



DEPARTMENT OF THE NAVY

COMMANDING OFFICER
NAVAL AIR STATION
700 AVENGER AVENUE
LEMOORE, CALIFORNIA 93248-5001

NASLEMINST 3145.1H
NPMOD

FEB 05 1999

NAS LEMOORE INSTRUCTION 3145.1H

From: Commanding Officer, Naval Air Station, Lemoore

Subj: STORM BILL

Ref: (a) OPNAVINST 3140.24E
(b) CINCPACFLT OPORD 201; ANNEX H
(c) COMNAVAIRPAC OPORD 201; ANNEX H
(d) COMSTRKFIGHTWINGPAC OPORD 201; ANNEX H
(e) OPNAVINST 3710.7R

Encl: (1) Types of Weather Warnings/Advisories and
Readiness Conditions
(2) Minimum Precautions for Weather Readiness
Conditions
(3) Dissemination of Weather Warnings/Advisories and
Readiness Conditions

1. Purpose. To set forth the minimum precautionary measures to be taken in order to ensure prompt and effective action to avoid or minimize loss and damage from anticipated hazardous and destructive weather phenomena.

2. Cancellation. NASLEMINST 3145.1G

3. Background. Reference (a) requires commanders to utilize all available weather information in determining precautionary measures to be taken. Reference (b) specifies that storm bills must include measures to reduce damage due to weather. Reference (c) directs compliance with reference (b). Reference (d) provides direction and guidance concerning meteorological services and specifies minimum precautionary measures to be taken. Air stations are responsible for setting weather readiness conditions applicable in their area of responsibility. All subordinate commands are directed to establish and post storm bills, and ensure proper execution of storm bills in an actual situation. Subordinate commands are directed to recommend to Commander, Strike Fighter Wing, U.S. Pacific Fleet (COMSTRKFIGHTWINGPAC) the evacuation of aircraft when conditions warrant and establish safety precautions when aircraft are located at other bases. Reference (e) directs pilots in command of transient aircraft to take proper measures to ensure the safety of their aircraft.

FEB 05 1999

4. General

a. Naval Air Station Lemoore is located outside the normal tracks for major storms. Tornadoes, possible anywhere in the continental United States, are relatively rare in the local area. Thunderstorms occurring near the station are relatively mild, accompanied by wind gusts of 25 to 40 knots, and occurring most frequently during the spring and fall months. Winds of 18 to 25 knots are relatively common except in the summer months. Winds which produce crosswind components hazardous to aircraft operations can occur at any time of the year, but are especially prevalent during the spring and fall months.

b. Routine operating procedures must provide for the safety of property and equipment under seasonal weather conditions normally encountered.

c. Local wind warnings (enclosure (1)) are issued for potentially hazardous winds that do not meet the criteria for setting a readiness condition. In general, good housekeeping practices will fulfill the safety requirements for local wind warnings. Local crosswind advisories are issued for winds hazardous only to aircraft landings/takeoffs and are of interest primarily to personnel concerned with flight operations. Criteria for local wind warnings and local crosswind advisories are established in consideration of local operating requirements.

d. An appropriate readiness condition is ordered so that precautionary measures are taken to ensure the safety of personnel, equipment, and installations during thunderstorms/tornadoes and/or forecasted average winds of 34 knots or greater.

e. Particular emphasis should be placed upon the safety of personnel, protection of aircraft, securing of hangar doors, and securing loose gear that might constitute a missile hazard in high winds. Consideration must also be given to the protection of buildings (especially those of light construction), power, and water supplies.

f. Specific measures must be graduated so that final security may be achieved on short notice when Condition I (enclosure (2)) is ordered.

g. Commanders are responsible for securing their aircraft in order to prevent weather damage. Because of variables such as the type of aircraft, facilities available, and location, the

FEB 05 1999

decision to evacuate, tie down, or stow aircraft must be made by the operational commander directly concerned. Evacuation of a local squadron based aircraft must be approved by COMSTRKFIGHTWINGPAC.

h. When naval aircraft operating in company have landed away from home base, the senior naval aviator shall be responsible for all of the aircraft as if a detached unit operation were being conducted under his cognizance.

i. In the event of extended periods of weather alertness, consideration must be given to the berthing and messing of the additional personnel retained on board.

