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**TROPICAL CYCLONE OPERATIONAL PLAN
FOR THE BAY OF BENGAL AND THE ARABIAN SEA**

Edition 2020

**SECRETARIAT OF THE WORLD METEOROLOGICAL ORGANIZATION
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CHAPTER I
GENERAL

1.1 Introduction

The loss of life, property and human suffering caused by tropical cyclones in coastal areas in various parts of the globe are well known. These disasters are on occasion, particularly severe in the Bay of Bengal region. The northern part of the Bay of Bengal is known for its potential to generate dangerous high storm tides, a major killer when associated with cyclonic storms. In the past, out of 10 recorded cases of very heavy loss of life (ranging from about 40,000 to well over 200,000) in the world due to tropical cyclones, 8 cases were in the Bay of Bengal and the Arabian Sea (5 in Bangladesh and 3 in India). The world's highest recorded storm tide of 45 feet occurred in this region (1876, Bakherganj cyclone near Meghna Estuary, Bangladesh). These facts amply illustrate the importance of an efficient cyclone warning service in this region. Recognizing these facts, the World Meteorological Organization (WMO) and the Economic and Social Commission for Asia and the Pacific (ESCAP) jointly established the Panel on Tropical Cyclones in 1972 as an intergovernmental body. Its membership comprises countries affected by tropical cyclones in the Bay of Bengal and the Arabian Sea. Originally its member countries were Bangladesh, India, Myanmar, Pakistan, Sri Lanka and Thailand. Later Maldives joined this Panel in 1982 followed by Sultanate of Oman in 1997, Yemen joined in 2016 and Iran, Qatar, Saudi Arabia & United Arab Emirates joined in 2018.

The Panel is one of the five regional tropical cyclone bodies established as part of the WMO Tropical Cyclone Programme (TCP) which aims at promoting and coordinating the planning and implementation of measures to mitigate tropical cyclone disasters on a worldwide basis.

The main objective of the WMO/ESCAP Panel on Tropical Cyclones is to promote measures to improve tropical cyclone warning system in the Bay of Bengal and the Arabian Sea.

As part of this endeavour, the Panel at its twelfth session adopted a comprehensive cyclone operational plan for this region. The basic purpose of the operational plan is to facilitate the most effective tropical cyclone warning system for the region with existing facilities. In doing so the plan defines the sharing of responsibilities among Panel countries for the various segments of the system and records the coordination and cooperation achieved. The plan records the agreed arrangements for standardization of operational procedures, efficient exchange of various data related to tropical cyclone warnings, issue of cyclone advisories from a central location having the required facilities for this purpose, archival of data and issue of a tropical weather outlook for the benefit of the region.

The operational plan contains an explicit formulation of the procedures adopted in the Bay of Bengal and Arabian Sea region for the preparation, distribution and exchange of information and warnings pertaining to tropical cyclones. Experience has shown that it is of great advantage to have an explicit statement of the regional procedures to be followed in the event of a cyclone, and this document is designed to serve as a valuable source of information always available for reference by the forecaster and other users, particularly under operational conditions. Relevant information, which is not subject to regional agreement, is given in the annexes to the plan.

A technical plan aiming at the development and improvement of the cyclone warning system of the region has been drawn up by the Panel. Implementation of some items under the technical plan would lead to a strengthening of the operational plan.

The operational plan is evolutionary in nature. It is intended that the text of the plan be updated or revised from time to time by the Panel and that each item of information given in the annexes to the plan be kept up to date by the member country concerned.

1.2 Terminology used in the region

1.2.1 General

Panel member countries or member countries
Zone of disturbed weather*

1.2.2 Classification of cyclonic disturbances and tropical cyclones

Cyclonic disturbance (generic term)

- (i) Low or low pressure area
- (ii) Well marked low pressure area+
- (iii) Depression or tropical depression
- (iv) Deep Depression*

Tropical cyclone (generic term)

- (v) Cyclonic storm
- (vi) Severe Cyclonic storm
- (vii) Very severe cyclonic storm
- (viii) Extremely severe cyclonic storm
- (ix) Super cyclonic storm

1.2.3 Tropical cyclone characteristics

- i) Position or location
- ii) Eye
- iii) Centre
- iv) Centre fix
- v) Central pressure
- vi) Pressure depth
- vii) Direction of movement
- viii) Speed of movement
- ix) Mean wind speed or sustained wind speed
- x) Maximum wind speed
- xi) Gust
- xii) Storm surge
- xiii) Storm tide
- xiv) Coastal inundation
- xv) Heavy rainfall

1.2.4 Terms related to the warning and warning system

- i) Name of the Tropical Cyclone
- ii) Tropical cyclone season or cyclone season
- iii) Tropical weather Outlook
- iv) Tropical cyclone advisories
- v) Satellite and Radar information
- vi) Pre-cyclone watch**
- vii) Cyclone Alert*
- viii) Cyclone Warning*
- ix) Post landfall outlook**
- x) Dewarning Message**
- xi) Visual storm signal
- xii) Squally wind and gale wind
- xiii) High sea area bulletin and Coastal weather bulletin
- xiv) Bulletin or cyclone warning bulletin for India coast
- xv) Warning graphics on observed and forecast track with cone of uncertainty
- xvi) Observed and forecast winds in four geographical quadrants
- xvii) Heavy rainfall warning graphics**
- xviii) Storm surge warning graphics

** Term used nationally in India. * Term used nationally in Bangladesh, India and Pakistan, + Term used nationally in Bangladesh and India

1.3 Meaning of terms used for international exchange

Average wind speed: Speed of the wind averaged over the previous 10 minutes (mean surface wind) as read from the anemogram or the 3 minutes mean determined with the non recording anemometer or estimated wind at sea by the mariners using the Beaufort scale.

Bulletin: Cyclone warning bulletin or cyclone advisory bulletin

Central pressure of a tropical cyclone: Surface pressure at the centre of the tropical cyclone as measured or estimated.

Centre fix of the tropical cyclone: The estimated location of the centre of a tropical cyclone (obtained by means other than the aircraft probing of the cyclone i.e. fixation of the centre with the help of land based and other radars, satellite and conventional observations like surface and upper air observations, ships' reports, commercial aircraft observations, etc.)

Centre of the tropical cyclone: The centre of the cloud eye or if not discernible, of the wind / pressure centre.

Coastal Inundation forecast: IMD issues the coastal inundation forecast during the warning period of the tropical cyclone based on Advanced CIRCulation (ADCIRC) model run at Indian National Centre for Ocean Information Services (INCOIS), Hyderabad. It provides location specific combined height of storm surge and astronomical tide and area of inundation.

Confidence in the centre position: Degree of confidence in the centre position of a tropical cyclone expressed as the radius of the smallest circle within which the centre may be located by the analysis.

“Position good” implies a radius of 30 nautical miles (55 kilometers) or less,

“Position fair”, a radius of 30 to 60 nautical miles (55 to 110 km) and

“Position poor”, a radius of greater than 60 nautical miles (110 km).

Cyclone: Tropical cyclone

Cyclone Alert*: A priority message for the Government officials containing tropical cyclone information and advisories issued generally 48 hours before the commencement of adverse weather in case of cyclogenesis occurring in deep sea. This is not applicable in case of the genesis taking place close to coast or in case of rapid intensification near the coast. In such situation, the cyclone warning can be issued directly without issuing the pre-cyclone watch or cyclone alert bulletin.

Cyclone warning*: A priority message containing tropical cyclone warning and advisories issued generally 24 hours in advance of the commencement of adverse weather in case of cyclogenesis occurring in deep sea. This is not applicable in case of the genesis taking place close to coast or in case of rapid intensification near the coast. In such situation, the cyclone warning can be issued immediately without issuing the pre-cyclone watch and alert bulletins.

Cyclone warning bulletin: A priority message for exchange of tropical cyclone information and advisories.

Cyclonic disturbance: A non-frontal synoptic scale low pressure area originating over tropical waters with organized convection and definite cyclonic wind circulation.

Cyclonic storm: A cyclonic disturbance in which the maximum average surface wind speed is in the range of 34 to 47 knots (62 to 88 km/h).

Depression*: A cyclonic disturbance in which the maximum sustained surface wind speed is between 17 and 27 knots (31 and 51 km/h). If the maximum sustained wind speed lies in the range 28 knots (52 km/h) to 33 knots (61 km/h) the system may be called a "deep depression".

Direction of movement of the tropical cyclone: The past direction and speed of movement mentioned in the bulletin is the average speed and direction during past six hours. The direction and speed mentioned in TCAC advisory bulletin is the forecast speed and direction of movement for next six hours.

Dewarning Message: As and when a given coastal belt is expected to become free from the impact of TCs, a dewarning message is issued to the ports and disaster management agencies as a part of four stage warning system.

* Term used nationally in Bangladesh, India and Pakistan.

** Predefined, based on minimum limit of rainfall during 24 hours or actual wind speed or both.

Extremely Severe Cyclonic Storm: A cyclonic disturbance in which the maximum average surface wind speed is in the range of 90 to 119 knots (167 to 221 km/h).

Eye of the tropical cyclone: The relatively clear and calm area inside the circular wall of convective clouds, the geometric centre of which is the centre of the tropical cyclone.

Gale force wind: Average surface wind speed of 34 to 47 knots (62 to 88 km/h).

GMDSS: Global Maritime Distress and Safety System.

Gust: Instantaneous peak value of surface wind speed recorded or expected.

Hurricane force wind: Average surface wind speed of 64 knots or more.

Low or low pressure area: An area enclosed by a closed isobar with minimum pressure inside when mean surface wind is less than 17 knots (31 km/h).

Maximum sustained wind: Maximum value of the average wind speed at the surface.

Mean wind speed: Average wind speed.

Name of the Tropical Cyclone: Once wind speed in a cyclonic disturbance attains a 34 knots threshold value it will be given an identification name by RSMC tropical cyclones, New Delhi from the consolidated name list.

Panel members countries or member countries : Countries constituting the WMO/ESCAP Panel on Tropical Cyclones viz. Bangladesh, India, Iran, Maldives, Myanmar, Oman (Sultanate of), Pakistan, Qatar, Saudi Arabia, Sri Lanka, Thailand, United Arab Emirates (UAE) and Yemen.

Post Landfall Outlook: This bulletin is issued 12 hours before cyclone landfall and contains more specific forecasts about place and time of landfall.

***Pre Cyclone Watch:** This bulletin contains early warning about likely development of a cyclonic storm and an indication of the coastal belt likely to experience adverse weather. This is a priority message for the Government officials containing information on the formation of a tropical disturbance as soon as it is detected and which is expected to affect the coast. It is issued at least 72 hours in advance of commencement of adverse weather along the coast in case of cyclogenesis occurring in deep sea. This is not applicable in case of the genesis taking place close to coast or in case of rapid intensification near the coast. In such situation, the cyclone alert or warning can be issued directly without issuing the pre-cyclone watch.

Radius of Maximum Wind: It is the distance from the centre to the location of maximum sustained surface wind in association with a cyclone.

Severe cyclonic storm: A cyclonic disturbance in which the maximum average surface wind speed is in the range of 48 to 63 knots (89 to 118 km/h).

Severe cyclonic storm with a core of hurricane winds⁺: A cyclonic disturbance in which the maximum average surface wind speed is 64 knots (119 km/h) or more.

Speed of movement of the tropical cyclone: Speed of movement of the centre of the tropical cyclone.

Squally wind: When sudden increases of wind speed occur in squalls with the increased speed reaching a minimum of 22 knots (40 km/h) and persist for at least one minute.

Storm force wind: Average surface wind speed of 48 to 63 knots.

Storm season: The periods April to May and October to December during which most of the cyclonic storms occur in the Bay of Bengal and Arabian Sea.

Storm surge: The difference between the actual water level under the influence of a meteorological disturbance (storm tide) and the level, which would have been reached in the absence of the meteorological disturbance (i.e. astronomical tide). (Storm surge results mainly from the shoreward movement of water under the action of wind stress. A minor contribution is also made by the hydrostatic rise of water resulting from the lowered barometric pressure.)

Storm tide: The actual water level as influenced by a weather disturbance. The storm tide consists of the normal astronomical tide and the storm surge.

Super cyclonic storm: A cyclonic disturbance in which maximum wind speed is 120 knots and above (222 km/h and above).

Tropical cyclone: Generic term for a non frontal synoptic scale cyclone originating over tropical or subtropical waters with organized convection and definite cyclonic surface wind circulation. The term is also used for a storm in the Southwest Indian Ocean in which the maximum of the sustained wind speed[#] is estimated to be in the range of 64 to 90 knots and in the South Pacific and Southeast Indian Ocean with the maximum of the sustained wind speed over 33 knots.)

(Note: # Maximum sustained wind speed: Average period of one, three or ten minutes depending upon the regional practices.)

Tropical cyclone advisory: A priority message for exchanging information, internationally, on tropical cyclones in the north Indian Ocean including Bay of Bengal and the Arabian Sea.

Tropical depression: Depression.

Tropical storm: Tropical cyclone.

Tropical Weather Outlook: A priority message for exchange between the Panel countries of synoptic and satellite inferences for the the north Indian Ocean including Bay of Bengal and the Arabian Sea region.

TCAC Bulletin: The tropical cyclone advisory bulletin issued every six hourly by Tropical Cyclone Advisory Centre (TCAC), New Delhi for the purpose of international civil aviation.

TCAC Graphics Bulletin: The tropical cyclone advisory bulletin is also issued every six hourly by Tropical Cyclone Advisory Centre (TCAC), New Delhi in graphics form (PNG format) for the purpose of international civil aviation and transmitted through GTS and website.

TCAC Bulletin for Aviation Disaster Risk Reduction (ADRR): The tropical cyclone advisory bulletin in text format is issued every six hourly through ftp by Tropical Cyclone Advisory Centre (TCAC), New Delhi to WMO's ADRR centre, Hong Kong for the purpose of international civil aviation

TC Vital Bulletin for modeling group: The TC Vital Bulletin is issued every six hourly to the modeling group in text form to generate track, intensity and storm surge forecast. It contains information about the location, past movement (speed & direction), intensity of the system, size of the system, radius of maximum wind and wind distribution of 34 knots wind in four geographical

quadrants around the system centre in a coded form. It is transmitted by email and through ftp to the modeling group. This information is mainly utilised for synthetic vortex generation and model initialisation as per existing conditions.

Very severe cyclonic storm: A cyclonic disturbance in which maximum wind average is 64 knots to 89 knots (118 to 166 km/h).

Visual storm signals: Visual signals displayed at coastal points of the port to warn ships of squally winds, gales and tropical cyclones.

Weather warning: Meteorological message issued to provide appropriate warnings of hazardous weather conditions.

WWMIWS: The IMO/WMO Worldwide Met-Ocean Information and Warning Service (WWMIWS) is the internationally coordinated service for the promulgation of meteorological warnings and forecasts to vessels undertaking international or national voyages. Tropical cyclone warnings issued for the WWMIWS are promulgated through GMDSS satellite and radio communication channels.

Zone of disturbed weather: A zone in which the pressure is low relative to the surrounding region and there is convective cloud masses which are not organized.

+ Meaning of term as used nationally in Bangladesh

1.4 Units used

1.4.1 Units used in international exchange

- (i) Distance in nautical miles and km, the unit (nm and km) being stated.
- (ii) Location (position) by degrees and where possible tenths of degrees of latitude and longitude preferably expressed by words.
- (iii) Direction to the nearest sixteen points of the compass given in words.
- (iv) Speed (wind speed and direction of movement of tropical cyclones) in knots and kilometer per hour, the unit (kt and kmph) being stated.

1.4.2 Units used in national bulletins

- (i) Distance in kilometers (km).
- (ii) Location in longitude and latitude (degrees and tenths of degrees) or bearing in sixteen points of compass and distance from two or three well known fixed place.
- (iii) Direction in sixteen points of compass.
- (iv) Speed in km/h.

1.4.3 Units used in WWMIWS marine warnings

The following units/indicators are used for marine purposes, in accordance with the WMO Manual on Marine Meteorological Services (WMO No.558):

Distance in nautical miles, the unit (nm) being stated;

Location (position) by degrees and where possible tenths of degrees of latitude and longitude, preferably expressed in numbers;

e.g. "12.2S, 168.4E"

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Direction of motion to the nearest sixteen points of the compass or in degrees to the nearest ten, given in figures;

e.g. "SOUTHSOUTHEAST" or "160 DEGREES"

Speed (wind speed and direction of movement of tropical cyclones) in knots, the unit (kt) being stated;

Pressure in hectopascals (hPa), the unit being stated;

Time in Universal Time Co-ordinated (UTC), unit being stated.

TC warnings for the WMMIWS shall use the following wind warning category labels:

- Gale force wind warning (Beaufort force 8 or 9);
- Storm-force wind warning (Beaufort force 10 or 11);
- Hurricane-force wind warning (Beaufort force 12 or over).

II-1
CHAPTER II

TROPICAL CYCLONE WARNINGS AND ADVISORIES

2.1 General

The responsibility of warning for the human settlements on land which are threatened by a tropical cyclone rests in all cases with the National Meteorological Services (NMS). These national responsibilities are not subject to regional agreement. Therefore, the cyclone warning systems pertaining to shipping (WWMIWS), and other international users, and exchanges among the Panel countries are described in this chapter. The cyclone warning systems for Panel countries are described briefly in the annex to this chapter.

2.2 Classification of cyclonic disturbances followed by RSMC, New Delhi

Classifications of cyclonic disturbances for the north Indian Ocean region for the exchange of messages among the Panel countries are given below:

<u>Weather system</u>	<u>Maximum wind speed</u>
1. Low pressure area	Wind speed less than 17 kt (31 km/h)
2. Depression	Wind speed between 17 and 27 kt (31 and 49 km/h)
3. Deep Depression	Wind speed between 28 and 33 kt (50 and 61 km/h)
4. Cyclonic storm	Wind speed between 34 and 47 kt (62 and 88 km/h)
5. Severe cyclonic storm	Wind speed between 48 and 63 kt (89 and 117 km/h)
6. Very severe cyclonic storm	Wind speed between 64 and 89 kt (118 and 166 km/h)
7. Extremely severe cyclonic storm	Wind speed between 90 and 119 kt (167 and 221 km/h)
8. Super cyclonic storm	Wind speed 120 kt (222 km/h) and above

2.3 Identification of tropical cyclones

As soon as wind speed in a cyclonic disturbance attains a 34 kt threshold value, it will be given an identification name by RSMC Tropical Cyclones, New Delhi from the consolidated name list (**Table II-1**). The identification system will cover the whole north Indian Ocean.

If the life of a cyclonic disturbance spans two calendar years it will be accounted for in the year in which it has intensified to the stage where the wind speed has attained the 34 kt threshold value.

If there is migration of a cyclonic disturbance from the area under RSMC Tokyo to area under RSMC New Delhi or viceversa, following procedure will be adopted for issue of take-over message and giving name to the system:

When a tropical cyclone is expected to migrate from one RSMC (refer to as *former*) into the neighboring (refer to as *latter*) RSMC's area of service within at least 24 hours with tropical storm (TS) / cyclonic storm (CS) intensity or higher, the former RSMC will inform the latter RSMC of the possibility of cross-border migration via e-mail and through GTS. When a tropical cyclone is expected to cross the border within around 6 hours, the former RSMC will issue advisory with remark referring to the take-over according to its issuance time (00, 03, 06, 09, 12, 15, 18 and 21 UTC for RSMC New Delhi and 00, 06, 12 and 18 UTC for RSMC Tokyo). The latter RSMC uses the name given by the former RSMC for the tropical cyclone's entire lifetime. However, if a named tropical cyclone weakens to a tropical depression (TD) / deep depression (DD) or depression (D) and again develops to be a

named tropical cyclone, RSMC New Delhi will give a new name for it, while RSMC Tokyo will use the same name except when it re-develops after once transformed into an extratropical cyclone.

TABLE II- 1

Table 1: New list of tropical cyclone names adopted by WMO/ESCAP Panel Member Countries in April 2020 for naming of tropical cyclones over North Indian Ocean including Bay of Bengal and Arabian Sea (First name was used in June, 2020)

WMO/ESCAP Panel Member countries	Column 1		Column 2		Column 3		Column 4	
	Name	Pron'	Name	Pron'	Name	Pron'	Name	Pron'
Bangladesh	Nisarga	Nisarga	Biparjoy	Biporjoy	Arnab	Ornab	Upakul	Upokul
India	Gati	Gati	Tej	Tej	Murasu	Murasu	Aag	Aag
Iran	Nivar	Nivar	Hamoon	Hamoon	Akvan	Akvan	Sepand	Sepand
Maldives	Burevi	Burevi	Midhili	Midhili	Kaani	Kaani	Odi	Odi
Myanmar	Tauktae	Tau'Te	Michaung	Migjaum	Ngamann	Ngaman	Kyarthit	Kjathi
Oman	Yaas	Yass	Remal	Re-Mal	Sail	Sail	Naseem	Naseem
Pakistan	Gulab	Gul-Aab	Asna	As-Na	Sahab	Sa-Hab	Afshan	Af-Shan
Qatar	Shaheen	Shaheen	Dana	Dana	Lulu	Lulu	Mouj	Mouj
Saudi Arabia	Jawad	Jowad	Fengal	Feinjal	Ghazeer	Razeer	Asif	Aasif
Sri Lanka	Asani	Asani	Shakhti	Shakhti	Gigum	Gigum	Gagana	Gagana
Thailand	Sitrang	Si-Trang	Montha	Mon-Tha	Thianyot	Thian-Yot	Bulan	Bu-Lan
United Arab Emirates	Mandous	Man-Dous	Senyar	Sen-Yaar	Afoor	Aa-Foor	Nahhaam	Nah-Haam
Yemen	Mocha	Mokha	Ditwah	Ditwah	Diksam	Diksam	Sira	Sira

(contd.)

