



DEPARTMENT OF THE NAVY
COMMANDER, FLEET ACTIVITIES
SASEBO, JAPAN
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COMFLEACTSASEBOINST 3006.1D
N37
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COMFLEACT SASEBO INSTRUCTION 3006.1D

From: Commander, Fleet Activities Sasebo

Subj: HAZARDOUS DESTRUCTIVE WEATHER PLAN

Ref: (a) USFJINST 15-4001
(b) COMNAVFORJAPAN/COMNAVREGJAPANINST 3140.4D
(c) OPNAVINST 3140.24G
(d) USINDOPACOMINST 0539.1
(e) CNICINST 3440.17
(f) COMFLEACTSASEBOINST 5000.IH
(g) NAVMED P-5010-9
(h) OPNAVINST 3100.6K

Encl: (1) CONDITIONS OF READINESS AND STANDARD TCCOR/COR ACTIONS
(2) MAPS OF PRE-POSITIONED SNOW REMOVAL SUPPLIES
(3) INVENTORY OF PRE-POSITIONED SNOW REMOVAL SUPPLIES
(4) TCCOR/COR 5 ACTIONS
(5) TCCOR/COR 4 ACTIONS
(6) TCCOR/COR 3 ACTIONS
(7) TCCOR/COR 2 ACTIONS
(8) TCCOR/COR 1 ACTIONS
(9) TCCOR/COR 1E (EMERGENCY) ACTIONS
(10) TCCOR/COR R (RECOVERY) ACTIONS
(11) TCCOR/COR ALL CLEAR ACTIONS
(12) CFAS EMERGENCY OPERATIONS CENTER (EOC) PHONE LIST
(13) TCCOR/COR NOTIFICATIONS LIST
(14) HEAVY WEATHER COORDINATION CENTER (HWCC) CHECKLIST
(15) ESSENTIAL SERVICES AND SOURCES OF ASSISTANCE DURING
TCCOR/COR 1
(16) HAZARDOUS/DESTRUCTIVE WEATHER COMMUNICATIONS PLAN
(17) COMFLEACT SASEBO DESIGNATED ESSENTIAL PERSONNEL LIST

1. Purpose. To provide information concerning hazardous and destructive weather and to establish corresponding Conditions of Readiness (COR) and procedures to minimize injury and damage from severe weather phenomena.

2. Cancellation. COMFLEACTSASEBOINST 3006.1C. This instruction is a complete revision and should be read in its entirety.

primary threat during summer. Damage from a TC can result from associated strong winds, heavy rains, flooding, thunderstorms and high storm surge. Related terminology:

(1) Tropical Depression is a TC with maximum sustained winds less than 34 KTS (<39 Miles per Hour (MPH)).

(2) Tropical Storm is a TC with maximum sustained winds of 34 to 63 KTS (39 to 73 MPH).

(3) Typhoon is a TC with maximum sustained winds of 64 to 129 KTS (74 to 148 MPH).

(4) Super Typhoon is a TC with maximum sustained winds of 130 KTS or greater (149+ MPH).

(5) Destructive wind is defined as sustained winds of 50 KTS sustained or gust factors of 60 KTS or greater. Destructive winds can typically cause injury to exposed personnel, damage to aircraft, ships, structures or facilities.

(6) Damaging wind is defined as sustained winds of 34 to 49 KTS (40 to 56 MPH) or frequent gusts of 40 to 59 KTS (46 to 68 MPH).

(7) Extra-tropical Storms. Extra-tropical storms usually impact a large area and are most severe in winter months. Examples include mid-latitude low-pressure systems and tropical storms that have taken a pole-ward track and transitioned into a cold core system.

