WEARECONRON FOUR, OIC FWF QUONSET PT., OFFNAVWEASER, FWF NORFOLK, NHC MIAMI, CARCAH MIAMI, and FWC ROTA that control will be shifted as above.

c. In the event of an operational failure occurring prior to the above action being taken, it is requested that the FLEWEACEN Suitland assume the responsibilities as soon as cognizant of the failure.

d. Time permitting, FWC Suitland will be advised by classified message of the status and location of all WEARECONRON FOUR aircraft, and briefed by telephone of any special forecasting responsibilities of which FWC Suitland would not be cognizant.

e. When possible, actions of a. and b. shall be carried out by one message. Format of the request for transfer follows:

FM FLEWEAFAC JACKSONVILLE
TO FLEWEACEN SUITLAND
WEARECONRON FOUR
INFO CNO
CINCLANTFLT
OFFNAVWEASER
NHC MIAMI
CARCAH MIAMI
FWF NORFOLK
FLEWEAFAC QUONSET PT.
FLEWEACEN ROTA

UNCLAS

EMERGENCY TRANSFER OF RESPONSIBILITY

1. FLEWEAFAC JACKSONVILLE CASUALTY IMMINENT.
2. REQUEST FLEWEACEN SUITLAND ASSUME HURRICANE WARNING AND FORECAST RESPONSIBILITIES AND SCHEDULING CONTROL WEARECONRON FOUR AT ____ Z.
3. RECON FLIGHT SCHEDULE IAW POD _____ Z.
4. WEARECONRON FOUR CHOP TO FLEWEACEN SUITLAND.