The names already used from the list till December 2020 are shown in red colour.

WMO/ESCAP Panel Member countries	Column 5		Column 6		Column 7		Column 8	
	Name	Pron'	Name	Pron'	Name	Pron'	Name	Pron'
Bangladesh	Barshon	Borshon	Rajani	Rojoni	Nishith	Nishith	Urmi	Urmi
India	Vyom	Vyom	Jhar	Jhor	Probah o	Probaho	Neer	Neer
Iran	Booran	Booran	Anahita	Anahita	Azar	Azar	Pooyan	Pooyan
Maldives	Kenau	Kenau	Endheri	Endheri	Riyau	Riyau	Guruva	Guruva
Myanmar	Sapakyee	Zabagji	Wetwun	We'wum	Mwaihout	Mwei'hau	Kywe	Kjwe
Oman	Muzn	Muzn	Sadeem	Sadeem	Dima	Dima	Manjour	Manjour
Pakistan	Manahil	Ma-Na-Hil	Shujana	Shu-Ja-Na	Parwaz	Par-Waaz	Zannata	Zan Naa Ta
Qatar	Suhail	Es'hail	Sadaf	Sadaf	Reem	Reem	Rayhan	Rayhan
Saudi Arabia	Sidrah	Sadrah	Hareed	Haareed	Faid	Faid	Kaseer	Kusaer
Sri Lanka	Verambha	Ve-Ram-Bha	Garjana	Garjana	Neeba	Neeba	Ninnada	Nin-Na-Da
Thailand	Phutala	Phu-Ta-La	Aiyara	Ai-Ya-Ra	Saming	Sa-Ming	Kraison	Krai-Son
United Arab Emirates	Quffal	Quf-Faal	Daaman	Daa-Man	Deem	Deem	Gargoor	Gar-Goor
Yemen	Bakhur	Bakhoor	Ghwyzi	Ghwayzi	Hawf	Hawf	Balhaf	Balhaf

(contd.)

WMO/ ESCAP Panel Member countries	Column 9		Column 10		Column 11		Column 12		Column 13	
	Name	Pron'	Name	Pron'	Name	Pron'	Name	Pron'	Name	Pron'
Bangladesh	Meghala	Meghla	Samiron	Somiron	Pratikul	Protikul	Sarobor	Sorobor	Mahanisha	Mohanisha
India	Prabhanjan	Prabhanjan	Ghurni	Ghurni	Ambud	Ambud	Jaladhi	Jaladhi	Vega	Vega
Iran	Arsham	Arsham	Hengame	Hengame	Savas	Savas	Tahamtan	Tahamtan	Toofan	Toofan
Maldives	Kurangi	Kurangi	Kuredhi	Kuredhi	Horangu	Horangu	Thundi	Thundi	Faana	Faana
Myanmar	Pinku	Pinnku	Yinkaung	Jin Gaun	Linyone	Lin Joun	Kyeekan	Kji Gan	Bautphat	Bau'hpa
Oman	Rukam	Roukaam	Watad	Wa Tad	Al-jarz	Al-Jarouz	Rabab	Ra Bab	Raad	Raad
Pakistan	Sarsar	Sar-Sar	Badban	Baad-Baan	Sarrab	Sarrab	Gulnar	Gul-Nar	Waseq	Waa-Seq
Qatar	Anbar	Anbar	Oud	Oud	Bahar	Bahar	Seef	Seef	Fanar	Fanaar
Saudi Arabia	Nakheel	Nakheel	Haboob	Haboob	Bareq	Bariq	Alreem	Areem	Wabil	Wobil
Sri Lanka	Viduli	Viduli	Ogha	Ogha	Salitha	Salitha	Rivi	Rivi	Rudu	Rudu
Thailand	Matcha	Mat-Cha	Mahingsa	Ma-Hing-Sa	Phraewa	Phrae-Wa	Asuri	A-Su-Ri	Thara	Tha-Ra
United Arab Emirates	Khubb	Khubb	Degl	Degl	Athmad	Ath-Md	Boom	Boom	Saffar	Saf-Faar
Yemen	Brom	Brom	Shuqra	Shuqrah	Fartak	Fartak	Darsah	Darsah	Samhah	Samhah

Note:

1. Panel Members name are listed alphabetically country wise
2. The names will be used sequentially column-wise
3. The first name will start from the first row of column one and continue sequentially to the last row in the column thirteen
4. Table will be used only once
5. The names already used from the list till November 2020 are shown in red colour.

Table.2: Table for naming tropical cyclones for the north Indian Ocean region (including Bay of Bengal and Arabian Sea) effective from September, 2004 (All names in this list have been used). The last name Amphan was used in May, 2020.

Panel Member	Column one		Column two		Column three		Column four	
	Names	Pron'	Names	Pron'	Names	Pron'	Names	Pron'
B'desh	Onil	Onil	Ogni	Og-ni	Nisha	Ni-sha	Giri	Gi-ri
India	Agni	Ag'ni	Akash	Aakaa'sh	Bijli	Bij'li	Jal	Jal
Maldives	Hibaru	--	Gonu	--	Aila	--	Keila	--
Myanmar	Pyarr	Pyarr	Yemyin	Ye-myin	Phyan	Phyan	Thane	Thane
Oman	Baaz	Ba-az	Sidr	Sidr'	Ward	War'd	Murjan	Mur'jaan
Pakistan	Fanoos	Fanoos	Nargis	Nar gis	Laila	Lai la	Nilam	Ni lam
Sri Lanka	Mala	--	Rashmi	Rash'mi	Bandu	--	Viyaru	Viyaru
Thailand	Mukda	Muuk-dar	Khai Muk	Ki-muuk	Phet	Pet	Phailin	Pi-lin

Panel Member	Column five		Column six		Column seven		Column eight	
	Names	Pron'	Names	Pron'	Names	Pron'	Names	Pron'
B'desh	Helen	Helen	Chapala	Cho-po-la	Ockhi	Ok-khi	Fani	Foni
India	Lehar	Le'har	Megh	Me'gh	Sagar	Saa'gar	Vayu	Vaa'yu
Maldives	Madi	--	Roanu	--	Mekunu	--	Hikaa	--
Myanmar	Nanauk	Na-nauk	Kyant	Kyant	Daye	Da-ye	Kyarr	Kyarr
Oman	Hudhud	Hud'hud	Nada	N'nada	Luban	L'luban	Maha	M'maha
Pakistan	Nilofar	Ni lofar	Vardah	Var dah	Titli	Titli	Bulbul	Bul bul
Sri Lanka	Ashobaa	Ashobaa	Maarutha	Maarutha	Gaja	Gaja	Pawan	Pavan
Thailand	Komen	Goh-men	Mora	Moh-rar	Phethai	Pay-ti	Amphan **	Um-pun

** Amphan was the last name utilized in May, 2021

2.4 Bulletins issued by RSMC, New Delhi

2.4.1 Extended range Outlook:

IMD started issuing Extended Range Outlook for cyclogenesis during next two weeks every Thursday from 22nd April, 2018. It contains information about large scale features over the region, model guidance on probable cyclogenesis from various global/regional models, probability of cyclogenesis as LOW (0-33%), MODERATE (34-67%) and HIGH (68-100%) alongwith verification of forecast issued during last two weeks. The product is available on RSMC website at <http://www.rsmcnewdelhi.imd.gov.in/images/bulletin/eroc.pdf>

Example 1: Extended Range Outlook issued on 4th May 2020 is presented below [Fig. II (1)].

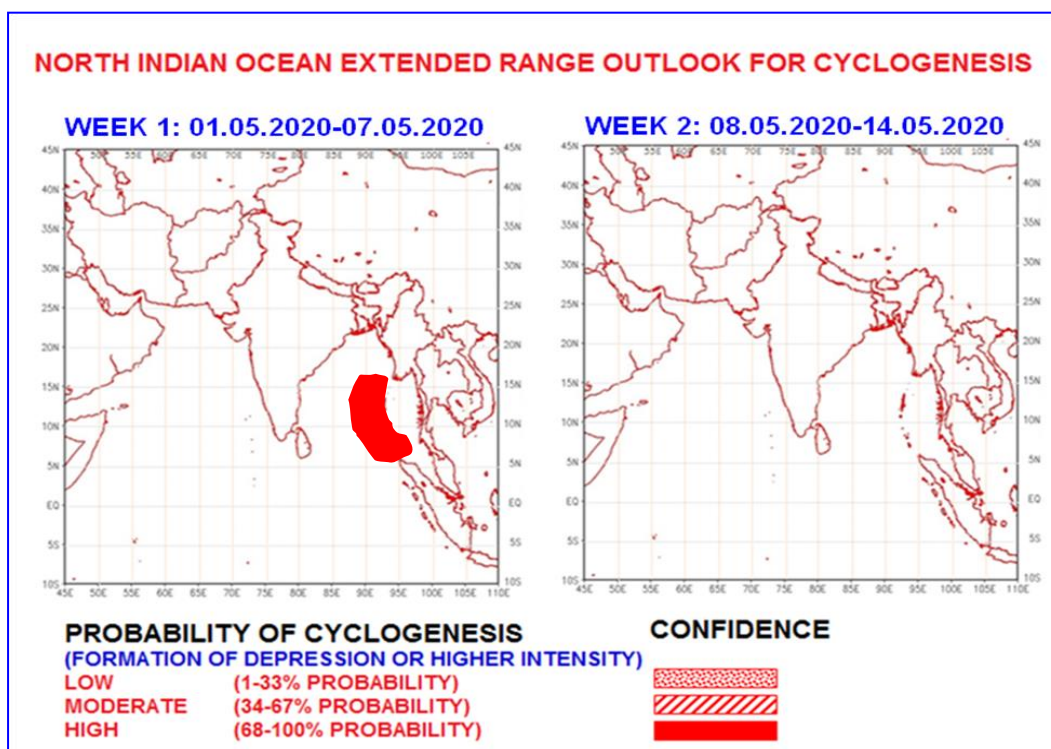


Fig. II-1: Extended Range Outlook graphics indicating probability of cyclogenesis issued on 30th April

The Madden Julian Oscillation (MJO) Index lies currently in phase 4 with amplitude more than 1. It will continue in same phase during first half of week-1 with amplitude becoming less than 1 from 2nd May. During later part of week-1, it will move across phases 5 and 6 with negligible amplitude. It will move across phases 7 & 8 during first half of week-2 and move to phase 1 during later half of week-2 with amplitude gradually increasing to nearly 1. Thus, during first half of week-1 MJO Phase and amplitude will support enhancement of convective activity over the Bay of Bengal (BoB).

Numerical models including ECMWF, GEFS, GFS, NCUM AND NEPS suggest formation of low pressure area over south Andaman Sea and adjoining southeast BoB during next 48 hours. GEFS & NEPS are indicating further intensification upto depression stage during subsequent 48 hours. However, ECMWF is indicating intensification upto cyclonic storm stage. Models like IMD GFS and NCEP GFS are not indicating intensification of the system. There is large variation among various models wrt genesis date and further intensification. However, most of the models are indicating initial north-northwest movement followed by north-northeastward movement towards eastcentral BoB with weakening over Sea. The GPP analysis and forecast is also indicating potential zone of cyclogenesis over south Andaman Sea and neighbourhood

during 2nd – 7th May with near northward movement of the potential genesis zone. MME (CFSv2) is also indicating high probability (>80%) of cyclogenesis over south Andaman Sea and neighbourhood during week 1.

In view of above, cyclogenesis is expected over Bay of Bengal with high probability during second half of week 1.

Verification of forecast issued during last two weeks:

The forecast issued on 16th April for week 2 (24.04.2020-30.04.2020), did not predict any cyclogenesis during the period and the forecast issued on 23th April for week 1 (24.04.2020-30.04.2020) also did not predict any cyclogenesis during the period. Thus non-occurrence of cyclogenesis over North Indian Ocean was correctly predicted two weeks in advance.

2.4.2. Tropical Weather Outlook

The tropical weather outlook is prepared once daily by RSMC tropical cyclones, New Delhi throughout the year. It is transmitted on the GTS at 06 UTC every day. The outlook covering the North Indian Ocean indicates possible development of tropical depressions over the Sea. The probability of cyclogenesis (formation of depression) has been extended from 3 to 5 days since April 2018 over the Bay of Bengal and Arabian Sea. The terms used are (i) NIL (0%), LOW (1-25%), FAIR (26-50%), MODERATE (51-75%) and HIGH (76-100%). An example of this bulletin is given below. It includes the description of convective clouds over the region and the satellite imagery of the day with probability of cyclogenesis for next 24 hours in addition to above. Tropical Weather outlook will be replaced by Special Tropical Weather Outlook when a depression is located over the north Indian Ocean region based on 0000, 0300, 0600, 1200 and 1800 UTC observations or at any other synoptic hour depending upon the development of depression. The additional bulletins will be issued as and when felt necessary by RSMC, New Delhi.

Examples-2 (Tropical Weather Outlook under normal situation)

REGIONAL SPECIALISED METEOROLOGICAL CENTRE-TROPICAL CYCLONES, NEW DELHI TROPICAL WEATHER OUTLOOK

DEMS-RSMC TROPICAL CYCLONES NEW DELHI DATED 13.05.2020

TROPICAL WEATHER OUTLOOK FOR NORTH INDIAN OCEAN (THE BAY OF BENGAL AND ARABIAN SEA) VALID FOR NEXT 120 HOURS ISSUED AT 0600 UTC OF 13.05.2020 BASED ON 0300 UTC OF 13.05.2020.

BAY OF BENGAL:

A LOW PRESSURE AREA HAS FORMED OVER SOUTHEAST BAY OF BENGAL (BOB) AND ADJOINING SOUTH ANDAMAN SEA WITH ASSOCIATED CYCLONIC CIRCULATION EXTENDING UPTO MID-TROPOSPHERIC LEVELS.

IT IS VERY LIKELY TO CONCENTRATE INTO A DEPRESSION OVER CENTRAL PARTS OF SOUTH BAY OF BENGAL ON 15TH MAY AND FURTHER INTENSIFY INTO A CYCLONIC STORM OVER SOUTHWEST AND ADJOINING WESTCENTRAL BAY OF BENGAL BY 16TH EVENING. IT IS VERY LIKELY TO MOVE NORTHWESTWARDS INITIALLY TILL 17TH AND THEN RECURVE NORTH-NORTHEASTWARDS.

BROKEN LOW AND MEDIUM CLOUDS WITH EMBEDDED INTENSE TO VERY INTENSE CONVECTION LAY OVER SOUTHEAST BAY OF BENGAL AND ANDAMAN SEA (MINIMUM CTT MINUS 85 DEG C). SCATTERED LOW AND

MEDIUM CLOUDS WITH EMBEDDED MODERATE TO INTENSE CONVECTION LAY OVER SOUTHWEST BAY OF BENGAL AND WEAK TO MODERATE CONVECTION LAY OVER NORTH ANDAMAN SEA, ARAKAN COAST AND ADJOINING NORTHEAST BAY OF BENGAL.

PROBABILITY OF CYCLOGENESIS (FORMATION OF DEPRESSION) DURING NEXT 120 HRS:

24 HOURS	24-48 HOURS	48-72 HOURS	72-96 HOURS	96-120 HOURS
NIL	NIL	MODERATE	HIGH	HIGH

ARABIAN SEA:

SCATTERED LOW AND MEDIUM CLOUDS WITH EMBEDDED MODERATE TO INTENSE CONVECTION LAY OVER SOUTH ARABIAN SEA AND COMORIN AREA.

PROBABILITY OF CYCLOGENESIS (FORMATION OF DEPRESSION) DURING NEXT 120 HRS:

24 HOURS	24-48 HOURS	48-72 HOURS	72-96 HOURS	96-120 HOURS
NIL	NIL	NIL	NIL	NIL

REMARKS:

THE MADDEN JULIAN OSCILLATION (MJO) INDEX IS CURRENTLY IN PHASE 2 WITH AMPLITUDE NEARLY 1. IT WILL CONTINUE IN SAME PHASE TILL 17TH MAY WITH AMPLITUDE REMAINING MORE THAN 1. THEREAFTER DURING 18TH-21ST, IT WILL MOVE TO PHASE 4 ACROSS PHASE 3 WITH AMPLITUDE REMAINING LESS THAN 1. THUS MJO WILL SUPPORT ENHANCEMENT OF CONVECTIVE ACTIVITY OVER THE THE BAY OF BENGAL (BOB) FOR NEXT 8 DAYS.

CONSIDERING THE SEA CONDITIONS, THE SEA SURFACE TEMPERATURE (SST) IS 30-31°C OVER ENTIRE BOB AND OVER ANDAMAN SEA. THE TROPICAL CYCLONE HEAT POTENTIAL IS MORE THAN 100 KJ/CM² OVER MAJOR PARTS OF SOUTH & CENTRAL BOB AND EASTERN PARTS OF ANDAMAN SEA. IT IS ABOUT 60-80 KJ/CM² OVER REMAINING PARTS OF ANDAMAN SEA AND BOB TO THE NORTH OF 17°N AND IS DECREASING TOWARDS EXTREME NORTH BOB.

CONSIDERING THE ENVIRONMENTAL CONDITIONS, THE LOWER LEVEL POSITIVE VORTICITY IS ABOUT 20-25 X10⁻⁶SEC⁻¹ OVER SOME PARTS OF SOUTH AND EASTCENTRAL BOB. ALSO A SMALL ZONE OF HIGHER POSITIVE VORTICITY (40-50 X10⁻⁶SEC⁻¹) LIES OVER SOUTHEAST BOB WITH VERTICAL EXTENSION UPTO 500 HPA LEVEL AND IS PERSISTING OVER THE SAME AREA DURING PAST 24 HOURS WITH MAGNITUDE REMAINING THE SAME. YESTERDAY'S EXTENDED ZONE OF POSITIVE LOWER LEVEL CONVERGENCE ZONE HAS NOW BECOME MORE ORGANISED AND LIES OVER SOUTHEAST BOB AND ANOTHER OVER SOUTH ANDAMAN SEA (EACH 10X10⁻⁵SEC⁻¹). THE ZONE OF POSITIVE UPPER LEVEL DIVERGENCE WITH SAME VALUE DURING THE PERIOD (10X10⁻⁵SEC⁻¹) LIES OVER SOUTH ANDAMAN SEA. VERTICAL WIND SHEAR (VWS) IS LOW TO MODERATE (5-20 KTS) TO THE SOUTH OF 10°N OVER ANDAMAN SEA AND SOUTH BOB. IT IS BECOMING HIGH TO THE NORTH OF OF 10.0°N. THE UPPER TROPOSPHERIC RIDGE LIES NEAR 9.0°N OVER BOB IN ASSOCIATION WITH ANTICYCLONIC CIRCULATION OVER NORTH ANDAMAN SEA.

MOST OF THE NUMERICAL MODELS INCLUDING ECMWF, IMD GFS, NCEP GFS, GEFS, NEPS, NCUM AND GPP ARE INDICATING CYCLOGENESIS AROUND 16TH MAY OVER SOUTHWEST AND ADJOINING SOUTHEAST BOB WITH INTENSIFICATION UPTO SEVERE CATEGORY OF CYCLONIC STORM AND MOVEMENT TOWARDS NORTHWEST AND ADJOINING NORTHEAST BOB. THERE IS HOWEVER SOME DIVERGENCE AMONG THESE MODELS WRT DIRECTION OF MOVEMENT. ECMWF IS INDICATING CYCLOGENESIS OVER SOUTHWEST ADJOINING SOUTHEAST BOB AROUND 15TH WITH INTENSIFICATION UPTO SEVERE CATEGORY OF CYCLONIC STORM AND NEAR NORTHWARDS MOVEMENT TILL 19TH MAY TOWARDS NORTHWEST BOB. IMD GFS IS INDICATING CYCLOGENESIS OVER SOUTHWEST AND ADJOINING SOUTHEAST BOB AROUND 16TH WITH NEAR NORTHWARDS MOVEMENT TILL 19TH TOWARDS NORTHWEST BOB AND INTENSIFICATION UPTO SEVERE CATEGORY OF CYCLONIC STORM. GEFS IS INDICATING CYCLOGENESIS OVER SOUTHEAST AND ADJOINING SOUTHWEST BOB ON 16TH, WITH NEAR NORTHWARDS MOVEMENT TILL 20TH MAY TOWARDS NORTHEAST & ADJOINING NORTHWEST BOB. NEPS IS ALSO INDICATING CYCLOGENESIS OVER SOUTHWEST BOB ON 16TH WITH NEAR NORTH-NORTHWEST MOVEMENT TILL 19TH TOWARDS WESTCENTRAL. NCUM IS ALSO INDICATING CYCLOGENESIS OVER SOUTHWEST BOB AROUND 16TH WITH INTENSIFICATION AND NORTHWARDS MOVEMENT TOWARDS WESTCENTRAL BOB TILL 17TH. GPP FORECAST IS INDICATING POSITIVE ZONE FOR CYCLOGENESIS OVER SOUTH ANDAMAN SEA ON 13TH MAY WITH NEAR NORTHWARDS MOVEMENT TOWARDS NORTHWEST BOB TILL 20TH MAY. MAJORITY OF THE MODELS ARE THUS INDICATING CYCLOGENESIS OVER CENTRAL PARTS OF SOUTH BOB AROUND 15TH MAY, WITH INTENSIFICATION INTO CYCLONIC STORM AROUND 16TH AND MOVEMENT TOWARDS NORTHWEST BOB.