5. Responsibility

a. Naval Pacific Meteorology and Oceanography Detachment (NPMOD) Lemoore. NPMOD Lemoore is responsible for issuing timely and appropriate weather warnings/advisories for the air station. The NPMOD Forecast Duty Officer shall keep the Operations Duty Officer/Operations Officer advised concerning the status of all warnings/advisories and recommend appropriate readiness conditions as required.

b. Air Operations Officer. The Air Operations Officer is delegated the authority for ordering, securing, and changing the weather readiness conditions.

c. Air Operations Duty Officer. The Air Operations Duty Officer is responsible for keeping the Air Operations Officer or his delegated representative advised of any weather warning/advisory or readiness condition in effect for the station. The Air Operations Duty Officer will act in the capacity of the Air Operations Officer during the Air Operations Officer's absence.

d. Department Heads. Department Heads shall ensure that department storm bills are established and posted. Training will be conducted to ensure proper execution in an actual situation.

e. Departments, Activities, and Units. Responsible personnel will ensure timely dissemination of warnings/advisories and readiness conditions per enclosure (3).

NASLEMINST 3145.1H

FEB 05 1999

6. Action. All departments, activities, and units based on board Naval Air Station Lemoore shall comply with this instruction.



L. D. CHILDRESS

Distribution: (NASLEMINST 5215.2V)
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FEB 05 1999

TYPES OF WEATHER WARNINGS/ADVISORIES AND READINESS CONDITIONS

1. LOCAL CROSSWIND ADVISORY. Issued when forecasted winds will produce a crosswind component to the runways of 15 knots or greater.
2. LOCAL WIND WARNING. Issued when forecasted sustained winds will be 20 knots or greater or have frequent gusts to 28 knots or greater.
3. GALE CONDITION. Set when average sustained winds are forecast to be 34-47 knots.
4. STORM CONDITION. Set when average sustained winds are forecast to equal or exceed 48 knots.
5. THUNDERSTORM CONDITION. Set for severe local convective storm that may be accompanied by strong gusty winds, thunder, lightning, a chance of hail, and heavy rain.
6. SEVERE THUNDERSTORM/TORNADO CONDITION. Set for a severe local convective storm in which winds greater than 50 knots, hail greater than 3/4 inch diameter or tornadic activity is expected. May be accompanied by strong gusty winds, thunder, lightning, and heavy rain.

MINIMUM PRECAUTIONS FOR WEATHER READINESS CONDITIONS

Condition I is the most stringent, and the setting of a lesser condition is not a prerequisite for the setting of a more stringent one. When the weather analysis permits, word will be passed in order to set conditions up to one hour prior to the actual onset of the anticipated conditions. This will allow for the safe and timely setting of the appropriate state of readiness.

1. THUNDERSTORM CONDITION II: DESTRUCTIVE WINDS ACCOMPANYING THE PHENOMENON ARE EXPECTED IN THE VICINITY OF NAS WITHIN SIX HOURS. ASSOCIATED LIGHTNING/THUNDER, TORRENTIAL RAIN, HAIL, SEVERE DOWNBURSTS, AND SUDDEN WIND SHIFTS ARE POSSIBLE.

SEVERE THUNDERSTORM/TORNADO CONDITION II: DESTRUCTIVE WIND GUSTS OF 50 KNOTS OR GREATER, HAIL OF 3/4 INCH DIAMETER OR GREATER, OR TORNADIC ACTIVITY IS EXPECTED IN THE VICINITY OF NAS WITHIN SIX HOURS. ASSOCIATED LIGHTNING/THUNDER, TORRENTIAL RAIN, SEVERE DOWNBURSTS, AND SUDDEN WIND SHIFTS ARE POSSIBLE.

Take precautionary measures that will permit the establishment of an appropriate state of readiness on short notice. Be alert for nearby lightning; discontinue aircraft refueling and secure swimming pools when lightning is observed in the immediate vicinity (within 10-mile radius of the airfield or administrative area as determined by NPMOD forecasting personnel.)