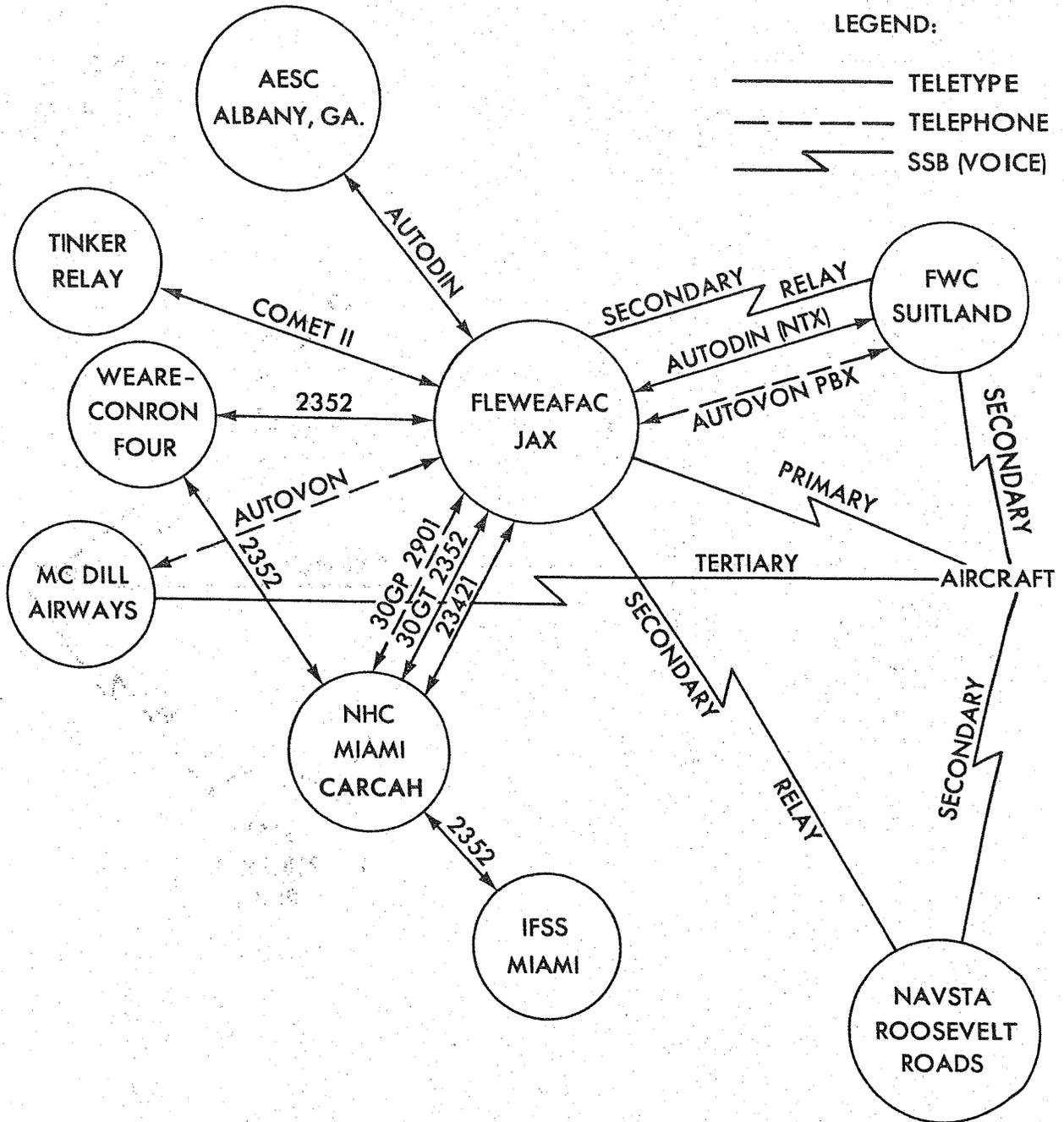
ANNEX 8

2. After assumption of responsibilities, FLEWEACEN Suitland will coordinate the POD with the Chief Aerial Reconnaissance Coordination, Atlantic Hurricanes at Miami through the alternate CARCAH and warnings with the NHC Miami via AF TTY circuit JQEA119 or via autovon number 431-3327 patch to 666-3912, 666-4612 or by commercial telephone. Attachment 2 is a schematic illustrating the various communications channels available to FLEWEACEN Suitland.

3. FLEWEACEN Suitland can communicate with airborne reconnaissance aircraft through the various modes as shown in Attachment 2. Attachment 1 illustrates the normal communications channels used by FLEWEAFAC Jacksonville.