ASCAT IMAGERY BASED ON 2207 UTC OF 12TH IS INDICATING 10-15 KTS WINDS OVER SOUTHEAST BOB. SCATSAT IMAGERY AT 1411 UTC OF 12TH INDICATES CLEAR CYCLONIC CIRCULATION NEAR 7.5N/89.5E (MAXIMUM SUSTAINED WIND SPEED OF 15-20 KTS) OVER ANDAMAN SEA AREA WITH MATCHING INDEX (MI) OF 0.53.

THUS TO SUMMARISE, THE LOW PRESSURE AREA OVER SOUTHEAST BOB AND NEIGHBOURHOOD IS VERY LIKELY TO CONCENTRATE INTO A DEPRESSION OVER CENTRAL PARTS OF SOUTH BOB AROUND 15TH MAY AND IT IS LIKELY TO FURTHER INTENSIFY INTO A CYCLONIC STORM OVER SOUTHWEST AND ADJOINING WESTCENTRAL BAY OF BENGAL BY 16TH EVENING. IT IS VERY LIKELY TO MOVE NORTHWESTWARDS INITIALLY TILL 17TH AND THEN RECURVE NORTH-NORTHEASTWARDS. THE AREA OVER SOUTH ANDAMAN SEA AND SOUTH BOB IS MAINTAINED UNDER CONTINUOUS WATCH.

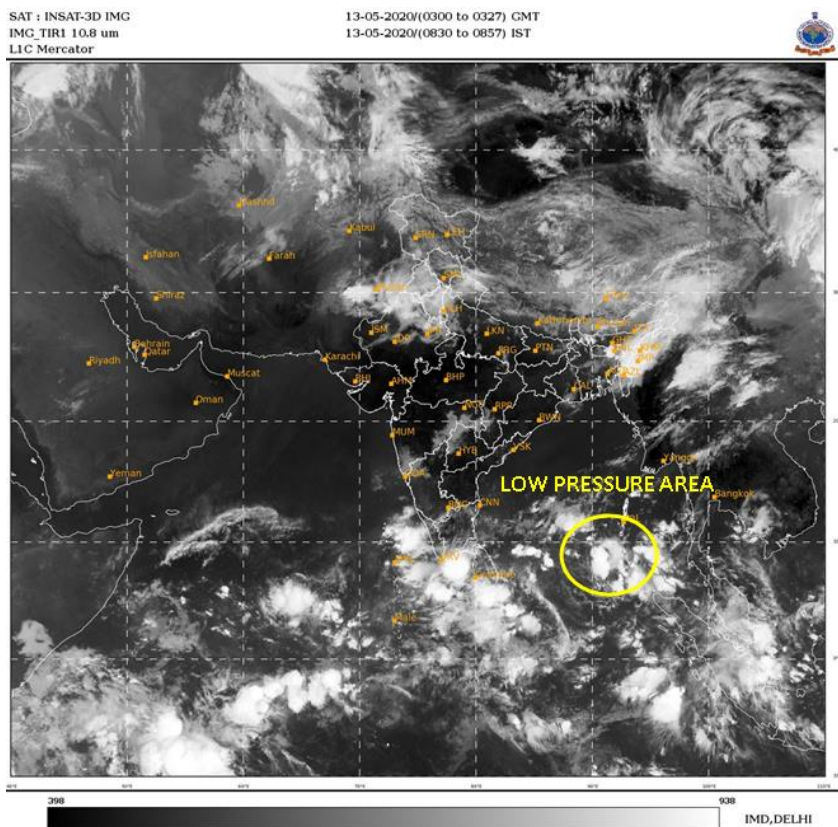


Fig. II-2: Typical Satellite imagery based on 0300 UTC of 13th May, 2020

2.4.3 Special Tropical weather outlook

The special tropical weather outlook issued in association with the depression/deep depression will provide brief descriptions of tropical depressions affecting the area. It will give the location, intensity and movement of the system as well as a general statement of land areas coming under threat. It will also contain description of the convective clouds in satellite imageries and diagnostic & prognostic features of the system. It is issued five times a day based on 0000, 0300, 0600, 1200 and 1800 UTC observations will in addition contain the 120 hrs forecast track and intensity of the system in a tabular form. These track and intensity forecasts are issued for +6, +12, +18, +24, +36, +48, +60, +72, +84, +96, +108 and +120 hrs since May 2013. Since 2018, the above objective track and intensity forecast is also being issued from depression stage for next +12, +24, +36, +48, +60, +72 hrs, if the depression is expected to intensify into a cyclonic storm.

When a system reaches the cyclonic storm stage (wind speed 34 kt), RSMC tropical cyclones, New Delhi will issue cyclonic storm advisories.

Examples-3: (Special Tropical Weather Outlook in association with a depression)

REGIONAL SPECIALISED METEOROLOGICAL CENTRE-TROPICAL CYCLONES, NEW DELHI SPECIAL TROPICAL WEATHER OUTLOOK

DEMS-RSMC TROPICAL CYCLONES NEW DELHI DATED 16.05.2020

TROPICAL WEATHER OUTLOOK FOR NORTH INDIAN OCEAN (THE BAY OF BENGAL AND ARABIAN SEA) VALID FOR NEXT 120 HOURS ISSUED AT 0300 UTC OF 16.05.2020 BASED ON 0000 UTC OF 16.05.2020.

DEPRESSION OVER SOUTHEAST BAY OF BENGAL & NEIGHBOURHOOD

LATEST SATELLITE IMAGERIES SCATTEROMETER AND BUOY OBSERVATIONS INDICATE THAT YESTERDAY'S WELL MARKED LOW PRESSURE AREA HAS CONCENTRATED INTO A DEPRESSION OVER SOUTHEAST BAY OF BENGAL AND LAY CENTRED AT 0000 UTC OF TODAY, THE 16TH MAY, 2020 NEAR LATITUDE 10.4°N AND LONGITUDE 87.0°E, ABOUT 1100 KM SOUTH OF PARADIP (42976) (ODISHA), 1250 KM SOUTH OF DIGHA (42901) (WEST BENGAL) AND 1330 KM SOUTH-SOUTHWEST OF KHEPUPARA (41984) (BANGLADESH). IT IS VERY LIKELY TO INTENSIFY RAPIDLY INTO A CYCLONIC STORM BY 1200 UTC OF TODAY AND FURTHER INTO A SEVERE CYCLONIC STORM DURING SUBSEQUENT 24 HOURS.

IT IS VERY LIKELY TO MOVE NORTH NORTHWESTWARDS INITIALLY TILL 17TH MAY AND THEN RE-CURVE NORTH-NORTHEASTWARDS TOWARDS WEST BENGAL COAST DURING 18TH TO 20TH MAY.

FORECAST TRACK AND INTENSITY ARE GIVEN IN THE FOLLOWING TABLE:

DATE/TIME (UTC)	POSITION (LAT. °N/ LONG. °E)	MAXIMUM SUSTAINED SURFACE WIND SPEED (KMPH)	CATEGORY OF CYCLONIC DISTURBANCE
16.05.20/0000	10.4/87.0	40-50 gusting to 60	Depression
16.05.20/0600	10.7/86.9	50-60 gusting to 70	Deep Depression
16.05.20/1200	11.0/86.8	60-70 gusting to 80	Cyclonic Storm
16.05.20/1800	11.6/86.7	75-85 gusting to 95	Cyclonic Storm
17.05.20/0000	12.3/86.6	90-100 gusting to 110	Severe Cyclonic Storm
17.05.20/1200	13.4/86.5	100-110 gusting to 120	Severe Cyclonic Storm
18.05.20/0000	14.3/86.4	120-130 gusting to 145	Very Severe Cyclonic Storm
18.05.20/1200	15.4/86.3	135-145 gusting to 160	Very Severe Cyclonic Storm
19.05.20/0000	16.6/86.4	155-165 gusting to 180	Very Severe Cyclonic Storm
19.05.20/1200	18.2/86.7	170-180 gusting to 200	Extremely Severe Cyclonic Storm
20.05.20/0000	19.8/87.3	160-170 gusting to 190	Extremely Severe Cyclonic Storm
20.05.20/1200	21.8/87.9	145-155 gusting to 170	Very Severe Cyclonic Storm
21.05.20/0000	24.0/88.5	110-120 gusting to 135	Severe Cyclonic Storm

REMARKS:

AS PER INSAT-3D SATELLITE IMAGERY BASED ON 0000 UTC OF TODAY, THE 16TH MAY, INTENSITY T1.5. CONVECTION AND ORGANISATION HAS INCREASED FURTHER. ASSTD BKN LOW/MED CLOUDS WITH EMBEDDED INTENSE TO VERY INTENSE CONVECTION LAY OVER BAY OF BENGAL BETWEEN LATITUTDE 6.0N TO 13.0N LONGITUDE 83.0E TO 90.0E. MINIMUM CLOUD TOP TEMPERATURE (CTT) MINUS 93 DEG C .

THE ESTIMATED MAXIMUM SUSTAINED WIND SPEED IS 25 KNOTS GUSTING TO 35 KNOTS. THE SEA CONDITION IS ROUGH TO VERY ROUGH AROUND THE SYSTEM CENTER. THE ESTIMATED CENTRAL PRESSURE IS 1000 HPA.

AT 0000 UTC OF 16TH MAY, A BOUY LOCATED AT 6.6°N/88.3°E REPORTED A MEAN SEA LEVEL PRESSURE OF 1003 HPA AND MEAN SURFACE WIND SPEED OF 190°/ 13.6 KNOTS AND A SHIP LOCATED AT 5.8°N/91.6°E REPORTED A MEAN SEA LEVEL PRESSURE OF 1000.5 HPA AND MEAN SURFACE WIND SPEED OF 190°/ 26 KNOTS.

THE MADDEN JULIAN OSCILLATION (MJO) INDEX IS CURRENTLY IN PHASE 2 WITH AMPLITUDE MORE THAN 1. IT WILL CONTINUE IN SAME PHASE TILL 17TH MAY WITH AMPLITUDE REMAINING MORE THAN 1 AND BECOMING LESS THAN 1 THEREAFTER IN PHASE 3. THUS MJO WILL SUPPORT ENHANCEMENT OF CONVECTIVE ACTIVITY OVER THE THE BAY OF BENGAL (BOB) FOR NEXT 5 DAYS.

CONSIDERING THE SEA CONDITIONS, THE SEA SURFACE TEMPERATURE (SST) IS 30-31°C OVER ENTIRE BOB AND OVER ANDAMAN SEA. THE TROPICAL CYCLONE HEAT POTENTIAL IS MORE THAN 100 KJ/CM² OVER MAJOR PARTS OF SOUTH & CENTRAL BOB AND EASTERN PARTS OF ANDAMAN SEA. IT IS ABOUT 60-80 KJ/CM² OVER REMAINING PARTS OF ANDAMAN SEA AND BOB TO THE NORTH OF 17°N AND IS DECREASING TOWARDS EXTREME NORTH BOB.

CONSIDERING THE ENVIRONMENTAL CONDITIONS, THE POSITIVE HIGHER POSITIVE VORTICITY ZONE HAS INCREASED IT'S STRENGTH DURING PAST 24 HOURS ($50-100 \times 10^{-6} \text{SEC}^{-1}$) OVER SOUTHEAST BOB WITH VERTICAL EXTENSION UPTO 500 HPA LEVEL. THE CONVERGENCE ZONE OVER SOUTHEAST BOB INCREASED DURING PAST 24 HOURS ($30 \times 10^{-5} \text{SEC}^{-1}$). UPPER LEVEL DIVERGENCE IS THE SAME DURING THE PERIOD ($40 \times 10^{-5} \text{SEC}^{-1}$) OVER SOUTHEAST BOB AND IS NORTH-SOUTH ORIENTED. VERTICAL WIND SHEAR (VWS) IS MODERATE (10-15 KTS) TO THE SOUTH OF 10°N OVER SOUTHWEST AND ADJOINING SOUTHEAST BOB. IT IS BECOMING HIGH TO THE NORTH OF OF 10.0°N AND ANDAMAN SEA. THE UPPER TROPOSPHERIC RIDGE LIES NEAR 10.0°N OVER BOB.

THIS FORECAST IS BASED ON THE CONSENSUS AMONG VARIOUS NUMERICAL MODELS. ALL THESE MODELS ARE INDICATING RAPID INTENSIFICATION OF THE SYSTEM INTO SEVERE CATEGORY AND MOVEMENT TOWARDS NORTH BAY OF BENGAL UPTO 20TH MAY. THUS THE SYSTEM IS VERY LIKELY TO INTENSIFY RAPIDLY INTO A CYCLONIC STORM BY 1200 UTC OF TODAY AND FURTHER INTO A SEVERE CYCLONIC STORM DURING SUBSEQUENT 24 HOURS. IT IS VERY LIKELY TO MOVE NORTH NORTHWESTWARDS INITIALLY TILL 17TH MAY AND THEN RE-CURVE NORTH-NORTHEASTWARDS TOWARDS WEST BENGAL COAST DURING 18TH TO 20TH MAY.

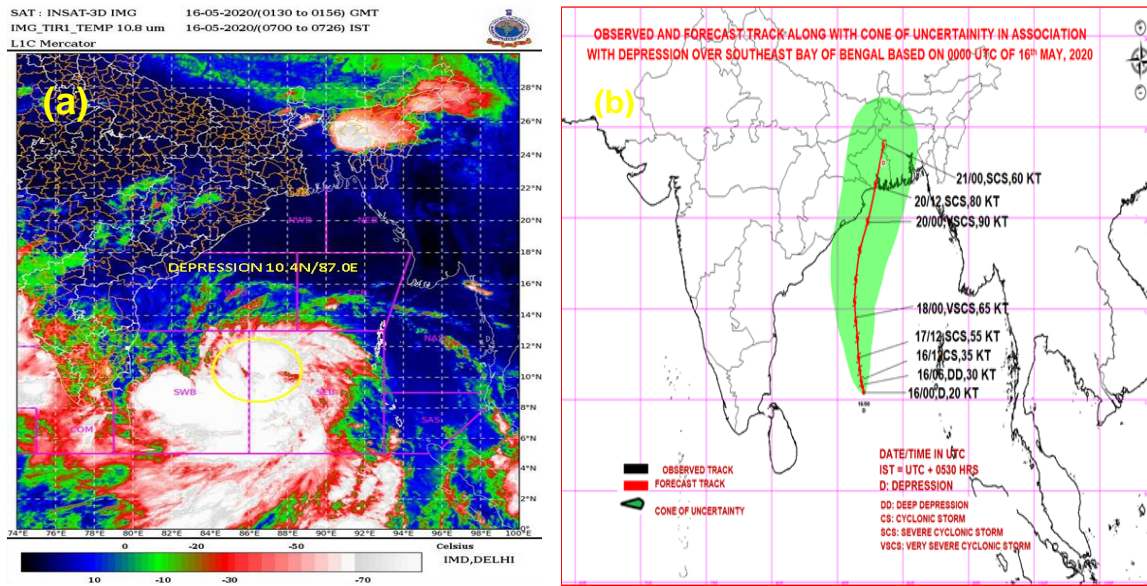


Fig. II-3: (a) Typical Satellite imagery based on 0130 UTC of 16th May in association with Depression over Bay of Bengal (b) Observed and forecast track along with with cone of uncertainty based on 0000 UTC of 16th May (c) Observed and forecast track along with with Quadrant wind distribution based on 0000 UTC of 16th May.

Examples-4: (Special Tropical Weather Outlook in association with a deep depression)

REGIONAL SPECIALISED METEOROLOGICAL CENTRE-TROPICAL CYCLONES, NEW DELHI SPECIAL TROPICAL WEATHER OUTLOOK

DEMS-RSMC TROPICAL CYCLONES NEW DELHI DATED 16.05.2020

TROPICAL WEATHER OUTLOOK FOR NORTH INDIAN OCEAN (THE BAY OF BENGAL AND ARABIAN SEA) VALID FOR NEXT 120 HOURS ISSUED AT 1200 UTC OF 16.05.2020 BASED ON 0900 UTC OF 16.05.2020.

DEPRESSION OVER SOUTHEAST BAY OF BENGAL & NEIGHBOURHOOD INTENSIFIED INTO A DEEP DEPRESSION OVER THE SAME REGION.

THE **DEPRESSION** OVER SOUTHEAST BAY OF BENGAL AND NEIGHBOURHOOD MOVED NORTHWESTWARDS WITH A SPEED OF 5 KMPH DURING PAST 06 HOURS, INTENSIFIED INTO A DEEP DEPRESSION AND LAY CENTRED OVER THE SAME REGION AT 0900 UTC OF TODAY, THE 16TH MAY, 2020 NEAR LATITUDE 10.9°N AND LONGITUDE 86.3°E, ABOUT 1040 KM SOUTH OF PARADIP (42976), 1200 KM SOUTH-SOUTHWEST OF DIGHA (42901) AND 1300 KM SOUTH-SOUTHWEST OF KHEPUPARA (41984). IT IS VERY LIKELY TO INTENSIFY INTO A CYCLONIC STORM DURING NEXT 12 HOURS AND FURTHER INTO A SEVERE CYCLONIC STORM DURING SUBSEQUENT 24 HOURS AND RAPIDLY INTENSIFY INTO A VERY SEVERE CYCLONIC STORM BY 0300 UTC OF 18TH. IT IS VERY LIKELY TO MOVE NORTH-NORTHWESTWARDS INITIALLY TILL 17TH MAY AND THEN RE-CURVE NORTH-NORTHEASTWARDS ACROSS NORTHWEST BAY OF BENGAL TOWARDS WEST BENGAL AND ADJOINING ODISHA COASTS DURING 18TH TO 20TH MAY 2020.

Forecast track and intensity are given in the following table:

DATE/TIME(UTC)	POSITION (LAT. °N/ LONG. °E)	MAXIMUM SUSTAINED SURFACE WIND SPEED (KMPH)	CATEGORY OF CYCLONIC DISTURBANCE
16.05.20/0900	10.9/86.3	50-60 GUSTING TO 70	DEEP DEPRESSION
16.05.20/1200	11.2/86.2	55-65 GUSTING TO 75	DEEP DEPRESSION
16.05.20/1800	11.8/86.1	60-70 GUSTING TO 80	CYCLONIC STORM
17.05.20/0000	12.3/86.0	80-90 GUSTING TO 100	CYCLONIC STORM
17.05.20/0600	12.8/86.0	100-110 GUSTING TO 120	SEVERE CYCLONIC STORM
17.05.20/1800	13.9/86.1	105-115 GUSTING TO 125	SEVERE CYCLONIC STORM
18.05.20/0600	14.9/86.1	120-130 GUSTING TO 145	VERY SEVERE CYCLONIC STORM
18.05.20/1800	16.0/86.2	135-145 GUSTING TO 160	VERY SEVERE CYCLONIC STORM
19.05.20/0600	17.4/86.5	155-165 GUSTING TO 180	VERY SEVERE CYCLONIC STORM
19.05.20/1800	19.0/87.0	170-180 GUSTING TO 200	EXTREMELY SEVERE CYCLONIC STORM
20.05.20/0600	20.8/87.5	160-170 GUSTING TO 190	EXTREMELY SEVERE CYCLONIC STORM
20.05.20/1800	22.9/88.2	145-155 GUSTING TO 170	VERY SEVERE CYCLONIC STORM
21.05.20/0600	25.0/88.7	110-120 GUSTING TO 135	SEVERE CYCLONIC STORM

REMARKS:

AS PER INSAT-3D SATELLITE IMAGERY BASED ON 0900 UTC OF TODAY, THE 16TH MAY, INTENSITY OF THE SYSTEM IS T 2.0. BROKEN LOW AND MEDIUM CLOUDS WITH EMBEDDED INTENSE TO VERY INTENSE CONVECTION LAY OVER BAY OF BENGAL BETWEEN LATITUTDE 5.0°N & 13.5°N AND LONGITUDE 82.0°E & 90.0°E. MINIMUM CLOUD TOP TEMPERATURE (CTT) MINUS 93°C.

THE ESTIMATED MAXIMUM SUSTAINED WIND SPEED IS 30 KNOTS GUSTING TO 40 KNOTS. THE SEA CONDITION IS ROUGH TO VERY ROUGH AROUND THE SYSTEM CENTER. THE ESTIMATED CENTRAL PRESSURE IS 998 HPA.

AT 0900 UTC OF 16TH MAY, A BOUY LOCATED AT 13.2°N/84.1°E REPORTED A MEAN SEA LEVEL PRESSURE OF 1003 HPA AND MEAN SURFACE WIND SPEED OF 60°/10.0 KNOTS AND ANOTHER BOUY LOCATED AT 13.4°N/87.1°E REPORTED A MEAN SEA LEVEL PRESSURE OF 1001.6 HPA AND MEAN SURFACE WIND SPEED OF 80°/15.0 KNOTS.