2. THUNDERSTORM CONDITION I: DESTRUCTIVE WINDS ACCOMPANYING THE PHENOMENON ARE IMMINENT OR OCCURRING. ASSOCIATED LIGHTNING/THUNDER, TORRENTIAL RAIN, HAIL, SEVERE DOWNBURSTS, AND SUDDEN WIND SHIFTS ARE POSSIBLE.

SEVERE THUNDERSTORM/TORNADO CONDITION I: DESTRUCTIVE WIND GUSTS OF FIFTY KNOTS OR GREATER, HAIL OF 3/4-INCH DIAMETER OR GREATER, OR TORNADIC ACTIVITY ARE IMMINENT OR OCCURRING. ASSOCIATED LIGHTNING/THUNDER, TORRENTIAL RAIN, SEVERE DOWNBURSTS, AND SUDDEN WIND SHIFTS ARE POSSIBLE.

NOTE: "Imminent or occurring" is interpreted as within 10 statute miles of the base perimeter. Due to the wide variety of meteorological scenarios, however, the recommendation to set condition one is at the discretion of NPMOD forecasting personnel.

Complete final precautionary measures. Discontinue refueling and secure swimming pools. Refueling considered

FEB 05 1999

operationally necessary must be approved by the Air Station Operations Duty Officer.

3. *GALE/STORM CONDITION FOUR: TREND INDICATES A POSSIBLE THREAT OF DESTRUCTIVE WINDS OF FORCE INDICATED WITHIN SEVENTY-TWO HOURS.

Review plans, procedures, and storm bills. Make preliminary plans for shift to a more stringent condition of readiness.

4. *GALE/STORM CONDITION THREE: DESTRUCTIVE WINDS OF FORCE INDICATED ARE POSSIBLE WITHIN FORTY-EIGHT HOURS.

Make preliminary preparations for securing facilities. Action to be taken in this condition should not interfere unduly with normal routine and should consist mainly of ensuring that personnel and facilities will be readily available for setting I or II. Prepare preliminary evacuation plans for aircraft based on characteristics or movement of weather.

5. *GALE/STORM CONDITION TWO. DESTRUCTIVE WINDS OF FORCE INDICATED ARE ANTICIPATED WITHIN TWENTY-FOUR HOURS.

Secure less essential facilities. Be prepared to set condition on short notice. Evacuate and/or secure aircraft at the discretion of the operational commander directly responsible (COMSTRKFIGHTWINGPAC must approve evacuation.)

6. *GALE/STORM CONDITION ONE. DESTRUCTIVE WINDS OF FORCE INDICATED ARE ANTICIPATED WITHIN TWELVE HOURS OR LESS.

Complete final precautionary measures. Complete final evacuation and/or securing of aircraft.

* Use applicable term

DISSEMINATION OF WEATHER WARNINGS/ADVISORIES AND READINESS
CONDITIONS

1. Local Crosswinds Advisory. Recipients will be notified per paragraph 3 below, with the exception of the NAS OOD.
2. Local Wind Warnings. Recipients will be notified per paragraph 3 below.
3. Thunderstorm/Severe Thunderstorm/Tornado/Gale/Storm Conditions. Recipients will be notified by telephone, intercom, or other voice communications per established check-off list. Time of call, initials of caller, and initials of person notified will be entered on the call sheet. Action is required of the following individuals.
 - a. NPMOD Forecast Duty Officer. Notify COMSTRKFIGHTWINGPAC, NAS OOD, NAS Operations Duty Officer, NAS Fuel Farm, NAS Weapons, all squadrons/operational aviation units, Weapons School, Pool, and NAVPACMETOCFAC San Diego.
 - b. NAS OOD. Notify NAS Commanding Officer, NAS Executive Officer, NAS Command Duty Officer, Akers School, Neutra School, NAS Public Affairs Officer, Fire Station, Quality of Life, Public Works, Admin/Ops Hospitals, and Aviation Physiology.
 - c. Operations Duty Officer. Notify NAS Operations Officer, AIMD, Operations Maintenance Division, Field Support, Radar/Tower, and the Flying Club.
 - d. Department/Unit Duty Officers. Notify those concerned within respective departments/units.