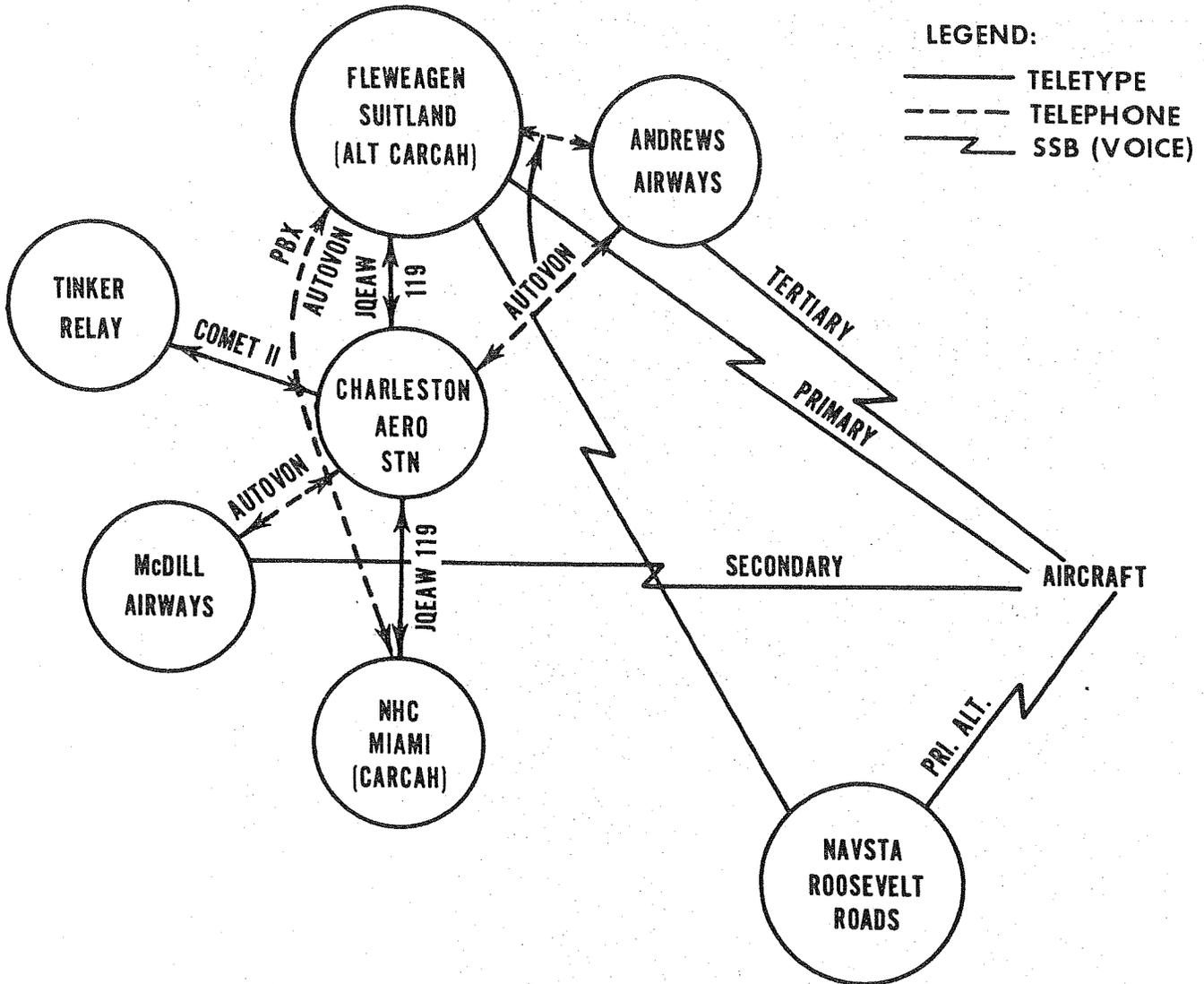
ATTACHMENT I

FLEWEAFAC JACKSONVILLE COMMUNICATIONS DIAGRAM (PRIMARY)



ATTACHMENT 2

FLEWEAFAC JACKSONVILLE COMMUNICATIONS DIAGRAM (SECONDARY)



EASTERN PACIFIC
ALTERNATE HURRICANE WARNING OFFICE

Actions of the U. S. Weather Bureau Alternate Hurricane Warning Office, Los Angeles, California, in case of failure of normal operations at the Hurricane Warning Office (HWO), San Francisco:

1. Pacific ship reports normally received at HWO-SFO will be rerouted by communication agencies concerned to METEO, Los Angeles where they will be received on Western Union tieline, TWX, or local Coast Guard Teletype circuit. FWC Alameda will telephone selected ships in area of concern to HWO-LAX.
2. Pacific ship reports received at Alternate HWO-LAX will be given to FAA FSS LAX for transmission on Service C 35 and Service O 8274. Military stations not on either of these circuits will receive them as relayed on COMET III.
3. AFHLO MCC will telephone hurricane reconnaissance reports to HWO-LAX.
4. Coordination and liaison with Commanding Officer, FWC Alameda and the Air Force Hurricane Liaison Officer, McClellan Air Force Base will be by conference telephone calls.
5. Requests for hurricane reconnaissance flights will be made by telephone to the AFHLO, McClellan AFB.
6. After telephone coordination with FWC Alameda and AFHLO McClellan, final military tropical cyclone forecasts using WB Form 656-6 will be read to FWC Alameda for entry on military communication circuits. If it is impossible to confer with the above offices, the telephone coordination will be conducted with FWF San Diego, the alternate for FWC Alameda, and the forecast entered on COMET II by FWF San Diego.
7. Public bulletins, advisories and warnings from Alternate HWO-LAX will be transmitted on Services C and O and will be available to military bases with drops on these circuits.