THE MADDEN JULIAN OSCILLATION (MJO) INDEX IS CURRENTLY IN PHASE 2 WITH AMPLITUDE MORE THAN 1. IT WILL CONTINUE IN SAME PHASE TILL 17TH MAY WITH AMPLITUDE REMAINING MORE THAN 1 AND BECOMING LESS THAN 1 THEREAFTER IN PHASE 3. THUS MJO WILL SUPPORT ENHANCEMENT OF CONVECTIVE ACTIVITY OVER THE THE BAY OF BENGAL (BOB) FOR NEXT 5 DAYS.

CONSIDERING THE SEA CONDITIONS, THE SEA SURFACE TEMPERATURE (SST) IS 30-31°C OVER ENTIRE BOB AND OVER ANDAMAN SEA. THE TROPICAL CYCLONE HEAT POTENTIAL IS MORE THAN 100 KJ/CM² OVER MAJOR PARTS OF SOUTH & CENTRAL BOB AND EASTERN PARTS OF ANDAMAN SEA. IT IS ABOUT 60-80 KJ/CM² OVER REMAINING PARTS OF ANDAMAN SEA AND BOB TO THE NORTH OF 17°N AND IS DECREASING TOWARDS EXTREME NORTH BOB.

CONSIDERING THE ENVIRONMENTAL CONDITIONS, THE ENHANCED POSITIVE POSITIVE VORTICITY ZONE IS BEING MAINTAINED DURING PAST 6 HOURS (MORE THAN 150X10⁻⁶SEC⁻¹) AROUND THE SYSTEM CENTRE WITH VERTICAL EXTENSION UPTO 200 HPA LEVEL. THE LOWER LEVEL CONVERGENCE ZONE OVER SOUTHEAST BOB HAS INCREASED AND IS AROUND 30X10⁻⁵SEC⁻¹ AROUND THE SYSTEM CENTRE. UPPER LEVEL DIVERGENCE IS THE SAME DURING THE PERIOD (40X10⁻⁵SEC⁻¹) OVER SOUTHEAST BOB. VERTICAL WIND SHEAR (VWS) HAS DECREASED AND IS LOW TO MODERATE (15-20 KTS) AROUND THE SYSTEM CENTRE. IT IS HIGH REMAINING SAME TO THE NORTH OF 10.0°N ALONG THE EXPECTED TRACK. THE UPPER TROPOSPHERIC RIDGE LIES NEAR 11.5°N OVER BOB. TOTAL PRECIPITABLE WATER IMAGERY AT 0741 UTC OF 16TH MAY INDICATES WARM MOIST AIR INCURSION OVER THE SYSTEM AREA.

VARIOUS NUMERICAL MODELS INCLUDING ECMWF, IMD GFS, NCEP GFS, GEFS, NEPS AND NCUM ARE INDICATING ARE INDICATING RAPID INTENSIFICATION OF THE SYSTEM INTO SEVERE CATEGORY AND MOVEMENT TOWARDS NORTH BAY OF BENGAL UPTO 20TH MAY TOWARDS WEST BENGAL AND ADJOINING ODISHA COAST. CONSIDERING ALL THE ABOVE, THE SYSTEM IS VERY LIKELY TO INTENSIFY INTO A CYCLONIC STORM BY DURING NEXT 12 HOURS, FURTHER INTO A SEVERE CYCLONIC STORM DURING SUBSEQUENT 24 HOURS AND THEN RAPIDLY INTO A VERY SEVRE CYCLONIC STORM BY 0300 UTC OF 18TH. IT IS VERY LIKELY TO MOVE NORTH NORTHWESTWARDS INITIALLY TILL 17TH MAY AND THEN RE-CURVE NORTH-NORTHEASTWARDS TOWARDS WEST BENGAL- ODISHA COASTS DURING 18TH TO 20TH MAY.

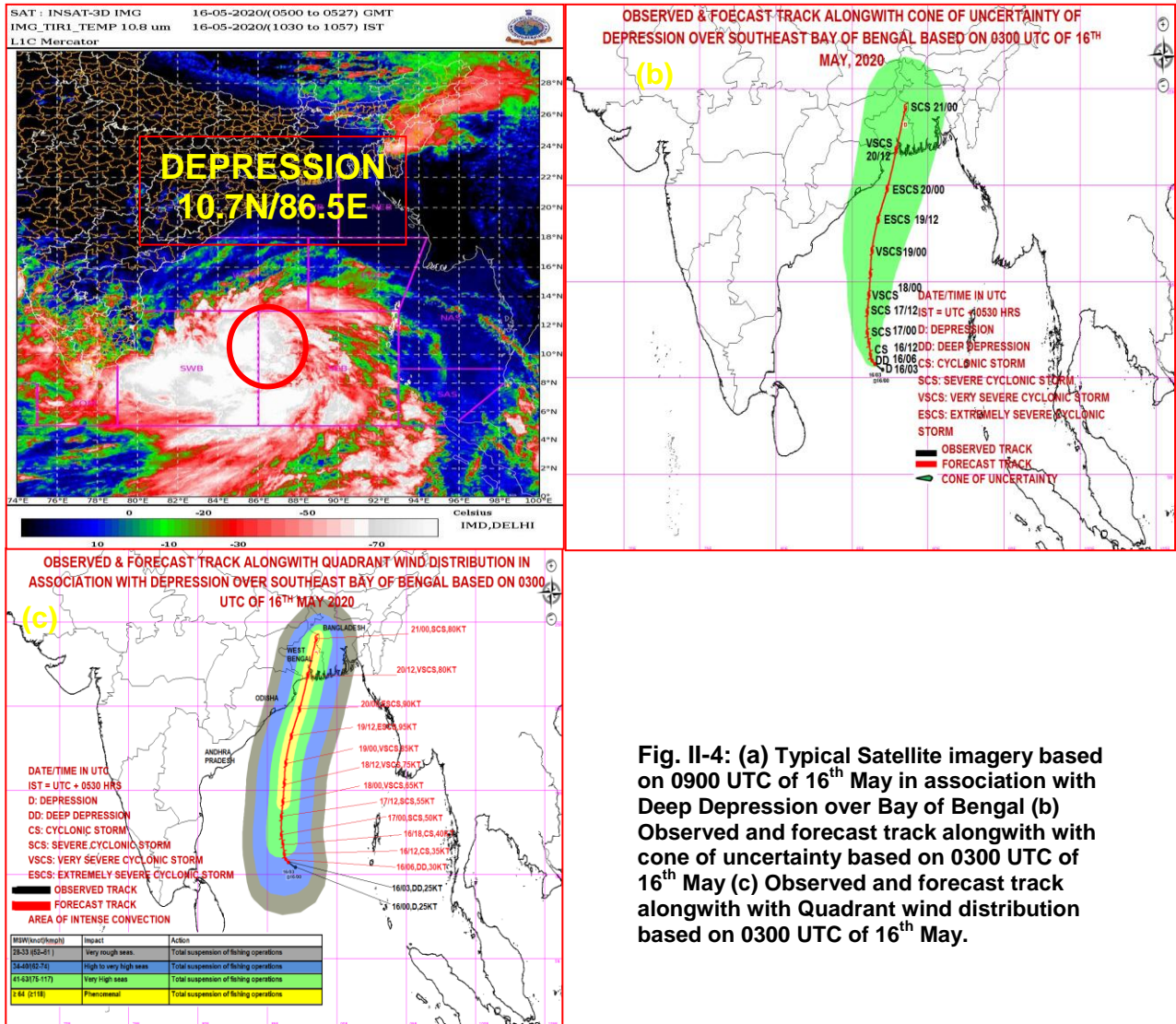


Fig. II-4: (a) Typical Satellite imagery based on 0900 UTC of 16th May in association with Deep Depression over Bay of Bengal (b) Observed and forecast track along with cone of uncertainty based on 0300 UTC of 16th May (c) Observed and forecast track along with Quadrant wind distribution based on 0300 UTC of 16th May.

2.4.4 Tropical cyclone advisories

When a tropical low pressure system reaches the cyclonic storm stage, or is shortly expected to reach that intensity, RSMC tropical cyclones, New Delhi will issue tropical cyclone advisories. Advisories will be issued three hourly at 00, 03, 06, 09, 12, 15, 18 and 21 UTC. The area of responsibility for the issue of tropical cyclone advisories by RSMC Tropical Cyclones, New Delhi cover sea areas of north Indian Ocean has been extended between 40°E to 100°E from 2018 onwards from between long. 45° E to 100° E. Supplementary advisories may be issued as necessitated by circumstances, e.g., change in intensity or movement.

Tropical cyclone advisories will contain the information of tropical cyclone viz., name of the cyclone, the present location & intensity and past movement (past twelve hours) of the storm, and its forecast position, movement, intensity, maximum average surface wind speed with highest gust wind speed and sea conditions (in qualitative terms). These track and intensity forecasts are issued for +6, +12, +18, +24, +36, +48, +60, +72, +84, +96, +108 and +120 hrs. It also contains description of the convection as seen in satellite imageries and brief description of the diagnosis and prognosis of the system. The bulletin will contain the storm surge guidance based on IIT, Delhi Storm Surge prediction model in case of the cyclone landfalling over any member countries.

Important information obtained from radar, synoptic, ship observations from the affected areas will also be reported in the advisory bulletin.

Advisories will be exchanged under appropriate headings for regional distribution by RTH, New Delhi on the GTS.

Example 5:

FROM: RSMC –TROPICAL CYCLONES, NEW DELHI

**TO: STORM WARNING CENTRE, NAYPYI TAW (MYANMAR)
STORM WARNING CENTRE, BANGKOK (THAILAND)
STORM WARNING CENTRE, COLOMBO (SRILANKA)
STORM WARNING CENTRE, DHAKA (BANGLADESH)
STORM WARNING CENTRE, KARACHI (PAKISTAN)
METEOROLOGICAL OFFICE, MALE (MALDIVES)
OMAN METEOROLOGICAL DEPARTMENT, MUSCAT (THROUGH RTH JEDDAH)
YEMEN METEOROLOGICAL SERVICES, REPUBLIC OF YEMEN (THROUGH RTH JEDDAH)
NATIONAL CENTRE FOR METEOROLOGY, UAE (THROUGH RTH JEDDAH)
PRESIDENCY OF METEOROLOGY AND ENVIRONMENT, SAUDI ARABIA (THROUGH RTH JEDDAH)
IRAN METEOROLOGICAL ORGANISATION, (THROUGH RTH JEDDAH)
QATAR METEOROLOGICAL DEPARTMENT (THROUGH RTH JEDDAH)**

TROPICAL CYCLONE ADVISORY NO. 19 FOR NORTH INDIAN OCEAN (THE BAY OF BENGAL AND ARABIAN SEA) VALID FOR NEXT 120 HOURS ISSUED AT 2100 UTC OF 18.05.2020 BASED ON 1800 UTC OF 18.05.2020.

SUB: SUPER CYCLONIC STORM 'AMPHAN' (PRONOUNCED AS UM-PUN) OVER WEST CENTRAL BAY OF BENGAL

THE **SUPER CYCLONIC STORM 'AMPHAN'** (PRONOUNCED AS **UM-PUN**) OVER WESTCENTRAL AND ADJOINING CENTRAL PARTS OF SOUTH BAY OF BENGAL MOVED NEARLY NORTH-NORTHEASTWARDS WITH A SPEED OF 17 KMPH DURING PAST 06 HOURS AND LAY CENTRED AT 1800 UTC OF THE 18TH MAY, 2020 NEAR LATITUDE 14.9°N AND LONGITUDE 86.5°E OVER **WESTCENTRAL BAY OF BENGAL** ABOUT 600 KM NEARLY SOUTH OF PARADIP (42976), 750 KM SOUTH-SOUTHWEST OF DIGHA (42901) AND 880 KM SOUTH-SOUTHWEST OF KHEPUPARA (41984). IT IS VERY LIKELY TO MOVE NORTH-NORTHEASTWARDS ACROSS NORTHWEST BAY OF BENGAL AND CROSS WEST BENGAL – BANGLADESH COASTS BETWEEN DIGHA (42901) AND HATIYA ISLANDS (41963) CLOSE TO SUNDARBANS DURING 0900-1200 UTC OF 20TH MAY 2020 AS AN EXTREMELY SEVERE CYCLONIC STORM WITH MAXIMUM SUSTAINED WIND SPEED OF 165-175 KMPH GUSTING TO 195 KMPH. THE SUPER CYCLONIC STORM 'AMPHAN' IS NOW BEING TRACKED BY THE DOPPLER WEATHER RADARS AT VISHAKHAPATNAM (43149) ALONG WITH OTHER OBSERVING PLATFORMS.

FORECAST TRACK AND INTENSITY ARE GIVEN IN THE FOLLOWING TABLE:

DATE/TIME (UTC)	POSITION (LAT. ^o N/ LONG. ^o E)	MAXIMUM SUSTAINED SURFACE WIND SPEED (KMPH)	CATEGORY OF CYCLONIC DISTURBANCE
18.05.20/1800	14.9/86.5	240-250 GUSTING TO 275	SUPER CYCLONIC STORM
19.05.20/0000	15.9/86.7	240-250 GUSTING TO 275	SUPER CYCLONIC STORM
19.05.20/0600	17.1/87.0	225-235 GUSTING TO 260	SUPER CYCLONIC STORM
19.05.20/1200	17.7/87.2	200-210 GUSTING TO 230	EXTREMELY SEVERE CYCLONIC STORM
19.05.20/1800	18.6/87.5	180-190 GUSTING TO 210	EXTREMELY SEVERE CYCLONIC STORM
20.05.20/0600	20.7/88.1	170-180 GUSTING TO 200	EXTREMELY SEVERE CYCLONIC STORM
20.05.20/1800	22.8/88.8	100-110 GUSTING TO 120	SEVERE CYCLONIC STORM
21.05.20/0600	24.8/89.5	50-60 GUSTING TO 70	DEEP DEPRESSION

REMARKS:

AS PER INSAT-3D SATELLITE IMAGERY BASED ON 1500 UTC OF 18TH MAY, THE SYSTEM CONTINUED TO MAINTAIN CURRENT INTENSITY **T6.5**. WALL CLOUD TEMPERATURE IS -93°C. ASSOCIATED BROKEN LOW/MEDIUM CLOUDS WITH EMBEDDED INTENSE TO VERY INTENSE CONVECTION PREVAILS BETWEEN LAT 10.1°N TO 21.5°N LONG 81.5°E TO 92.5°E.

THE ESTIMATED MAXIMUM SUSTAINED WIND SPEED IS 130 KNOTS GUSTING TO 150 KNOTS. THE SEA CONDITION IS PHENOMENAL AROUND THE SYSTEM CENTER. THE ESTIMATED CENTRAL PRESSURE IS **925** HPA.

NOW THE CYCLONE IS TRACKED BY THE DOPPLER WEATHER RADAR (DWR) AT VISHAKHAPATANAM (43149). THE SYSTEM IS AT DISTANCE OF 460 KM FROM THE RADAR AND THE EYE DIAMETER IS MEASURED AS 28 KM.

AT 1800 UTC OF 18TH MAY, THE BOUY (**23094**) LOCATED AT 13.3°N/84.0°E REPORTED MEAN SEA LEVEL PRESSURE OF 995.2 HPA, BOUY (23092) AT 17.5°N/89.3°E REPORTED MEAN SEA LEVEL PRESSURE OF 998.5 HPA.

THE MADDEN JULIAN OSCILLATION (MJO) INDEX IS IN PHASE 2 WITH AMPLITUDE MORE THAN 1 DURING 18TH-20TH MAY. IT WILL REMAIN IN PHASE 3 WITH AMPLITUDE MORE THAN 1 DURING SUBSEQUENT 3 DAYS. THUS MJO PHASE AND AMPLITUDE WILL SUPPORT ENHANCEMENT OF CONVECTIVE ACTIVITY OVER BAY OF BENGAL DURING NEXT 5 DAYS.

CONSIDERING THE SEA CONDITIONS, THE SEA SURFACE TEMPERATURE (SST) IS 30-31°C OVER ENTIRE BAY OF BENGAL AND THE TROPICAL CYCLONE HEAT POTENTIAL IS MORE THAN 100 KJ/CM² OVER MAJOR PARTS OF SOUTH & CENTRAL BAY OF BENGAL. IT IS ABOUT 60-80 KJ/CM² OVER BOB TO THE NORTH OF 17°N AND IS DECREASING TOWARDS EXTREME NORTH BAY OF BENGAL.

CONSIDERING THE ENVIRONMENTAL CONDITIONS, THE POSITIVE VORTICITY IS AROUND (250-300)X10⁻⁶ SEC⁻¹ AROUND THE SYSTEM CENTRE WITH VERTICAL EXTENSION UPTO 200 HPA LEVEL. THE LOWER LEVEL CONVERGENCE ZONE IS AROUND 60X10⁻⁵ SEC⁻¹ LOCATED AROUND THE SYSTEM CENTRE. THE UPPER LEVEL DIVERGENCE IS ABOUT 30X10⁻⁵ SEC⁻¹ AROUND TO NORTH OF THE SYSTEM CENTRE. VERTICAL WIND SHEAR (VWS) IS LOW TO MODERATE (10-15 KTS) AROUND THE SYSTEM CENTRE. IT IS INCREASING TO 20-25 KTS TO THE NORTH BETWEEN 15-20°N ALONG THE EXPECTED TRACK. THE UPPER TROPOSPHERIC RIDGE LIES NEAR 17.0°N OVER BAY OF BENGAL. AT PRESENT THE SYSTEM IS MOVING NEAR NORTHWARD ALONG THE PERIPHERY OF THE ANTICYCLONE AND IT IS LIKELY TO CONTINUE IN THE SAME DIRECTION FOR SOME MORE TIMES. THEREAFTER, THE SYSTEM LIKELY TO MOVE IN THE NORTH-NORTHEASTWARD DIRECTION.

TOTAL PRECIPITABLE WATER IMAGERY OF 18TH MAY INDICATES CONTINUED WARM MOIST AIR INCURSION OVER THE SYSTEM AREA, MAINLY IN ITS NORTHWESTERN SECTOR. VARIOUS NUMERICAL MODELS INCLUDING ECMWF, IMD GFS, NCEP GFS, GEFS, NEPS AND NCMU ARE INDICATING THE SYSTEM IS LIKELY TO MOVE TOWARDS WEST BENGAL AND BANGLADESH COASTS AS AN EXTREMELY SEVERE CYCLONIC STORM DURING 0900-1200 UTC OF 20TH MAY 2020. THE FORECAST IS BASED ON THE CONSENSUS FROM VARIOUS MODELS.

STORM SURGE GUIDANCE

- STORM SURGE OF ABOUT 4-6 METERS ABOVE ASTRONOMICAL TIDE IS LIKELY TO INUNDATE LOW LYING AREAS OF SOUTH & NORTH 24 PARGANAS AND ABOUT 3-4 METERS OVER THE LOW LYING AREAS OF EAST MEDINIPUR DISTRICT OF WEST BENGAL DURING THE TIME OF LANDFALL.

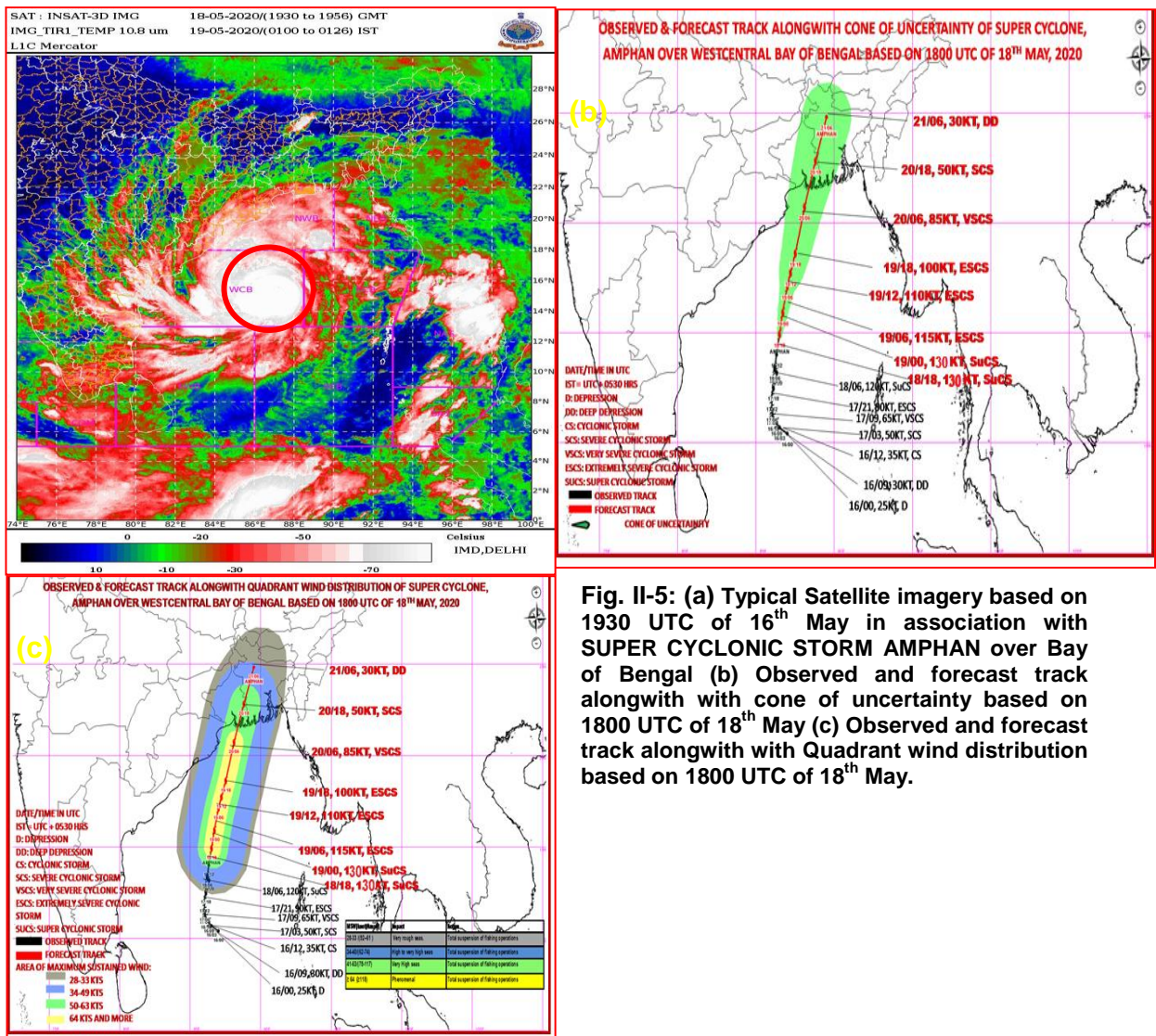


Fig. II-5: (a) Typical Satellite imagery based on 1930 UTC of 16th May in association with SUPER CYCLONIC STORM AMPHAN over Bay of Bengal (b) Observed and forecast track along with with cone of uncertainty based on 1800 UTC of 18th May (c) Observed and forecast track along with with Quadrant wind distribution based on 1800 UTC of 18th May.