(8) Windstorms not associated with TC. Windstorms of significant force are normally winter events and can result from a combination of frontal passage, squall lines, winter monsoons and strong pressure gradients. The onset of strong winds from these events can be very sudden and treacherous. The seasonal southwest monsoon in the Western Pacific can develop long duration gales that may not be characterized as windstorms.

c. Snow and Ice. Significant accumulation of snow occurs in the mountainous regions of Japan and icy conditions are possible throughout the Sasebo area. The primary threats are the impacts to transportation and safety of personnel. The installation and most of the surrounding communities do not possess snow-removal equipment. Travel interruption will impact the availability of workforce, delivery of supplies and school operations. Enclosures (2) and (3) detail the quantities and locations of pre-positioned snow removal supplies and equipment.

d. Floods. Water damage can result from heavy rain, abnormal tidal levels or snow melt-off. Installations need to ensure drainage systems are clear and adequate. When potential flood conditions exist, effort must be made to relocate sensitive equipment away from floodwaters.

c. TCCOR is a Department of Defense (DoD) classification of COR that is used when destructive winds are possible and anticipated in association with a TC or developing TC. TCs are potentially the most destructive of severe weather systems. Storm COR will be set to prepare for forecasted damaging winds not associated with a TC. A forecast of severe weather impacting COMFLEACT Sasebo or other DoD assets requires preparatory actions are implemented to minimize injury, save lives and prevent damage to critical infrastructures. TCCOR/COR levels are:

(1) TCCOR/COR 5: Destructive winds of ≥ 50 KTS (58 MPH) sustained or gusts ≥ 60 KTS are possible within 96 hours.

(2) TCCOR/COR 4: Destructive winds of ≥ 50 KTS (58 MPH) sustained or gusts ≥ 60 KTS are possible within 72 hours.

(3) TCCOR/COR 3: Destructive winds of ≥ 50 KTS (58 MPH) sustained or gusts ≥ 60 KTS are possible within 48 hours.

(4) TCCOR/COR 2: Destructive winds of ≥ 50 KTS (58 MPH) sustained or gusts ≥ 60 KTS anticipated within 24 hours.

(5) TCCOR/COR 1: Destructive winds of ≥ 50 KTS (58 MPH) sustained or gusts ≥ 60 KTS are anticipated within 12 hours.

(6) TCCOR/COR 1 Emergency (1E): Winds of 50 KTS sustained or gust factors of 60 KTS or greater are occurring at COMFLEACT Sasebo.

(7) TCCOR/COR Recovery (R): After the passage of a TC, when destructive winds have subsided and are no longer forecasted to occur, survey and damage assessment and work crews are sent out to determine the extent of damage and to establish safe zones around hazards (e.g. down power lines, unstable structures). Typically during this phase the general base population remains sheltered in place.

(8) TCCOR/COR All Clear (AC): The storm is over and is not forecasted to return; and recovery efforts are considered complete by the Installation Commanding Officer (ICO).

d. Depending on the type of storm or system generating the winds, the timeline for arrival of destructive or damaging winds may easily become compressed. Winter cold surges and strong frontal boundaries can rapidly develop and intensify; and may result in the setting of COR 1 or 2 without going through COR 3 or 4. Personnel should stay tuned to Armed Forces Network (AFN) radio, AFN television (TV) commander's channel and COMFLEACT Sasebo social media for official weather announcements. The Joint Typhoon Warning Center (JTWC) provides official weather predictions. The host nation weather agency, i.e. Japan Meteorological Agency (JMA), provides current weather information in Japan.

b. Mitigation Phase. Mitigating actions include efforts to minimize the damaging effects of destructive weather by implementing protective measures including fortification of structures, incorporation of protective construction techniques, stowing indoors items which could be damaged if outdoors, and securing outdoor equipment.

c. Response Phase. Response actions are typically limited to pre-designated first response organizations (e.g. Fire Department) and to post-incident Recovery and Inspection Personnel.

d. Recovery Phase. Recovery actions include more detailed post-incident inspections of all facilities and equipment.