CENTRAL PACIFIC
TRANSFER OF WARNING RESPONSIBILITY

1. When a tropical cyclone approaches 140° West, the transfer of responsibility will be accomplished through the Weather Bureau offices at San Francisco and Honolulu. HWO-HNL will advise other agencies concerned regarding transfer of warning responsibility.
2. When a tropical cyclone crosses 180° from west to east, the JTWC, Guam, will append to the last warning issued on its area, the statement "Next warning by HWO-HNL." Fleet Weather Central, Pearl Harbor, will acknowledge and notify all interested local agencies of assumption of tropical cyclone warning responsibility by HWO-HNL. In similar fashion, HWO-HNL, through FWC, Pearl Harbor, will pass responsibility to JTWC, Guam, for a tropical cyclone crossing 180° from east to west. All local agencies will be notified when acknowledgment is received.
3. Transfer of responsibility will not affect name or numbering sequence used to identify the tropical cyclone.
4. The HWO-SFO will assume all HWO-HNL functions when failure of normal operations at HWO-HNL is imminent.
5. If failure of normal operations at the Joint Typhoon Warning Center (JTWC) Guam is imminent, the Alternate Joint Typhoon Warning Center (AJTWC), Japan, will assume warning responsibility west of 180 degrees to the Malay Peninsula and north of the equator. In this event, all references to JTWC, Guam, in this Plan will be replaced by AJTWC, Japan.

PROCEDURES FOR COORDINATING AND ISSUING TROPICAL CYCLONE
ADVISORIES AND WARNINGS EAST OF 35° LONGITUDE

1. When named tropical cyclones cross 35°W longitude from west to east, the Weather Bureau ceases to issue formal public advisories. However, the Weather Bureau continues to issue marine bulletins, on tropical storms and hurricanes after they pass eastward of longitude 35°W as long as they are of importance to merchant shipping in the eastern North Atlantic. These bulletins are included in Weather Bureau Marine Bulletins broadcast to ships 4 times daily via Radio Station NSS, Washington, D.C. Similarly, the Weather Bureau issues bulletins of named tropical cyclones in progress when they are east of longitude 35°W in the North Atlantic but moving westward. These bulletins are included in the Weather Bureau shipping bulletins broadcast to merchant ships via Radio Station NSS.
2. The responsibilities for issuing warnings for interests in the Eastern North Atlantic rests with the Fleet Weather Central Rota for the Navy, with Det. 11, 21 Weather Squadron, Torrejon Air Base, for the Air Force and Army. However, warnings issued by the Fleet Weather Central Rota will satisfy Air Force and Army requirements in the Azores, European and North African areas. When tropical cyclones exist east of 35°W, the Fleet Weather Central, using pertinent portions of the National Hurricane Plan, will pass warnings directly to Det. 11., 21 Weather Squadron, for further relay to other Air Force and Army installations in the Azores, Europe and North Africa.
3. When a tropical cyclone develops or is first detected east of 35°W, which is of storm intensity or is expected to reach storm intensity, the Fleet Weather Central, Rota, will request the OIC, FWF, Jacksonville to arrange with NHC for the assignment of a name to this tropical cyclone.
4. NHC, Miami, Fla., WBFC, Washington, D.C., and HWO, San Juan, P. R., will be included among the addressees of warnings issued by FWC, Rota, for tropical cyclones in the Atlantic east of 35°W.
5. Letters of the alphabet will be used in lieu of numbers to identify the sequence of un-named tropical cyclones in warnings issued by FWC, Rota, i.e., the first un-named tropical cyclone will be Alfa, the second Bravo, etc. Numbers will be used to identify the sequence of named tropical cyclone warnings issued by FWC, Rota. The numbers will be part of the same sequence used to identify the tropical cyclone advisories issued by the ESSA Weather Bureau. The first advisory following the transfer of responsibility from one center to another across latitude 35°W shall contain a brief paragraph reflecting past history of the storm.
6. A statement will be included in the last warning on a tropical cyclone in the eastern North Atlantic issued by FWC, Rota, indicating the status of the cyclone, e.g., that it is dissipating or that it is about to cross the 35th meridian. Any future warnings and/or bulletins will then be issued by FWF, Jacksonville, and NHC, Miami.