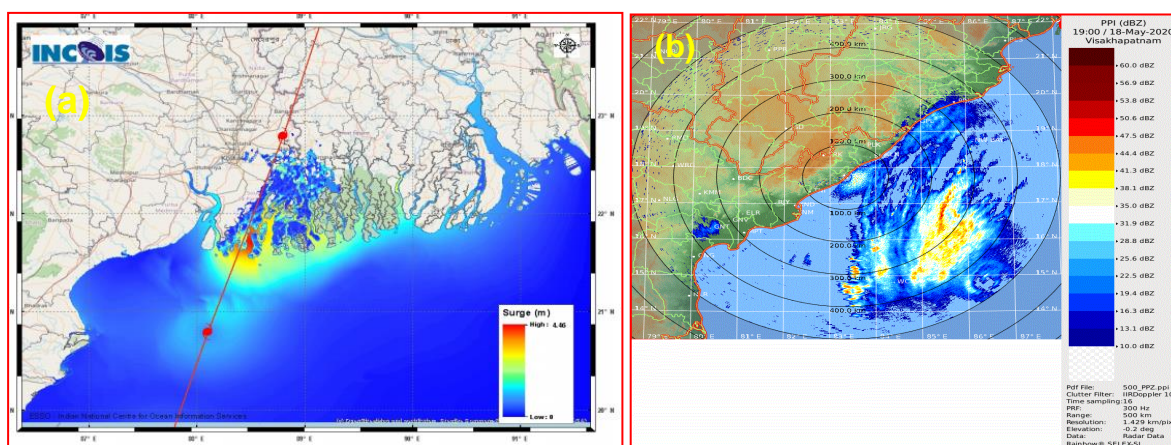


Fig. II-6: (a) Storm Surge Forecast From INCOIS Issued At 1837 Ist Of 18th May 2020 (b) reflectivity of Vishakhapatnam doppler weather radar at 00:30 ist of 19th May 2020

2.4.5. Hourly update bulletin

The hourly update bulletin of system before landfall has been introduced in October, 2014 since Cyclone ‘Hudhud’ (7-14 October, 2014). This bulletin contains location (lat/long) and intensity of the system. An example of hourly bulletin issued during VSCS Titli and Luban is given below:

Example 6: HOURLY UPDATE ON SUPER CYCLONIC STORM ‘AMPHAN.

BULLETIN NO. 8

DATE: 20-05-2020

TIME OF ISSUE: 1300 HRS IST

DATE/TIME (IST) OF OBSERVATION	1230 HRS IST OF 20-05-2020 / 0700 UTC OF 20.05.2020
CURRENT LOCATION LATITUDE/LONGITUDE	SUPER CYCLONE AMPHAN CENTRED AT 1230 HRS IST OF TODAY, THE 20TH MAY 2020, AS AN EXTREMELY SEVERE CYCLONIC STORM OVER NORTHWEST BAY OF BENGAL NEAR LAT. 20.90°N AND LONG. 88.0°E , ABOUT: <ul style="list-style-type: none"> • 150 KM EAST-NORTHEAST OF PARADIP. • 95 KM SOUTH-SOUTHEAST OF DIGHA. • 90 KM NEARLY SOUTH OF SAGAR ISLAND. • 260 KM WEST-SOUTHWEST OF KHEPUPARA (BANGLADESH)
CURRENT INTENSITY NEAR CENTER	160-170 KMPH GUSTING TO 190 KMPH.
OBSERVATIONS FROM THE COAST	<u>WIND-SPEED (KMPH):</u> PARADIP-81, CHANDBALI-41, BHUBANESHWAR-31, BALASORE-78, PURI-19 AND GOPALPUR-09 KMPH. KOLKATA-17, DUMDUM-24, DIGHA-38, DIAMOND HARBOUR-18, HALDIA-30, CANNING-24.

	<p>RAINFALL (IN MM SINCE 08:30 HOURS IST OF 20TH MAY 2020):</p> <p>PARADIP-82.0, CHANDBALI-39.0, BHUBANESHWAR-31.0, BALASORE-35.0, PURI-16.0 AND GOPALPUR-00 MM.</p> <p>KOLKATA-10.6, DUMDUM-5.3, DIGHA-31.58, DIAMOND HARBOUR-5.1, HALDIA-10.1 AND CANNING-7.2 MM.</p>
PAST MOVEMENT	MOVED NORTH-NORTHEASTWARDS WITH A SPEED OF 28 KMPH DURING PAST 06 HOURS.
FORECAST MOVEMENT, INTENSITY AND LANDFALL	TO MOVE NORTH-NORTHEASTWARDS AND CROSS WEST-BENGAL-BANGLADESH COAST BETWEEN DIGHA AND HATIYA CLOSE TO SUNDEBANS DURING LATE AFTERNOON (1600 HOURS IST ONWARDS) TO EVENING HOURS OF TODAY WITH A WIND SPEED OF 155-165 KMPH GUSTING TO 185 KMPH.
WIND FORECAST FOR COASTAL ODISHA	100 TO 110 GUSTING TO 125 KMPH ALONG AND OFF JAGATSINGHPUR, KENDRAPARA AND BHADRAK DISTRICTS TILL AFTERNOON AND OVER BALASORE DISTRICT TILL EVENING.

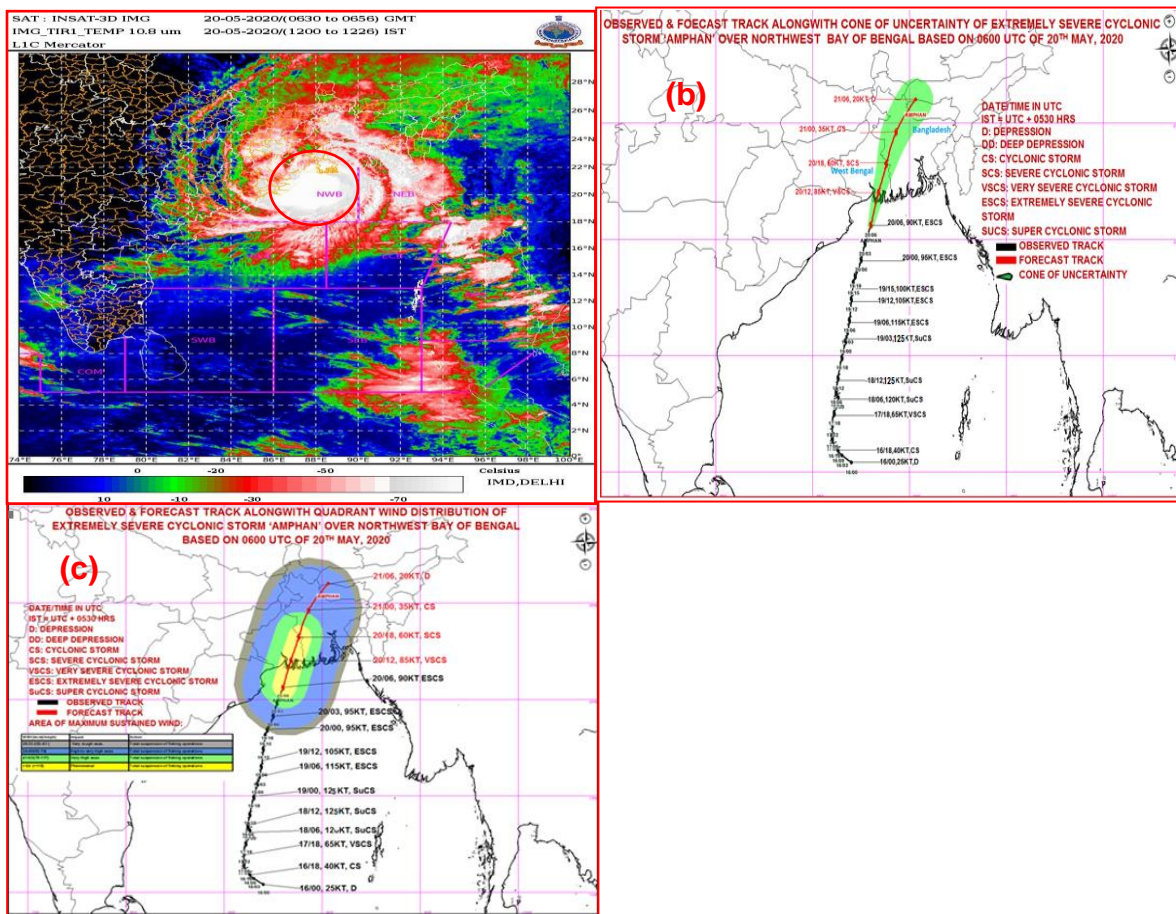


Fig. II-7: (a) Typical Satellite imagery based on 0630 UTC of 20th May in association with SUPER CYCLONIC STORM AMPHAN over Bay of Bengal (b) Observed and forecast track alongwith with cone of uncertainty based on 0600 UTC of 20th May (c) Observed and forecast track alongwith with Quadrant wind distribution based on 0600 UTC of 20th May.

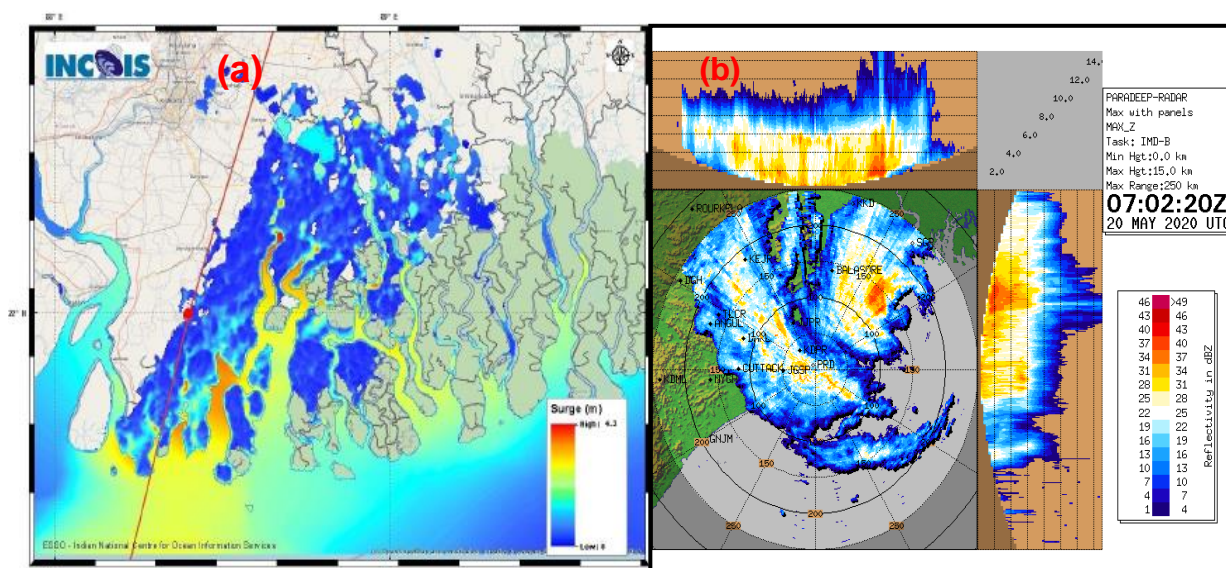


Fig. II-8: (a) Storm Surge forecast from INCOIS issued at 1148 IST of 20th May 2020 (b) reflectivity of Paradeep doppler weather radar at 1130 IST of 20th May 2020

MANDAL/TALUK	DISTRICT	STATE / UNION TERRITORY	NEAREST PLACE OF HABITATION	* STORM SURGE (m)	* EXPECTED INUNDATION EXTENT (km)
Bhangar-I	South 24 Parganas	West Bengal	Bhangar-I	0.5-4.3	Around 17
Basirhat	North 24 Parganas	West Bengal	Basirhat	0.5-3.9	Around 10
Diamond Harbour	South 24 Parganas	West Bengal	Daimond Harbor	0.5-3.5	Around 17
Bagan-II	Haora	West Bengal	Bagan-II	0.5-1.0	Around 0.4
Mahisadal	Medhinipur	West Bengal	Tentul Berya	0.5-1.0	Around 0.4
Nandigram-I	Medhinipur	West Bengal	Nakchira Chara	0.5-0.8	Around 0.4
off Haldia	Purba Medhinipur	West Bengal	Nayachar Island	0.5-1.5	Around 0.5
Sutahata-I	Medinipur	West Bengal	Maniruddin Chara	0.5-1.6	Around 0.4
Sutahata-II	Medinipur	West Bengal	Haldia	0.5-1.5	Around 0.3
Digha	Purba Medhinipur	West Bengal	Digha	0.5-0.7	Around 0.3
Tamluk	East Midnapore	West Bengal	Tamluk	0.5-1.5	Around 0.3
Bhadrak	Bhadrak	Odisha	Mohanpur	0.5-1.1	Around 0.8
Kendrapara	Kendraparha	Odisha	Baligarh	0.5-0.8	Around 2.6
Baleshwar	Baleshwar	Odisha	Sahapur	0.5-0.7	Around 0.7

2.4.6 Tropical cyclone warnings for the high Seas (WWMIWS)

The IMO/WMO Worldwide Met-Ocean Information and Warning Service (WWMIWS) is the internationally coordinated service for the promulgation of meteorological warnings and forecasts.

The WWMIWS guidance and coordination for marine meteorological maritime safety information messages issued on EGC (SafetyNET), NAVTEX and HF NBDP communication systems covering the following areas:

- warnings and forecasts for the High Seas;
- warnings and forecasts for coastal, offshore and local waters (including ports, lakes and harbour areas).

Operational guidance for handling and formatting meteorological information is given in detail in the Annex IV of the WMO Technical Regulations (Manual on Marine Meteorological Services – WMO-No. 558).

The provision of warnings for weather systems that produce average wind speeds of 34 knots and greater are a mandatory requirement of the WWMIWS.

In relation to international marine requirements, the WWMIWS coordinates the broadcast of forecasts and warnings to vessels at sea through the Global Maritime Distress and Safety System (GMDSS), which includes SafetyNET satellite communications.

As part of the WWMIWS coordination, there are the following types of Centres:

Issuing service means a National Meteorological Service which has accepted responsibility for ensuring that meteorological warnings and forecasts for shipping are disseminated through the Inmarsat SafetyNET service to the designated area (METAREA) for which the Service has accepted responsibility under the WWMIWS.

Preparation service means a National Meteorological Service which has accepted responsibility for the preparation of warnings and forecasts for parts of or an entire designated area (METAREA) in the WMO system for the dissemination of meteorological forecasts and warning to shipping under the WWMIWS and for their transfer to the relevant Issuing Service for broadcast.

The METAREA Coordinator is responsible for ensuring that TC warnings for the WWMIWS in their METAREA are issued onto the appropriate GMDSS communication system.

Areas of responsibility (METAREAs) of the WWMIWS for the purpose of disseminating tropical storm warnings to vessels are given in **Fig.II-9**.

The cyclone warning centres broadcasting forecasts and warnings on coastal radio stations for the benefit of the ships in the Panel countries are listed in the **Table II-2**. The area covered by

II-24

these stations in their bulletins, name of the coastal radio stations with their call signs from where the tropical cyclone warnings are broadcast, are also given in **Table II-2**.

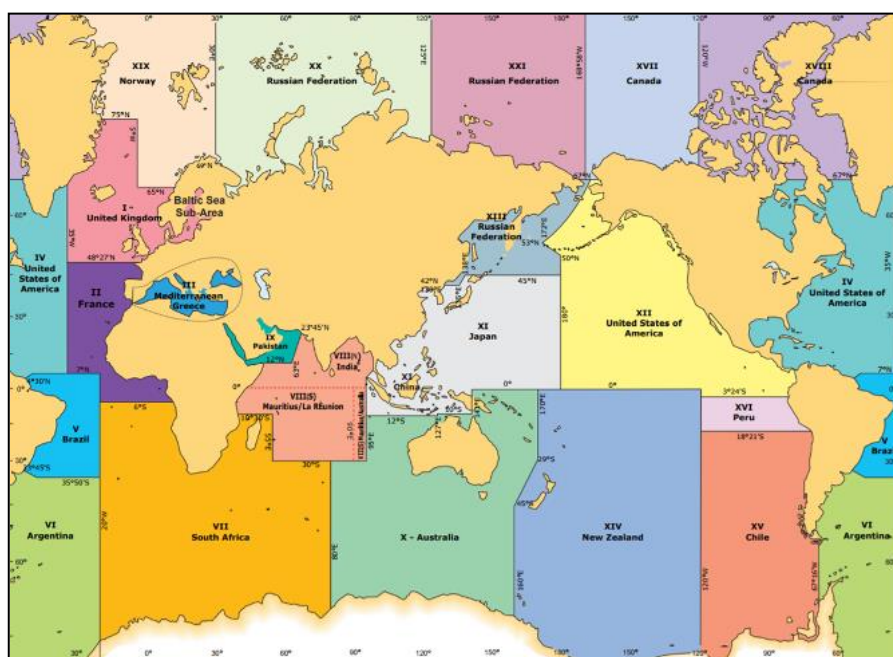


Fig. II-9: AREAS OF RESPONSIBILITY AND DESIGNATED NATIONAL METEOROLOGICAL SERVICES FOR THE ISSUE OF WARNINGS AND WEATHER AND SEA BULLETINS FOR THE WWMIWS

The cyclone warning centres issuing forecasts and warnings for the benefit of the ships on the high seas in the Panel countries are listed in the **Table II-2**. The area covered by these stations in their bulletins, name of the coastal radio stations with their call signs from where the tropical cyclone warnings are broadcast, are also given in **Table II-2**.

TABLE II- 2: Stations issuing cyclone warnings for ships on the high seas

Station	Call sign of Coastal Radio Station	Area covered
Bangladesh, Chittagong	ASC	Bay of Bengal north of 18°N Lat.
India, Mumbai		Arabian Sea north of Lat. 5°N and east of Long. 60°E excluding the area north of Lat. 20°N and west of Long. 68°E. The eastern boundary of the Arabian Sea for which these bulletins are issued by Mumbai is Long. 80°E meridian excluding the Gulf of Mannar.
India, Kolkata		Bay of Bengal north of Lat. 5°N except the area between the coastline on the east and the line drawn through the points 18°N 94.5°E, 18°N 92°E, 13.5°N 92°E, 13.5°N 94°E, 10°N 94°E, 10°N 95°E and 5°N 95°E. The western boundary of the sea area for which bulletins are issued by Kolkata is up to and inclusive of the Gulf of Mannar (i.e., 77.5°E meridian).
India, Chennai		Bay of Bengal bulletins issued by ACWC Kolkata are being broadcast through Navtex, Chennai by Narrow Band Direct Printing (NBDP)
Myanmar, Yangon	XYR	Bay of Bengal except area west of Long. 92°E and South of 10°N Lat.
Oman (Sultanate of)	A4M	Muscat Coastal Radio Station
Pakistan, Karachi	ASK	Arabian Sea north of 20°N, Gulf of Oman and Persian Gulf (12°N-63°E)
Sri Lanka, Colombo	4PB	Indian Ocean, Arabian Sea and Bay of Bengal from the equator to 10°N between 60°E and 95°E. The area 5°N to 10°N between 60°E and 95°E is an overlap with India.
Thailand, Bangkok Malacca	HSA	Gulf of Thailand, west of southern Thailand, Strait of and South China Sea.
Qatar		Arabian Gulf North of 26.5°N - AAA=AGN Arabian Gulf South of 26.5°N including the Strait of Hormuz - AAA=AGS(in association with Pakistan Met Department)

Format and content of warnings for the WWMIWS

The format and content of warnings issued for the WWMIWS, as outlined below, has been derived from guidance provided in the Manual on Marine Meteorological Services (WMO No.558).

TC warnings for the WWMIWS shall use the following wind warning category labels:

- Gale force wind warning (Beaufort force 8 or 9);

- Storm-force wind warning (Beaufort force 10 or 11);
- Hurricane-force wind warning (Beaufort force 12 or over).