10. Tasks

a. Preparation Phase (No TCCOR/COR declared and TCCOR/COR 5). Actions to be taken well before there is a forecast of destructive weather are critical in maintaining a high state of readiness throughout the year and will allow us to overcome or minimize the effects of any destructive weather event.

(1) All Commands, Departments, Activities, Organizations, and Forces should:

(a) Conduct a review of this instruction to ensure that it is up to date with current guidance and procedures.

(b) Review enclosures (1) and (4) through (11) for a detailed listing of preparatory actions and expected response and recovery actions.

(c) Provide appropriate training to decision-makers, watch standers, employees, tenant commands and family members on TCCOR/COR definitions, requirements and expectations. Utilize www.ready.navy.mil for base-line preparation training.

(d) Conduct physical inspection of facilities to identify potential problem areas (clogged drains, weak tree conditions, unstable hillside soil and weakened heavy weather mooring facilities) that need to be corrected and initiate corrective action. For unique situations or problem areas that cannot be corrected before typhoon season, post appropriate warnings for the base population.

(e) Create organizational, departmental and section checklists to facilitate detailed preparation of all assigned areas and spaces that are consistent each with time specific TCCOR/CORs directed.

(f) Add destructive weather preparations and emergency operations to all departmental, facility and building Emergency Actions Plans.

- (5) N31 Port Operations should:
- (a) Review HWCC operating procedures in preparation for storms and typhoon season.
 - (b) Make preparations to execute Port Evasion Plans.
- (6) N4 Public Works should:
- (a) Review HWCC operating procedures in preparation for storms and typhoon season.
 - (b) Make preparations to execute Public Works Snow and Ice Plans.
- (7) N36 Installation Training Department should:
- (a) Conduct exercises that test the effectiveness of response measures relating to hazardous and destructive weather.
 - (b) Organize participation in annual USFJ Exercise Typhoon Ready and COMNAVFORJAPAN exercise Reliant Gale with an emphasis process improvement and active participation of tenant and fleet organizations. After action reports including lessons learned will be forwarded to COMNAVFORJAPAN N3 within two weeks of the last day of these exercises.
- (8) N37 Emergency Management Department should:
- (a) Coordinate with the Operations Officer to make a recommendation to the ICO on the TCCOR/COR setting.
 - (b) Develop pre-formatted mass notification and warning messages to broadcast using the CDNS, AtHoc® emergency text and phone messaging system; and for the Giant Voice indoor and outdoor emergency alarm and voice message system.
 - (c) Prompt tenant commands and COMFLEACT Sasebo to ensure EE and ME personnel listings are updated and submitted quarterly to the Emergency Management Department.
 - (d) EE and ME personnel listings to Security Department for use at ECPs.
 - (e) Promote public preparation through a public information campaign, highlighting the upcoming predictable hazards.

conference), it is possible that berthing will be assigned based on availability and safety and not necessarily based on request by ships.

(c) Conditions within the port area can vary widely depending upon whether the storm system passes to the east or west of Sasebo. Typically, passage to the east of Kyushu is more favorable than passage to the west due to the existence of Sasebo's large mountain ranges which typically contribute significantly to the reduction of wind strength. However, unpredictable shifts in the path of the storm are possible; this needs to be taken into consideration when making decisions for ships' berthing arrangements. Although India Basin provides a good safe haven for ships, COMFLEACT Sasebo may recommend that ships go to anchorages and evaluate the benefits of a wet berth (for Mine Countermeasures ships-MCM) to diminish the chance of unforeseen damages to the ships and to the piers. However, the final decision to sortie rests with the Senior Officer Present Afloat (SOPA). Landing Craft Utilities are normally secured at either the Maebata or Hario Shima Ordnance Facilities.

(3) COMFLEACT Sasebo CDO should:

(a) Draft all Situation Reports (SITREP) for TCCOR/COR setting and other hazardous or destructive weather.

(b) Notify the chain of command or all TCCOR/COR setting.

(c) Activate the EOC if hazardous or destructive weather conditions exist.