TROPICAL STORM SURVEILLANCE BY
METEOROLOGICAL SATELLITES

General:

1. All meteorological satellites operating during the hurricane season will be programmed to obtain coverage of the tropical Atlantic Ocean, Caribbean Sea, Gulf of Mexico and the Pacific Ocean to the limit of their capabilities.
2. Characteristics of tropical storm areas observed by the satellite will be described in messages from the National Environmental Satellite Center. These messages, called "Miscellaneous Satellite Bulletins," will be entered on teletype circuits (Atlantic on teletype circuit 7072) for distribution to the responsible forecast centers. They will also be transmitted on U.S. Navy and U.S. Air Force teletype circuits. The format of these messages and definitions of terms to be used therein have been agreed upon by representatives of all stations and agencies with tropical storm forecast responsibilities.
3. Telephone communications will be used by NESG to contact NHC, Miami or HWO, San Francisco center in event of:
 - a. Discovery of a new storm.
 - b. Sudden change in size or apparent intensity of a storm.
 - c. Observed storm position in disagreement with advisory.
 - d. Apparent storm intensity in disagreement with advisory if in data sparse or non-reconnaissance area.
4. Data from two R&D satellites are anticipated during the hurricane season.
 - a. The APT system on NIMBUS 2 with a time of approximately noon will be programmed.
 - b. Pictures from ATS-1 over the Pacific may be available on the APT receivers three times daily. These pictures will be at six hourly intervals (sunrise, noon, and sunset).

Atlantic:

1. All available pictures of tropical storms will be transmitted by the best available system to NHC and other hurricane offices when requested by NHC.
2. A mosaic of nephanalyses will be transmitted on a Mercator projection once daily during the hurricane season to Miami via the Circuit 10203 facsimile circuit. The area covered by this chart will be approximately 30°N to 30°S from approximately 30°E longitude westward to 130°W longitude.

3. NHC will advise NESG whenever storm characteristics as measured by reconnaissance data differ significantly from characteristics indicated by the appropriate NESG Miscellaneous Satellite Bulletins. It is requested that the reconnaissance flight meteorologist evaluate the accuracy of the satellite bulletin in the post-flight summary, whenever feasible.

4. NESG will keep NHC informed of any available products from R&D satellites which may be useful in operations during the hurricane season.

Eastern Pacific:

1. Interpretation of APT pictures received at Los Angeles that show vortex patterns will be relayed to HWO, San Francisco by telephone giving location and apparent intensity.

Central Pacific:

1. Characteristics of tropical cyclone areas observed by APT receivers at Guam, Wake, and Oahu will be described in messages prepared by appropriate authorities and transmitted to responsible forecast centers. The responsible forecast centers will in turn notify all stations affected.