Any TC-related wind warning issued for the WWMIWS should include the following content (excluding any relevant system metadata requirements):

Tropical cyclone warnings for the high Seas contain the following informations:

- Header label for marine radio broadcast purposes (“SECURITE”)
Note: This label needs to be visible on any product provided to mariners with the potential to be read out on marine radio systems.
- Type of warning (GALE, STORM-FORCE, HURRICANE-FORCE WIND WARNING)
- Name of the issuing centre
- Name of the system and name of the basin
- Date and time of reference in UTC
- Type of disturbance (Tropical cyclone);
- Location of disturbance (latitude and longitude)
- Central pressure (hPa)
- Intensity (maximum 10-minute average winds in knots)
- Direction and speed of movement of the disturbance
- Extent of affected area in nautical miles
- Wind speed (knots) and direction in the affected areas
- Sea and swell condition in affected areas (in qualitative terms)
- Expected location and intensity at 12 and 24 hours time periods.
- Indication of when next warning will be issued.

Example: Sample Port Warning Message

Special Port Warning Message No. 5

Dated: 23.10.2020 at 1715 Hours IST

Sub: Depression over northwest Bay of Bengal crossed West Bengal-Bangladesh Coast and lay centered over Bangladesh .

The Depression over northwest Bay of Bengal off West Bengal – Bangladesh coasts moved north-north eastwards with a speed of 25 kmph during past 6 hours, crossed West Bengal and adjoining Bangladesh coasts near latitude 21.8°N and longitude 88.5°E between 1130 & 1230 hrs IST of today, the 23rd October 2020 as a Depression with maximum sustained wind speed of 45-55 kmph gusting to 65 kmph. It moved across 24 Parganas Districts of West Bengal and lay centred at 1430 hrs IST of today, the 23rd October, 2020 over Bangladesh, near latitude 22.5°N and longitude 89.1°E, about 140 km northeast of Sagar Islands (West Bengal) and 130 km west-northwest of Khepupara (Bangladesh) and about 190 km southwest of Dhaka (Bangladesh).

It is very likely to move further north-north eastwards maintaining the intensity of Depression for next 12 hours and weaken thereafter into a Well Marked Low pressure area over Bangladesh .

Advice for Hoisting Port Warning Signals:

Lower the Signal at all Ports of Odisha.

2.4.7 Warnings and advisories for aviation

In accordance with the International Civil Aviation Organization (ICAO) Annex 3 — *Meteorological Service for International Air Navigation*/ WMO Technical Regulations [C.3.1], tropical cyclone warnings, required

for the international air navigation, are issued by designated Meteorological Watch Offices (MWO) as SIGMET messages, including an outlook, giving information up to 24 hours ahead concerning the expected positions and

maximum surface wind of the centre of the tropical cyclone. Each MWO provides information for one or more specified Flight Information Regions (FIRs) or Upper Information Regions (UIRs). The boundaries of the

FIRs/UIRs are defined in ICAO Air Navigation Plans (ANP) for the Asia (ASIA), Middle East (MID) and Pacific (PAC) Regions.

The content and order of elements in a SIGMET message for tropical cyclone shall be in accordance with WMO Technical Regulations [C.3.1]. The data type designator to be included in the WMO abbreviated header of such messages shall be T1T2 = WC (WMO No. 386, Manual on GTS refers).

The designated Tropical Cyclone Advisory Centre (TCAC), New Delhi shall monitor the development of tropical cyclones in its area of responsibility, in accordance with the ASIA/PAC ANP and issue advisory information concerning the positions of the centre of the cyclone, its direction and speed of movement, central pressure and maximum surface wind near the centre. These advisories are disseminated to the MWOs in the TCAC New Delhi area of responsibility, to be used in the preparation of the OUTLOOK appended to SIGMETs for tropical cyclones. In addition, the tropical cyclone advisories shall be disseminated to the other TCACs, whose areas of responsibility may be affected, to the World Area Forecast Centers (WAFC) London and Washington and international OPMET data banks and centers operating the satellite distribution systems (SADIS and ISCS).

[C.3.1]. The data type designator to be included in the WMO abbreviated header of such messages shall be T1T2 = FK (WMO-No. 386, Manual on GTS, refers).

TCAC New Delhi is issuing Tropical Cyclone Advisories for its area of responsibility, for each tropical cyclone, as necessary, in the format specified by ICAO every six hourly since 2003 and alongwith graphics from 2012.

TC ADVISORY

(i) **Text message:** A text message is sent through GTS under the header BMBB01 to various users as per the following format

```
TC ADVISORY
TCAC: NEW DELHI
DTG: 20200518/1800Z
TC: AMPHAN
NR: 12
PSN: N1454 E08630
MOV: NNE10KT
INTST CHANGE: INTSF (**)
C: 925HPA
MAX WIND: 125KT
FCST PSN+06HR: 19/0000Z N1554 E08642
FCST MAX WIND +6HRS: 125 KT
FCST PSN+12HR: 19/0600Z N1706 E08700
FCST MAX WIND +12HRS: 115 KT
FCST PSN+18HR: 19/1200Z N1742 E08712
FCST MAX WIND +18HRS: 110 KT
FCST PSN+24HR: 19/1800Z N1836 E08730
FCST MAX WIND +24HRS: 100 KT
RMK: NIL
NXT MSG: 20200519/0300Z
TOO: 190130HRS IST
```

(**)Change in intensity at the time of observation hours. Reported as "INTSF" (intensifying), "WKN" (weakening) and "NC" (no change). (In realtime, during Amphan it was not mentioned, as this practice has been introduced in November, 2020)

(ii) **Graphical TC advisory:** The graphical advisory is sent in graphics in PNG format including text in it through GTS under the header T_PZXE89_C_DEMS. An example is shown in Fig.II-10.

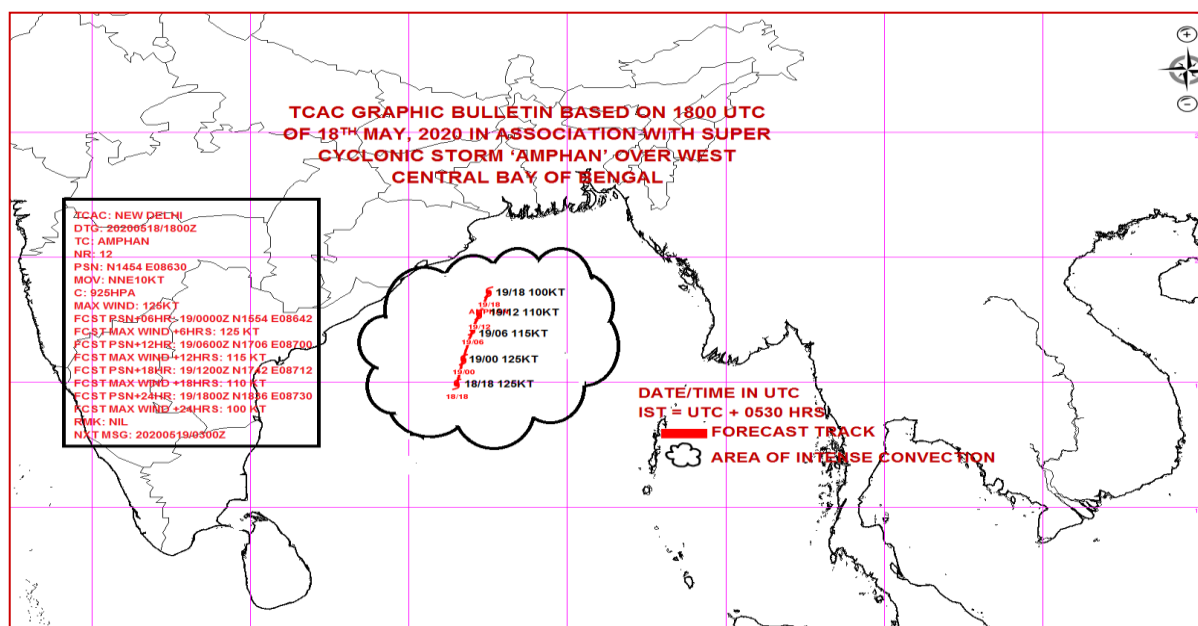


Fig II-10: Typical graphical TCAC bulletin during Super Cyclone Amphan

(iii) **TC Advisory to ADRR Hong Kong:** TC advisory containing 24 hours forecast is also given to ADRR Hong Kong through FTP based on 00, 06, 12 and 18 UTC observation in the following format.

Example:

```
0001
AMPHAN
2020051600 10.4 87.0 025 O
2020051606 10.7 86.9 030 O
2020051612 10.9 86.3 035 O
2020051618 11.1 86.1 035 O
2020051700 11.4 86.0 045 O
2020051706 11.5 86.0 055 O
2020051712 12.0 86.0 065 O
2020051718 12.5 86.4 080 O
2020051800 13.2 86.3 100 O
2020051806 13.4 86.2 120 O
2020051812 14.0 86.3 125 O
2020051818 14.9 86.5 125 O
2020051900 15.9 86.7 125 F
2020051906 17.1 87.0 115 F
2020051912 17.7 87.2 110 F
2020051918 18.6 87.5 100 F
```

2.4.8 Tropical cyclone warnings for national purposes

Information on tropical cyclone warnings provided nationally by Panel member countries, including the port warning system, is given in Annex II- A to Annex II- I to this Chapter.

2.4.9 Storm surge guidance

Storm surge warnings will be the responsibility of the National Meteorological Services. However, storm surge guidance will be issued and incorporated in the tropical cyclone advisory bulletin by RSMC- New Delhi based on IIT, Delhi Storm Surge prediction model and INCOIS, Hyderabad Advanced CIRCulation coastal inundation model. The storm surge guidance is appended in the Tropical Cyclone Advisory bulletin for Panel member countries. The graphical product from IIT Delhi and INCOIS, Hyderabad is also uploaded in cyclone page of IMD website. An example of this product is shown in Fig. II-11. The textual message is given in bulletin.

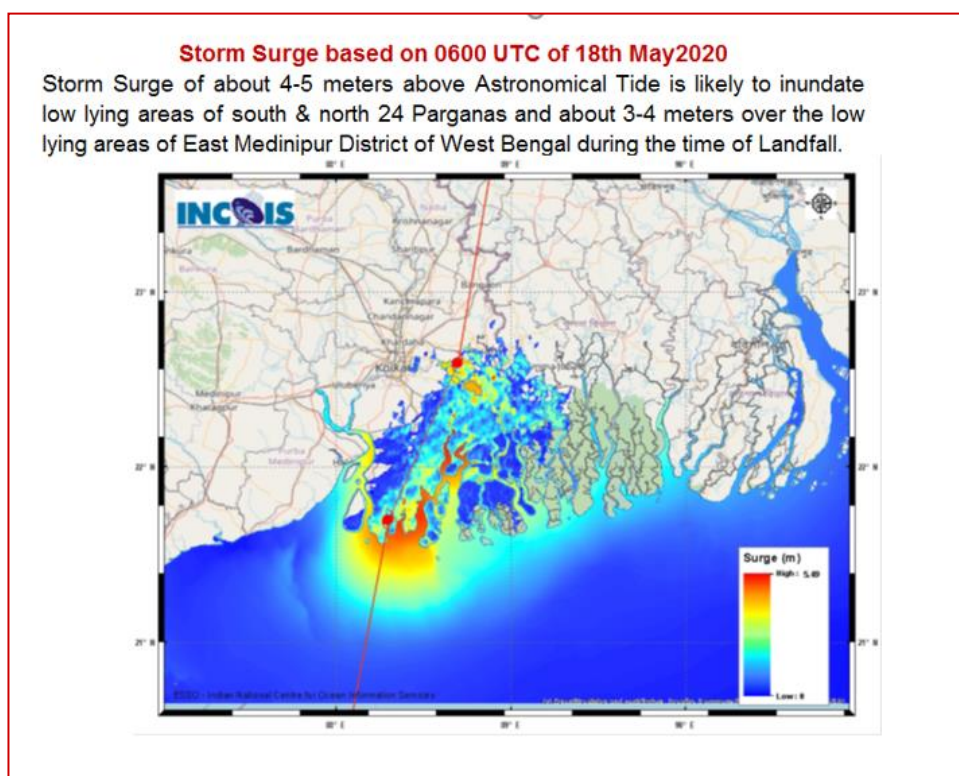


Fig.II-11 Storm Surge guidance based on 0600 UTC of 18th in association with SuCS AMPHAN

2.5 Graphical presentation of track and intensity

The track and intensity of the system are updated and put in cyclone page of IMD website time to time, based on the special tropical weather outlook and tropical cyclone advisory bulletin issued by RSMC, New Delhi from the stage of depression and based on 00, 06, 12 and 18 UTC. These are also sent by e-mail to the Panel member countries. An example of this product is shown in Fig. II-12.

2.5.1 Cone of uncertainty: The cone of uncertainty in the forecast was introduced with effect from the cyclone, 'WARD' during December, 2009 for the lead time 72 hours at an interval of 12 hrs. It was further revised with effect from cyclone 'VIYARU' during May, 2013 and extended upto 120 hrs for the same interval of time. It is helpful to the decision makers as it indicates the standard forecast errors in the forecast for different periods like 00, 06, 12, 18, 24, 36, 48, 60, 72, 84, 96, 108, 120 hrs. Recently during 2019, it has been revised w.e.f. cyclone FANI based on the errors during 2014-18. There has been a reduction of 20-30% errors for various lead periods in 2019 as compared to the values during 2014 due to reduction in track forecast errors during 2014-18 as compared to that during 2009-13. The standard errors (nm) as radius of the circle around the forecast position (lat/long) so as to construct the cone of uncertainty in the track forecast are given below.

Lead time (hrs)	Standard error (nm) used for uncertainty forecast w.e.f. April, 2019
00	010
06	020
12	030
18	040
24	045
36	055
48	070
60	085
72	095
84	115
96	130
108	145
120	160

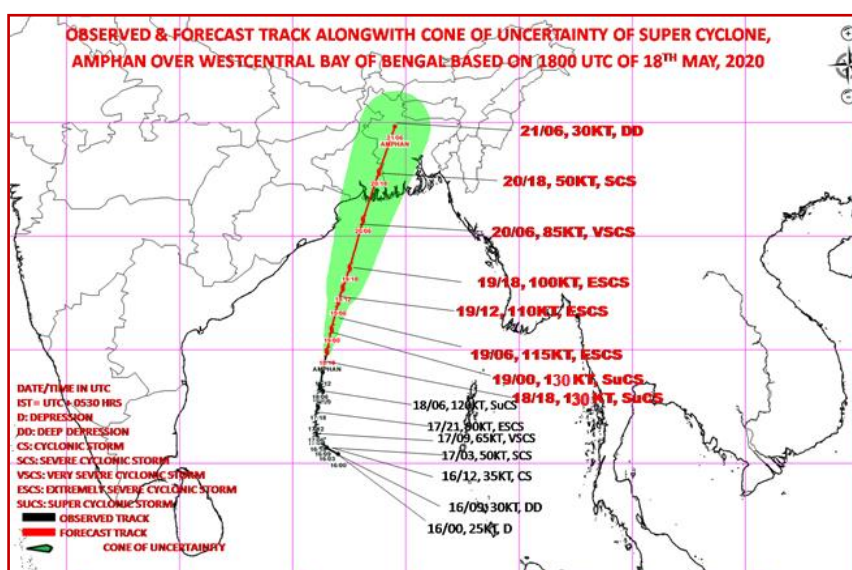


Fig.II-12 Observed and forecast track of SuCS AMPHAN based on 1800 UTC of 18th May 2020

2.5.2 Quadrant wind forecast:

(i) Graphical Product:

The forecast of maximum wind in four quadrants of a cyclone commenced with effect from cyclone, GIRI during October 2010. In this forecast, the radius of 28, 34, 50 and 64 knot winds was given for various forecast periods like +06, +12, +18, +24, +36, +48, +60 and +72 hrs. It was further revised with effect from cyclone 'Viyaru' during May, 2013 and extended upto 120 hrs for same interval of time. A typical graphical presentation of this forecast is shown in Fig.II-13. This bulletin is issued from Deep Depression stage onwards based on 00, 06, 12 and 18 UTC. It is uploaded in IMD website and sent to focal points of WMO/ESCAP Panel countries by e-mail.

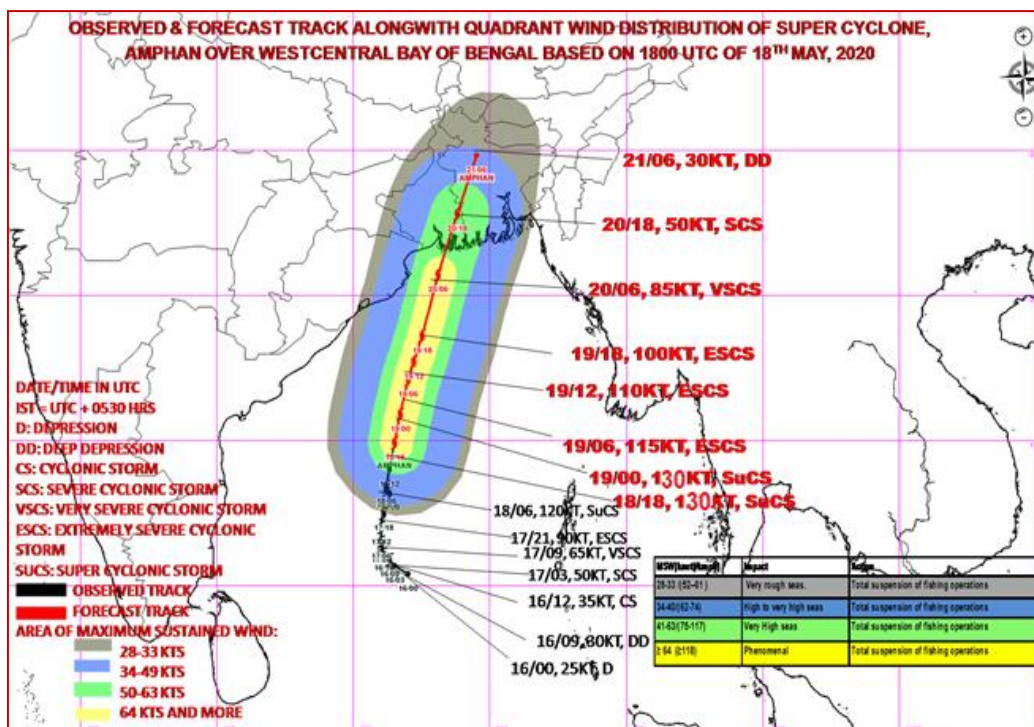


Fig.II-13: A typical example of observed track and forecast area of maximum sustained wind in association with SuCS AMPHAN based on 1800 UTC observations of 18th MAY 2020

(ii) Text Product:

The quadrant wind is also issued in text format and sent to various users through-email and GTS under the header-WTIN31. It is also sent to various NWP modeling groups including NCMRWF, IIT Delhi for vortex relocation in coded form through ftp. It is provided to IIT Delhi & INCOIS storm surge modeling group also for their use.