(d) Make notifications to the ROC of TCCOR/COR settings and other hazardous or destructive weather.

(4) N00A Administrative Department should: Prepare to assist the CDO in preparation of and by reviewing all SITREPs required for the duration of the hazardous or destructive weather.

(5) N00P Public Affairs should: Tailor pre-formatted EPI messages to reflect the predicted hazardous or destructive weather.

(6) N3 Operations should:

(a) In conjunction with the setting of TCCOR/COR 4, conduct a coordinating conference with all key commands in Sasebo, including ships in port. This conference will provide a forum to present a detailed weather brief; identify the COR conditions setting plan and anticipated weather timeline; review the expected actions and responsibilities in preparation for the storm; and to discuss the port operations plan.

(b) Restrict access of non-essential personnel throughout TCCOR/COR 1, 1E and R.

c. Response Phase. Response actions are typically limited to pre-designated first response organizations (e.g. Fire Department and Security Department) and to post-incident Recovery and Inspection Personnel. Response actions are guided by the organizational Pre-Planned Responses, Standard Operating Procedures, Standard Operating Guidelines and other instructions which are beyond the scope of this hazardous and destructive weather instruction.

(1) TCCOR/COR 5

(a) Carry out TCCOR/COR 5 preparations following enclosure (4) and individual departmental or organizational checklists then report attainment of TCCOR/COR 5 to the HWCC.

(b) Review internal hazardous or destructive weather plans and procedures, make preliminary plans for implementation of higher COR and comply with enclosure (4) which lists the minimum required general actions for TCCOR/COR 5.

(2) TCCOR/COR 4

(a) Carry out TCCOR/COR 4 preparations following enclosure (5) and individual departmental or organizational checklists then report attainment of TCCOR/COR 4 to the HWCC.

(b) Review internal hazardous or destructive weather plans and procedures, make preliminary plans for implementation of higher COR and comply with enclosure (5) which lists the minimum required general actions for TCCOR/COR 4.

(3) TCCOR/COR 3

(a) Prepare shore and harbor installations for the storm. Make preparations to evacuate non-essential personnel to safe areas or shelters.

(b) Remove all trash and place in pier side receptacles.

(c) Carry out TCCOR/COR 3 preparations following enclosure (6) and individual departmental or organizational checklists then report attainment of TCCOR/COR 3 to the HWCC.

(d) Review internal hazardous or destructive weather plans and procedures, make preliminary plans for implementation of higher COR and comply with enclosure (6) which lists the minimum required general actions for TCCOR/COR 3.

2. In the event that a temporary Safe Haven shelter must be set up in the Main Base Fleet Fitness Center gymnasium or at the Hario Chapel, Operations will oversee the set up and operation of the Safe Haven with cots and blankets provided by the Emergency Management Department. This will be completed with the assistance of Transient Personnel.

(e) The Public Works Officer will assess available emergency equipment to ensure it is ready for issue and provide an overview of capabilities to the COMFLEACT Sasebo ICO. Public Works will determine the timeframe of suspending crane operations per Public Works Department (PWD) Sasebo Transportation Adverse Weather Plan.

(f) The COMFLEACT Sasebo Port Control Dispatcher will inform ships of the setting of TCCOR/COR 2 on BTB channel 14 (156.7 MHz).

(g) Place ships heavy weather bills into effect as prevailing and anticipated conditions dictate.

(h) Secure topsides and set appropriate watertight integrity.

(i) Be prepared to get underway on short notice or as ordered by SOPA.

(j) If remaining pier-side, put out extra hawsers and tend lines to allow for changes in the height of the water.

(k) Hoist in all small boats not required for essential boating. Small boats that cannot be accommodated onboard will be sent to Port Operations for shelter. Return all loaned craft unless urgently required.

(l) Ensure all loose gear on piers and assigned parking areas have been secured.