ANNEX 11

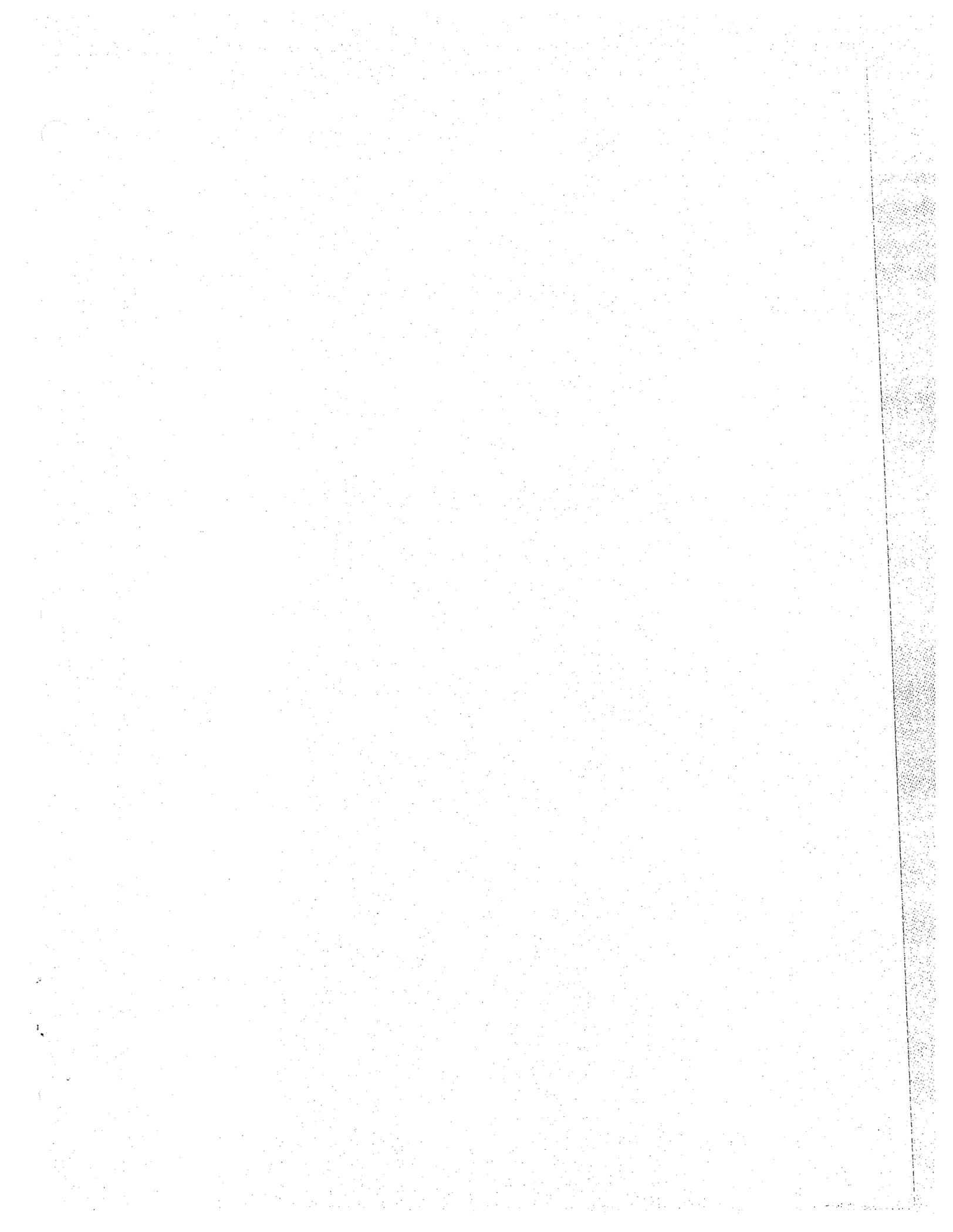
PUBLICITY

News media releases, other than warnings and/or advisories for the purpose of informing the public of the operational and research activities of the U. S. Navy, U. S. Air Force, and U. S. Weather Bureau, should reflect the joint effort of these agencies by giving due credit to the participation of other agencies. Copies of these releases should be forwarded to:

Director, Naval Weather Service

Hq, Air Weather Service (AWFOI)

ESSA, PIO



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