Example (i):

QUADRANT WIND DISTRIBUTION IN ASSOCIATION WITH SUPER CYCLONIC STORM "AMPHAN" OVER BAY OF BENGAL BASED ON 1800 UTC OF 18th MAY, 2020 FOR WHICH FORECAST IS PREPARED:

PRESENT DATE AND TIME: **181200 UTC**
 PRESENT POSITION: **14.9°N/86.5°E**
 POSITION ACCURATE TO 20 KM
 PRESENT MOVEMENT (DDD/FF) PAST SIX HOURS: 010/10 KT
 PRESENT WIND DISTRIBUTION:
 MAX SUSTAINED WINDS: 125 KT, GUSTS 135 KT
 RADIUS OF MAXIMUM WIND **150 NM**
 WINDS VARY IN EACH QUADRANT
 RADII ARE LARGEST RADII EXPECTED ANYWHERE IN THE QUADRANT
 WIND RADII VALID OVER OPEN WATER ONLY

FORECASTS:

06 HRS, VALID AT:
190000Z 15.9N /86.7° E
 MAX SUSTAINED WINDS: 125 KT, GUSTS 135 KT

RADIUS OF 027 KT WINDS:

170 NM NORTHEAST QUADRANT
160 NM SOUTHEAST QUADRANT
140 NM SOUTHWEST QUADRANT
160 NM NORTHWEST QUADRANT

RADIUS OF 034 KT WINDS:

150 NM NORTHEAST QUADRANT
140 NM SOUTHEAST QUADRANT
120 NM SOUTHWEST QUADRANT
130 NM NORTHWEST QUADRANT

RADIUS OF 050 KT WINDS:

70 NM NORTHEAST QUADRANT
70 NM SOUTHEAST QUADRANT
60 NM SOUTHWEST QUADRANT
60NM NORTHWEST QUADRANT

RADIUS OF 064 KT WINDS:

40 NM NORTHEAST QUADRANT
40 NM SOUTHEAST QUADRANT
30 NM SOUTHWEST QUADRANT
35 NM NORTHWEST QUADRANT

12 HRS, VALID AT:

190600Z 17.1°N /87.0° E

MAX SUSTAINED WINDS: 115 KT, GUSTS 125 KT

RADIUS OF 027 KT WINDS:

170 NM NORTHEAST QUADRANT
160 NM SOUTHEAST QUADRANT
140 NM SOUTHWEST QUADRANT
160 NM NORTHWEST QUADRANT

RADIUS OF 034 KT WINDS:

150 NM NORTHEAST QUADRANT
140 NM SOUTHEAST QUADRANT
120 NM SOUTHWEST QUADRANT
130 NM NORTHWEST QUADRANT

RADIUS OF 050 KT WINDS:

70 NM NORTHEAST QUADRANT
70 NM SOUTHEAST QUADRANT
60 NM SOUTHWEST QUADRANT
60NM NORTHWEST QUADRANT

RADIUS OF 064 KT WINDS:

40 NM NORTHEAST QUADRANT
40 NM SOUTHEAST QUADRANT
30 NM SOUTHWEST QUADRANT
35 NM NORTHWEST QUADRANT

18 HRS, VALID AT:

191200Z 17.7°N /87.2° E

MAX SUSTAINED WINDS: 110 KT, GUSTS 120 KT

RADIUS OF 027 KT WINDS:

170 NM NORTHEAST QUADRANT

160 NM SOUTHEAST QUADRANT
 140 NM SOUTHWEST QUADRANT
 160 NM NORTHWEST QUADRANT

RADIUS OF 034 KT WINDS:

150 NM NORTHEAST QUADRANT
 140 NM SOUTHEAST QUADRANT
 120 NM SOUTHWEST QUADRANT
 130 NM NORTHWEST QUADRANT

RADIUS OF 050 KT WINDS:

70 NM NORTHEAST QUADRANT
 70 NM SOUTHEAST QUADRANT
 60 NM SOUTHWEST QUADRANT
 60NM NORTHWEST QUADRANT

RADIUS OF 064 KT WINDS:

40 NM NORTHEAST QUADRANT
40 NM SOUTHEAST QUADRANT
30 NM SOUTHWEST QUADRANT
35 NM NORTHWEST QUADRANT

24 HRS, VALID AT:

191800Z 18.6°N /87.5° E

MAX SUSTAINED WINDS: 100 KT, GUSTS 110 KT

RADIUS OF 027 KT WINDS:

170 NM NORTHEAST QUADRANT
 160 NM SOUTHEAST QUADRANT
 140 NM SOUTHWEST QUADRANT
 160 NM NORTHWEST QUADRANT

RADIUS OF 034 KT WINDS:

150 NM NORTHEAST QUADRANT
 140 NM SOUTHEAST QUADRANT
 120 NM SOUTHWEST QUADRANT
 130 NM NORTHWEST QUADRANT

RADIUS OF 050 KT WINDS:

70 NM NORTHEAST QUADRANT
 70 NM SOUTHEAST QUADRANT
 60 NM SOUTHWEST QUADRANT
 60NM NORTHWEST QUADRANT

RADIUS OF 064 KT WINDS:

40 NM NORTHEAST QUADRANT
40 NM SOUTHEAST QUADRANT
30 NM SOUTHWEST QUADRANT
35 NM NORTHWEST QUADRANT

36 HRS, VALID AT:

200600Z 20.7°N /88.1° E

MAX SUSTAINED WINDS: 85 KT, GUSTS 95 KT

RADIUS OF 027 KT WINDS:

170 NM NORTHEAST QUADRANT
 160 NM SOUTHEAST QUADRANT
 140 NM SOUTHWEST QUADRANT
 160 NM NORTHWEST QUADRANT

RADIUS OF 034 KT WINDS:

150 NM NORTHEAST QUADRANT
140 NM SOUTHEAST QUADRANT
120 NM SOUTHWEST QUADRANT
130 NM NORTHWEST QUADRANT

RADIUS OF 050 KT WINDS:

70 NM NORTHEAST QUADRANT
70 NM SOUTHEAST QUADRANT
60 NM SOUTHWEST QUADRANT
60NM NORTHWEST QUADRANT

RADIUS OF 064 KT WINDS:

40 NM NORTHEAST QUADRANT
40 NM SOUTHEAST QUADRANT
30 NM SOUTHWEST QUADRANT
35 NM NORTHWEST QUADRANT

48 HRS, VALID AT:

201800Z 22.8°N /88.8° E

MAX SUSTAINED WINDS: 50 KT, GUSTS 60 KT

RADIUS OF 027 KT WINDS:

170 NM NORTHEAST QUADRANT
160 NM SOUTHEAST QUADRANT
140 NM SOUTHWEST QUADRANT
160 NM NORTHWEST QUADRANT

RADIUS OF 034 KT WINDS:

150 NM NORTHEAST QUADRANT
140 NM SOUTHEAST QUADRANT
120 NM SOUTHWEST QUADRANT
130 NM NORTHWEST QUADRANT

RADIUS OF 050 KT WINDS:

70 NM NORTHEAST QUADRANT
70 NM SOUTHEAST QUADRANT
60 NM SOUTHWEST QUADRANT
60NM NORTHWEST QUADRANT

60 HRS, VALID AT:

210600Z 24.8°N /89.5° E

MAX SUSTAINED WINDS: 30 KT, GUSTS 40 KT

RADIUS OF 027 KT WINDS:

170 NM NORTHEAST QUADRANT
160 NM SOUTHEAST QUADRANT
140 NM SOUTHWEST QUADRANT
160 NM NORTHWEST QUADRANT

2.5.3. TC Vital:

TC vital sent through ftp has been introduced in 2013. The format of TC vital bulletin sent to NWP modelers is given below

Format

No. of characters	Description of characters	Example
character*4 tcv_center	Hurricane Center Acronym	IMD
character*3 tcv_storm_id	Storm Identifier (02B, etc)	02B
character*9 tcv_storm_name	Storm name	TITLI
integer tcv_century	2-digit century id (19 or 20)	20
integer tcv_yymmdd	Date of observation	181010
integer tcv_hhmm	Time of observation (UTC)	1200
integer tcv_lat	Storm Lat (X10), always >0	175 (for 17.5 ⁰ latitude)
character*1 tcv_latns	'N' or 'S'	N
integer tcv_lon	Storm Lon (*10), always >0	0853 (for 85.3 ⁰ longitude)
character*1 tcv_lonew	'E' or 'W'	E
integer tcv_stdire	Storm motion vector (in degree)	330 (Past six hours) (west-northwestwards)
integer tcv_stspd	Speed of storm movement (m/sX10)	040 (Past six hours Reported in 3 digits)
integer tcv_pcen	Min central pressure (mb)	0970 (Reported in 4 digits)
integer tcv_penv	outermost closed isobar(mb)	1005 (Reported in 4 digits)
integer tcv_penrad	rad outermost closed isobar(km)	0350 (Reported in 4 digits) (300 km)
integer tcv_vmax	max sfc wind speed (m/s)	040 (Reported in 3 digits)
integer tcv_vmaxrad	rad of max sfc wind spd (km)	040 (Reported in 4 digits) (half of average of radius of MSW)
integer tcv_r15ne	NE rad of 34 knots winds (km)	0300 (Reported in 4 digits)
integer tcv_r15se	SE rad of 34 knots winds (km)	0340 (Reported in 4 digits)
integer tcv_r15sw	SW rad of 34 knots winds (km)	0280 (Reported in 4 digits)
integer tcv_r15nw	NW rad of 34 knots winds (km)	0280 (Reported in 4 digits)
character*1 tcv_depth	Storm depth (S,M,D,X) S stands for shallow (for D), M stands for Medium (for DD), D stands for Deep (for CS and above) and X stands for missing	D

Example:

IMD 01B AMPHAN 20200518 1800 149N 0865E 038 045 0925 1002 0400 038 0040 0280 0260 0220 0240 D

ANNEX II-A-1

CLASSIFICATION OF TROPICAL CYCLONE WARNING SYSTEMS IN THE PANEL COUNTRIES

Existing classifications of low pressure systems (cyclonic disturbances) in the Panel countries are given below together with the WMO classifications.

***Classification of low pressure systems (cyclonic disturbances)
presently in use by Panel countries for national purposes***

<u>Country</u>	<u>Type of Disturbance</u>	<u>Corresponding Wind Speed</u>
Bangladesh km/h)	Low pressure area	Less than 17 knots (less than 31
	Well marked low	17- 21 knots (31-40km/h)
	Depression	22- 27 knots (41-51km/h)
	Deep Depression	28- 33 knots (52-61km/h)
	Cyclonic storm	34 -47 knots (62-88 km/h)
	Severe cyclonic storm	48- 63knots (89-117 km/h)
	Very Severe cyclonic storm	64 – 119 knots (118-221km/h)
	Super Cyclonic Storm	120 knots and above (222 km/h or more)
India	Low pressure area	Less than 17 knots
	Depression	17 -27 knots
	Deep Depression	28- 33 knots
	Cyclonic storm	34 -47 knots
	Severe cyclonic storm	48 -63 knots
	Very severe cyclonic storm	64 -89 knots
	Extremely severe cyclonic storm	90 -119 knots
	Super cyclonic storm	120 knots and above
Maldives	Low pressure area	Less than 17 knots
	Depression	17- 27 knots
	Deep Depression	28 -33 knots
	Cyclonic storm	34 -47knots
	Severe cyclonic storm	48 -63knots
	Very severe cyclonic storm	64 -119knots
	Super cyclonic storm	120 knots and above
Myanmar	Low pressure area	Less than 17 knots
	Depression	17- 27 knots
	Deep Depression	28 -33 knots
	Cyclonic storm	34 -47 knots
	Severe cyclonic storm	48 -63 knots
	Very severe cyclonic storm	64 -119 knots
	Super cyclonic storm	120 knots and above
Oman (Sultanate of Oman)	Low	Less than 17 knots
	Depression	17-27 knots
	Deep depression	28-33 knots
	Tropical storm	34-63 knots
	Tropical cyclone	64 knots or more
	Tropical cyclone :	
	Category 1	64-82 knots
	Category 2	83-95 knots
	Category 3	96- 112 knots
	Category 4	113-136 knots
Category 5	More than 136 knots	
Pakistan	Depression	22- 27knots
	Deep Depression	28- 33knots
	Cyclonic storm	34 -47knots
	Severe cyclonic storm	48- 63knots

	Very severe cyclonic storm	64- 119 knots
	Super cyclonic storm	120 knots or more
Qatar	Depression	less than 34 knots
	Tropical storm	34-63 knots
	Tropical cyclone	64 knots or more
	Tropical cyclone :	
	Category 1	64-82 knots
	Category 2	83-95 knots
	Category 3	96- 112 knots
	Category 4	113-136 knots
	Category 5	More than 136 knots
Sri Lanka	Low pressure area	Less than 17 knots
	Depression	17- 27 knots
	Deep Depression	28- 33 knots
	Cyclonic storm	34 -47 knots
	Severe cyclonic storm	48- 63 knots
	Very severe cyclonic storm	64 -119 knots
	Super cyclonic storm	120 knots and above
Thailand	Tropical depression	27 - 33 knots
	Tropical Cyclones	34 knots and more
UAE	Tropical Depression	<63 kmph
	Tropical Storm	63-118 kmph
	Tropical Cyclone CAT(1)	119-153 kmph
	Tropical Cyclone CAT(2)	154-177 kmph
	Tropical Cyclone CAT(3)	178-208 kmph
	Tropical Cyclone CAT(4)	209-251 kmph
	Tropical Cyclone CAT(5)	>251 kmph
Yemen	Low pressure area	Less than 17 knots
	Depression	17 -27 knots
	Deep Depression	28- 33 knots
	Cyclonic storm	34 -47 knots
	Severe cyclonic storm	48 -63 knots
	Very severe cyclonic storm	64 -89 knots
	Extremely severe cyclonic storm	90 -119 knots
	Super cyclonic storm	120 knots and above
WMO	Tropical depression	Up to 34 knots
Classification	Moderate tropical storm	34- 47 knots
(Vide WMONo.471)	Severe tropical storm	48 -63 knots
	Hurricane (or local synonym) Winds	64 knots and more
	Tropical disturbance of	Wind speed uncertain
	Unknown intensity	

Tropical Cyclone Warning System in Bangladesh

Organization

The Bangladesh Meteorological Department is responsible for providing tropical cyclone warnings to Bangladesh and its coastal areas and for a designated portion of the high Seas in the Bay of Bengal. Warnings and forecasts are issued under the authority of the Director, Bangladesh Meteorological Department.

The tropical storm warnings are provided from the Storm Warning Centre, E-24, Agargaon, Dhaka. This Centre is also responsible for issuing the weather warnings like “Nor’westers” (severe local storms) warning, etc.

Tracking

The tropical cyclones are tracked with the help of conventional observations, radar, satellite observations and model derived products.

Tropical cyclone warnings

Tropical cyclone warnings are provided to:

- (i) The Honorable President
- (ii) The Honorable Prime Minister
- (iii) Control room, Ministry of Disaster Management and Relief (MoDMR)
- (iv) All Ministries
- (v) The Sea Port Authorities at Chittagong, Mongla, Payra and Cox’s Bazar
- (vi) The Cyclone Preparedness Programme (CPP), Bangladesh Red Crescent Society
- (vii) The Armed Forces division, Bangladesh Navy, Bangladesh Air Force
- (viii) Inland River Port Authorities
- (ix) Airport Authorities
- (x) Concerned Government Officials
- (xi) The general public (through Betar (Radio) Television, print and electronic media & mass media)
- (xii) Fishing boats and trawlers in the sea
- (xiii) Coast Guard
- (xiv) The NGOs

Stages of warnings

Warnings are issued in four stages for the Government Officials. The first stage called "Alert" is issued to all concerned whenever a disturbance is detected in the Bay as per Standing Orders for Disasters (SOD) of Bangladesh. In the second stage, cyclone warnings are issued in four stages as detailed below:

- (i) (a) Distant Cautionary Signal- issued if a ship might run into danger during its voyage after leaving the harbour.
(b) Distant Warning Signal issued when there is no immediate danger of the port but a ship might run into the storm after leaving the port.
- (ii) (a) Local Cautionary Signal – issued when port is threatened by squally weather from tropical disturbances like cyclone, monsoon low, monsoon depression, synoptic forcing or nor’westers.

- (b) Local Warning Signal issued when the port is threatened by a storm, but it does not appear that the danger is as yet sufficiently great to justify extreme measures of precaution. It is issued minimum 24 hours before the landfall.
- (iii) Danger Signal issued when the port is likely to experience severe weather from a storm of slight or moderate intensity. The Signal is issued minimum 18 hours before the landfall.
- (iv) Great Danger Signal issued when the port is likely to experience severe weather from a storm of great intensity. The signal is issued minimum 10 hours before the landfall.

Format of the cyclone warning bulletin

Cyclone warning bulletins contain the following information:

- (i) Name of the storm
- (ii) Position of the storm centre
- (iii) Direction and speed of movement in knots for international use and km/h for national use.
- (iv) Distance of the storm centre from the ports.
- (v) Maximum sustained wind within the radius of maximum wind of the disturbance.
- (vi) Signals for the maritime ports.
- (vii) Areas likely to be affected specifying Administrative Districts or sub-districts (Upazila) as far as possible.
- (viii) Approximate time of commencement of gale winds (speed more than 51 km/ h).
- (ix) Storm surge height in feet and areas likely to be inundated.
- (x) Advisory for fishing boats and trawlers over North Bay and Deep Sea.

Tropical cyclone warnings for the high seas

Tropical cyclone warnings for the high seas in Bangladesh are provided from the Storm Warning Centre at Dhaka and are broadcast from the coastal radio station at Chittagong (ASC). Warnings are issued for the Bay of Bengal region north of 18° N latitude. India is an Issuing Service for METAREA VII(N) of the WWMIWS, and is responsible for broadcasting the products on SafetyNET to mariners at sea.

Warnings to ports

In accordance with international procedure, ports are warned and advised to hoist "Signals" whenever adverse weather is expected over the ports for the oceanic areas, in which it is located due to the tropical cyclone. However, regional difference exists. The warning messages normally contain information on the location, intensity, direction and speed of movement of the tropical cyclone and the expected weather over the port. The tropical cyclone signals used in Bangladesh ports along with their meaning are given in Attachment to Annex II-B.

Dissemination

Warnings are disseminated through high priority landline telephone, fax, e-mail & website. In addition, warnings are also transmitted to Betar (Radio) Bangladesh, Dhaka, Chittagong, Khulna, Rangpur, Rajshahi and Sylhet for broadcast. Alert messages are broadcast four to five times or as frequent as require a day. "Warnings" are broadcast every hour and "Danger" and "Great Danger" messages are broadcast more frequently.

Dissemination of tropical cyclone warnings

- (i) Fax
- (ii) Telephones
- (iii) Automatic Message Switching System (AMSS)
- (iv) Bangladesh Betar (Radio)
- (v) Television
- (vi) Through print & electronic media
- (vii) Wireless Transmission (W/T)
- (viii) Internet, by keeping information on BMD website (<http://www.bmd.gov.bd>).
- (IX) Mobile App (BMD Weather App)
- (X) IVR (Interactive Voice Response)
- (XI) E-mail
- (XII) Social Media (Facebook)
- (XIII) SMS

Cyclone warning system in India

The India Meteorological Department is responsible for providing tropical cyclone warnings in India. The tropical cyclone warning service is one of the most important functions of the India Meteorological Department and it was the first service undertaken by the Department in 1865 with the issue of Port Warnings for Calcutta. Thus cyclone warning service is more than 150 years old.

Organization

Tropical cyclone warnings in India are provided through three Area Cyclone Warning Centres (ACWCs) located at Kolkata, Chennai and Mumbai and four Cyclone Warning Centres at Bhubaneswar, Visakhapatnam, Ahmedabad and Thiruvananthapuram. The entire cyclone warning work is coordinated by the Scientist-G and Head (Services) at New Delhi.

Tracking of tropical cyclones

Tracking of the tropical cyclones in India is done with the help of:

- (vii) Conventional surface and upper air observations from inland and island stations, coastal Automatic Weather Station (AWS), ships and buoy observations;
- (ii) Cyclone detection radar including Doppler Weather Radar;
- (iii) Satellite cloud pictures from the Geostationary Satellite (INSAT 3D, INSAT 3DR) and polar orbiting satellites.

More details on the observing system are provided in a separate chapter.

Tropical Cyclone Forecasting

Details about tropical forecasting procedures are discussed in Chapter-IV.

Tropical cyclone warnings

The bulletins and warnings issued in connection with tropical cyclones in India may be divided into the following broad categories:

- (i) Warning bulletins for shipping on the high Seas.
- (ii) Warning bulletins for ships plying in the coastal waters.
- (iii) Port warnings.
- (iv) Fisheries warnings. (Fishermen & Fisheries Officials)
- (v) Four stage warnings for the State and Central Government officials.
- (vi) Warnings for recipients who are registered with the department (Designated/registered users).
- (vii) Warning for aviation.
- (viii) Warnings for the general public through All India Radio, TV (including Doordarshan), Press and other electronic media.
- (ix) Warning for Indian Navy.

Format and examples of all these bulletins are shown as Attachment to Annex II-C1

Bulletins for the high Seas

These bulletins are for the shipping interests on the high Seas. The area covered by these bulletins is the Sea area between the Asian Coast and the line joining the points 24° N 68° E, 20° N 68° E, 20° N 60° E, 5° N 60° E, 5° N 95° E, 10° N 95° E, 10° N 94° E, 13° 30' N 94° E, 13° 30' N 92° E, 18° N 92° E and 18° N 94° 30' E. The exact area of coverage is shown below (Fig.- II-C-1).

India is an Issuing Service for METAREA VII (N) of the WWMIWS, and is responsible for broadcasting the products on SafetyNET to mariners at Sea.

ANNEX II-C-2

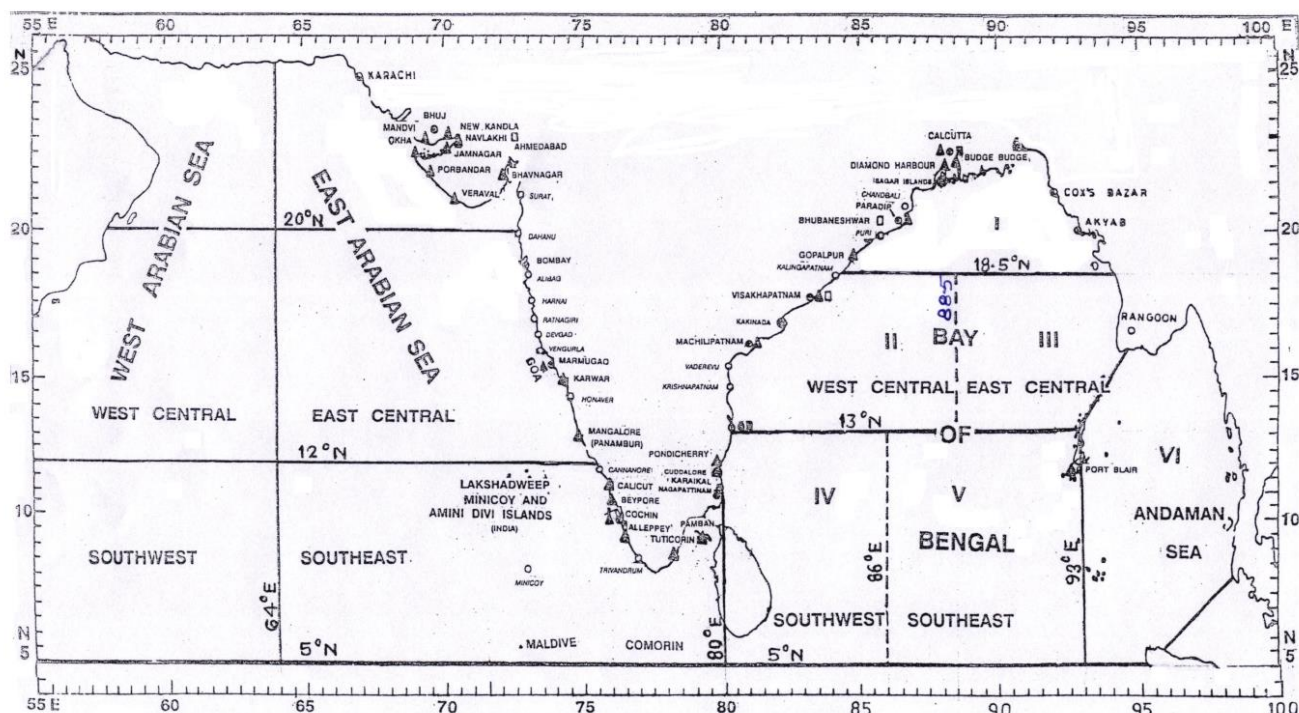


Fig. II-C-I. The exact area of coverage

These bulletins are issued by the Area Cyclone Warning Centres at Kolkata and are broadcast by the Coastal Radio Stations of the Department of Telecommunication (DoT) and "NAVTEX Chennai". These bulletins are issued by the Area Cyclone Warning Centres; Mumbai is available to the users through e-mail/fax and uploaded in the website of RMC Mumbai. The bulletins for the Arabian Sea broadcast from Mumbai Radio are issued by the Area Cyclone Warning Centre at Mumbai, whilst those for the Bay of Bengal, broadcast from Kolkata and Chennai Radio, are issued by the Area Cyclone Warning Centre at Kolkata.