(m) Request any necessary logistical assistance (e.g. mooring lines) from Port Operations at DSN (315) 252-2313 or 2314 or 2317 or commercial (0956) 50-2313 or 2314 or 2317.

(n) Hold all trash onboard.

(o) Review ESSENTIAL SERVICES AND SOURCES OF ASSISTANCE DURING TCCOR/COR 1 (enclosure (15)) and ensure appropriate staffing, equipment and supplies are identified and in place prior to the start of TCCOR/COR1.

(p) Submit reports of TCCOR/COR 2 attainment to COMFLEACT Sasebo HWCC at DSN (315) 252-2313 or 2314 or 2317 or commercial (0956) 50-2313 or 2314 or 2317.

(q) Additionally, the HWCC will take action following enclosure (14).

(k) Submit reports of TCCOR/COR 1 attainment to COMFLEACT Sasebo EOC at DSN (315) 252-6051 or 6055 or commercial (0956) 50-6051 or 6055. Notify COMFLEACT Sasebo EOC at (315) 252-6051 or 6055 once TCCOR/COR 1 has been set.

(l) Additionally, the HWCC will take action following enclosure (14).

(6) TCCOR/COR 1 EMERGENCY

(a) All personnel remain indoors until TCCOR/COR Recovery is announced unless an emergency response is required. All movement is secured on installations unless authorized by ICO. Personnel will not be allowed to enter or leave the installation until after the AC is directed.

(b) Any fire department response during TCCOR 1E must be approved by the Fire Chief and coordinated with the Incident Management Team or the ICO.

(c) When wind speeds occur over 22 MPH, Public Works will suspend all crane operations until winds subside.

(d) All watch standers will maintain communication using enclosure (16).

(7) TCCOR/COR RECOVERY

(a) All non-essential personnel are to remain indoors. Only emergency responders and pre-designated post-emergency damage assessment personnel are permitted to move outdoors. The EOC will manage these personnel under enclosure (17).

(b) Public Works and Security will conduct cursory sweeps of the installation to identify hazards and significant damage. These are reported to the EOC at DSN (315) 252-6051 or 6055.

(c) Once Public Works and Security have conducted their damage assessment, each organizations' pre-designed EE personnel will conduct a survey of their facilities to determine that no hazardous conditions exist, and will report all hazardous conditions and damage to the EOC at DSN (315) 252-6052 or 6051.

(d) COMFLEACT Sasebo EOC Public Works watch stander will consolidate all damage reports received from COMFLEACT Sasebo Departments and organizations and prepare the damage report for inclusion in the Post Typhoon Damage report compiled by the EOC Manager.

(e) The Public Works Recover Team will make a determination as to what immediate recovery or damage control actions are to be taken.

(2) In the event of significant damage, a recovery working group will be assigned and will guide the long-term recovery efforts.

11. Security. Security related questions or comments regarding this instruction should be directed to the installation SECO.

12. Records Management. Records created as a result of this instruction, regardless of media and format, must be managed per Secretary of the Navy Manual 5210.1.

13. Review and Effective Date. Per OPNAVINST 5215.17A, N37 will review this instruction annually around the anniversary of its issuance date to ensure applicability, currency and consistency with Federal, Department of Defense, Secretary of the Navy and Navy policy and statutory authority using OPNAV 5215/40 Review of Instruction. This instruction will be in effect for 10 years, unless revised or cancelled in the interim, and will be reissued by the 10-year anniversary date if it is still required, unless it meets one of the exceptions in OPNAVINST 5215.17A, paragraph 9. Otherwise, if the instruction is no longer required, it will be processed for cancellation as soon as the need for cancellation is known following the guidance in OPNAV Manual 5215.1 of May 2016.



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Releasability and distribution:

This instruction is cleared for public release and is available electronically only via G2 Web site, <https://g2.cnmc.navy.mil/tscnrj/CFASASEBOJA/N00/CA/CFA%20Sasebo%20Instructions/Forms/INSTView.aspx>