In normal undisturbed weather, two bulletins are broadcast at fixed hours known as "Daily" bulletins. In the event of disturbed weather (depression in the Bay of Bengal and the Arabian Sea), a third bulletin known as "Extra" bulletin is broadcast.

When a cyclonic storm has developed, three additional bulletins known as 'Storm' bulletins are broadcast. In addition to these six bulletins, if any unexpected development of weather warrants urgent communication to ships, a "Special" bulletin is issued which may be broadcast at any time. These bulletins are broadcast according to a schedule at fixed hours.

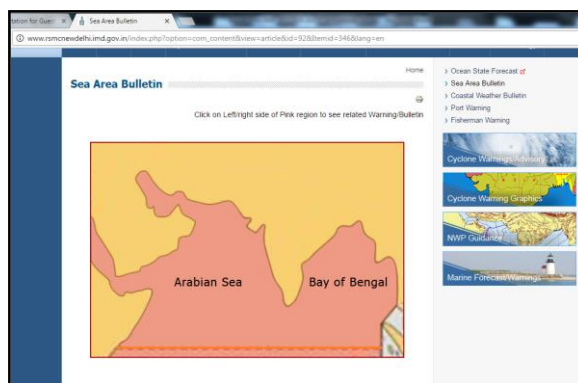


Fig. II C-2: Sample Sea Area bulletin page at RSMC New Delhi website

Coastal Weather Bulletins

These bulletins give weather information in greater detail in the coastal areas for the benefit of ships plying mainly in coastal areas. For the purpose of these bulletins, the coastal area is defined as the sea area up to 75 km off the coastline.

As in the case of sea bulletins for merchant ships, the coastal bulletins are broadcast from Navtex, Chennai. In normal weather, coastal bulletins are broadcast twice daily (Daily One at 0630 UTC and Daily Two at 1830 UTC respectively). These are known as "Daily" bulletins. Whenever a depression, tropical cyclone or some other phenomenon influences the weather of the coastal strip concerned "Extra", "Storm" and "Special" bulletins for the coastal strip are also broadcast in addition to "Daily" bulletins.

Each bulletin first gives the name of the coastal strip to which it pertains followed by the details of the weather system, if any, affecting the coastal area. It also includes a forecast of wind, weather, visibility and state of sea for the coastal strip. Information on storm surges/tidal waves and areas likely to be affected are given whenever necessary. The bulletins also give information regarding storm warning signals, if any, hoisted at the ports in the coastal strip concerned.

The coastal bulletins pertaining to India coast are sent to control room of Director General of Lighthouse and Light ships (DGLL) at Mumbai though e-mail and Automated message switching System (AMSS) at IMD, Mumbai for broadcast through 11 Navtex stations along the coast. These bulletins are also uploaded on RSMC Website (www.rsmcnewdelhi.imd.gov.in). A sample is shown in Fig. II C-3.

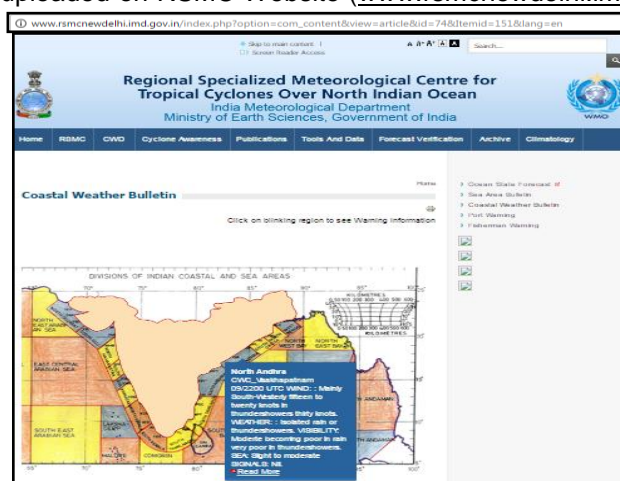


Fig. II C-3: Sample Coastal Weather bulletin available at RSMC New Delhi website

Storm warnings to ports

A visual storm warning signal system for the Bay of Bengal ports, chiefly for the port of Kolkata, has been in existence since 1865. A similar system for the ports on the west coast was started in 1880. A uniform system applicable to all Indian ports was introduced in 1898.

The India Meteorological Department issues storm warnings to port officers whose ports are likely to be affected by adverse weather. They are also advised to hoist visual storm warning signals for the benefit of ships at the port and those out at Sea. The information is, in most cases, conveyed by very high priority telegrams/fax/e-mail.

The storm warning signals, which are displayed prominently on masts in ports, are in the form of cones and cylinders for day signals and red and white lamps for night signals. In addition to hoisting signals, port officers have, in most cases, arrangements for disseminating the information and warnings received by them to country crafts and sailing vessels in the harbor. These bulletins are also uploaded on RSMC Website (www.rsmcnewdelhi.imd.gov.in). A sample is shown in Fig. II C-4.

The meaning of the signals used in Indian ports is given in Attachment to Annex II-C2.

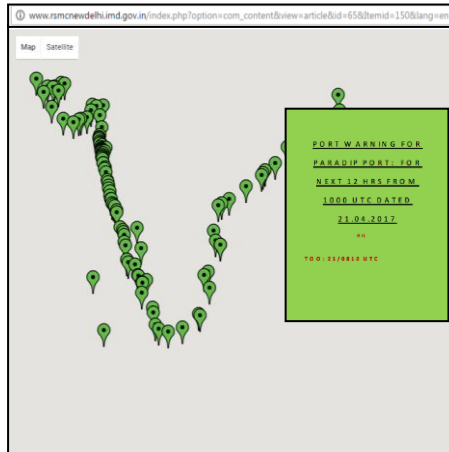


Fig. II C-4: Sample Port Warning bulletin available at RSMC New Delhi website

Fisherman Warnings

Warnings for fisherman and fishery officials are issued by Area Cyclone Warning Centres as per their area of responsibility and uploaded on RSMC website. A sample is shown in Fig. II C-5. Fishermen warnings in graphical form are being issued w.e.f. November 2020 and are available at RSMC website.

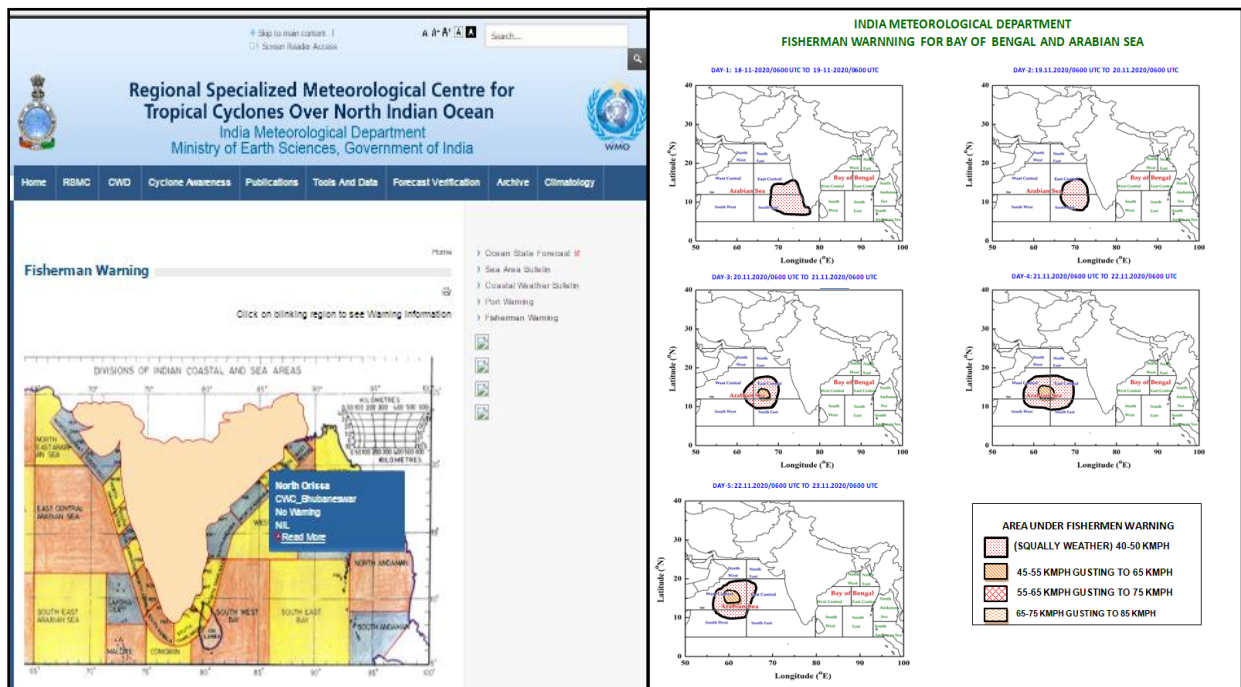


Fig. II C-5: Fisherman Warning bulletin available at RSMC New Delhi website <http://www.rsmcnewdelhi.imd.gov.in>

Tropical storm warnings to government officials (Four stage warnings)

At the initial stage a special **"Informatory Message"** is issued at low pressure area stage when it has the potential to intensify into a cyclonic storm at 0300 UTC or at any synoptic hour depending upon time of formation of low pressure system to all the disaster managers and press.

A **"pre-cyclone watch"** bulletin is issued by DGM himself soon after the formation of a depression informing senior central government officials including chief secretary of coastal maritime States about likely development of a cyclonic storm, its movements, coastal belt of India likely to experience adverse weather. This bulletin is issued at least 72 hours in advance of commencement of adverse weather.

At the second stage, a **"cyclone alert"** is issued at least 48 hours in advance of the expected commencement of adverse weather in association with the cyclonic storm over the coastal area.

The third stage of the warning, known as **"cyclone warning"** is issued at least 24 hours in advance of commencement of severe weather.

The last stage of warning covering the **post-landfall** scenario is included in the cyclone warnings issued 12 hrs before the expected time of landfall and is continued till the cyclonic wind force is maintained in the core area of the cyclonic storm over land.

However, this is not applicable in case of cyclonic disturbances developing near the coast and in case of rapidly intensifying systems. In such cases, the cyclone warning can be issued directly without issuing cyclone alert and watch bulletins and similarly cyclone watch can be issued directly without issuing pre-cyclone watch.

Post landfall outlook

Post-landfall outlook will be issued as a part of cyclone warning at least 12 hours in advance of the landfall of the system by RSMC New Delhi and the concerned ACWC. On the basis of this outlook, the concerned RMC/MC which are likely to be affected will also issue cyclone warnings for the interior area. This is the regular cyclone warning.

Dewarning Message

As and when a given coastal belt is expected to become free from the impact of TCs, a dewarning message is issued to the ports and disaster management agencies in India as a part of four stage warning system.

Tropical cyclone bulletins to All India Radio (AIR) for broadcast

In general, weather bulletins are issued by the meteorological offices to the AIR stations for broadcast in the midday transmissions. These are based on 0300 UTC charts. The areas covered by the bulletins are the areas served by the respective AIR stations (AM and FM). These bulletins include:

- (i) A summary of the past weather;
- (ii) special weather warnings for public services such as the Public Works Department, Irrigation, DoT, Railways, etc. &
- (iii) General forecast including warnings.

Points (ii) and (iii) are valid until the morning of the second day. The summary of weather includes information about tropical storms and depressions affecting the area. The centre of the system is included with reference to the nearest well known place and latitude and longitude. Warnings in bulletins once included are repeated in the subsequent daily bulletins also as long as adverse weather is anticipated. In addition, meteorological centres in the maritime states include suitable warnings for fishermen. These general bulletins are broadcast at a fixed time (midday) by the AIR stations and are intended to meet the requirements of the public in general and the needs of various categories of officials in particular.

In addition, special AIR bulletins containing cyclone alert messages issued 48 hours prior to the commencement of the adverse weather and tropical cyclone warning messages issued 24 hours prior to the commencement of the adverse weather in the coastal areas due to an approaching tropical storm are broadcast. These broadcasts are meant to alert the agencies entrusted with the responsibility of carrying out cyclone preparedness works and also the general public.

(For framing the tropical storm warning bulletins to AIR and Doordarshan abbreviated terms like "cyclone" for cyclonic storm, "severe cyclone" for the severe cyclonic storm and "super cyclone" for super cyclonic storm etc. are also used.)

The height of the storm surge is included in the bulletin in meters and it represents height above the normal tide level. The coastal districts likely to be affected by the storm are mentioned in the first sentence of the bulletins. The types of damage likely to be expected from systems of various intensities along with the suggested action are also included. For this purpose the following table is referred.

ANNEX II-C-5

Damage Potential and Action Suggested

Category/ T.No/ Wind Speed	Structur es	Commu nication & Power	Road /Rail	Agriculture	Marine Interests	Coastal Zone	Overall Damage Category	Suggested Actions
Deep Depression T 2.0 52 – 61 kmph (28-33 knots)	Minor damage to loose / unsecur ed structur es		Some breaches in Kutcha road due to flooding.	Minor damage to Banana trees and near coastal agriculture due to salt spray. Damage to ripe paddy crops.	Very rough seas. Sea waves about 4-6 m high.	Minor damage to Kutcha embankmen ts.	Minor	Fishermen advised not to venture into the open seas.
Cyclonic Storm T 2.5-T 3.0 62 – 87 kmph (34-47 knots)	Damag e to thatche d huts.	Minor damage to power and communica tion lines due to breaking of branches.	Major damage to Kutcha and minor damage to Pucca roads.	Some damage to paddy crops, banana, papaya trees and orchards.	High to very high sea waves about 6-9 m high.	Sea water inundation in low lying areas after erosion of Kutcha embankmen ts.	Minor to moderate.	Total suspension of fishing operations.
Severe Cyclonic Storm T 3.5 88-117 kmph (48-63 knots)	Major damage to thatche d houses/ huts. Roof tops may blow off. Unattac hed metal sheets may fly.	Minor damage to power and communi cation lines.	Major damage to Kutcha and some damage to Pucca roads. Flooding of escape routes.	Breaking of tree branches, uprooting of large avenue trees. Moderate damage to banana and papaya trees. Large dead limbs blown from trees.	Phenomen al seas with wave height 9-14 m. Movement in motor boats unsafe.	Major damage to coastal crops. Storm surge upto 1.5 m (area specific) causing damage to embankmen ts/ salt pans. Inundation upto 5 km in specific areas.	Moderate	Total suspension of fishing operations. Coastal hutment dwellers to be moved to safer places. People in affected areas to remain indoors.
Very Severe Cyclonic Storm T 4.0- T 4.5 118-166 kmph (64-89 knots)	Total destructio n of thatche d houses/ extensi ve damage to kutcha houses. Some damage to pucca houses. Potenti al threat from flying objects.	Bending/ uprooting of power and communi cation poles.	Major damage to Kutcha and and Pucca roads. Flooding of escape routes. Minor disruption of railways, overhead powerline s and signalling systems.	Widespread damage to standing crops, plantations, orchards, falling of green coconuts and tearing of palm fronds. Blowing down of bushy trees like mango.	Phenomen al seas with wave height more than 14 m. Visibility severely affected. Movement in motor boats and small ships unsafe.	Storm surge upto 2 m. Inundation upto 10 km in specific areas. Small boats, country crafts may get detached from moorings.	Large	Total suspension of fishing operations. Mobilise evacuation from coastal areas. Judicious regulation of rail and road traffic. People in affected areas to remain indoors.
Extremely	Extensi	Extensive	Disruptio	Extensive	Phenomen	Storm surge	Extensive	Total

Severe Cyclonic Storm T 5.0- T 6.0 167-221 kmph (90-119 knots)	ve damage to all types of kutcha houses, some damage to old badly managed Pucca structures. Potential threat from flying objects.	uprooting of communication and power poles.	n of rail/road link at several places.	damage to standing crops, plantations, orchards. Blowing down of Palm and coconut trees. Uprooting of large bushy trees.	al seas with wave height more than 14 m. Movement in motor boats and small ships not advisable.	upto 2-5 m. Inundation may extend upto 10-15 km in specific areas. Large boats and ships may get torn from their moorings.		suspension of fishing operations. Extensive evacuation from coastal areas. Diversion or suspension of rail and road traffic. People in affected areas to remain indoors.
Super Cyclonic Storm T 6.5 and above 222 kmph and more (120 knots and more)	Extensive damage to non-concrete residential and industrial buildings. Structural damage to concrete structures. Air full of large projectiles.	Uprooting of communication and power poles. Total disruption of communication and power supply.	Extensive damage to Kutcha roads and some damage to poorly repaired pucca roads. Large scale submerging of coastal roads due to flooding and sea water inundation. Total disruption of railway and road traffic due to major damages to bridges, signals and railway tracks. Washing away of rail/road links at several places.	Total destruction of standing crops/ orchards. Uprooting of large trees and blowing away of palm and coconut crowns, stripping of tree barks.	Phenomenal seas with wave heights of more than 14m. All shipping activities unsafe.	Extensive damage to port installations. Storm surge more than 5m, inundation upto 40 km in specific areas and extensive beach erosion. All ships torn from their moorings. Flooding of escape routes.	Catastrophic	Total suspension of fishing operations. Large-scale evacuation of coastal population. Total suspension of rail and road traffic in vulnerable areas. People in affected areas to remain indoors.

These bulletins are generally issued at the time of each sea area bulletin. The frequency of the bulletin can be raised when the tropical storm is tracked with the help of radar and previous warnings issued needs modification.

A third set of bulletins issued to AIR is the coastal weather bulletins. Whenever a cyclonic storm is likely to affect the Indian coastal areas, coastal weather bulletins issued by the India

Meteorological Department are broadcast in the All India News Cycles of All India Radio from New Delhi in English, Hindi and in the regional language of the area affected. These bulletins contain information on the following:

- 1) Time of issue of bulletin in IST
- 2) Coastal strip for which bulletin issued and period of validity
- 3) Position, intensity and movement of cyclonic storm
- 4) Forecast point and time of landfall
- 5) Signals hoisted at the ports in the coastal strip
- 6) Information of storm surges/tidal waves

ANNEX II-C-6

Dissemination of tropical cyclone warnings


The modes of telecommunication used for the dissemination of tropical cyclone warnings in India are:

- (i) Telefax
- (ii) Telephones
- (iii) Automatic Message Switching System (AMSS)
- (iv) All India Radio
- (v) Television
- (vi) FM Radio
- (vii) Community Radio
- (viii) DTH
- (ix) W/T (especially police W/T)
- (x) Internet, by keeping information on IMD website (<http://www.mausam.gov.in>) /RSMC website(www.rsmcnewdelhi.imd.gov.in).
- (xi) Microwave link of the railways
- (xii) IVRS
- (xiii) e-mail
- (xiv) SMS and Mobile App.
- (xv) GMDSS
- (xvi) NAVTEX for coastal weather bulletin
- (xvii) Social Media (Face Book, Twitter, Instagram, Blog)

It was also being issued as cyclone alert through Google platform from postmonsoon season of 2015. It will also be disseminated via Common Alert Protocol (CAP).


The following warnings/advisory products are given in the dynamic page of cyclone page of IMD's website/RSMC website. When one type of communication channel fails, the alternate channel is used.

ANNEX II-C-7



Regional Specialized Meteorological Centre for Tropical Cyclones Over North Indian Ocean

India Meteorological Department
Ministry of Earth Sciences, Government of India



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● Click on Red Dot to view related bulletin

Cyclone AlertsClick on the link 'Register for SMS Alerts'



IMD/Delhi

- Press Release **NEW**
- Feedback
- Seminar/Workshop

Quick Links

- All India Weather Forecast
- NWP
- Satellite
- Imagery
- Bulletin
- OceanSat-2
- Radar
- Imagery
- Bulletin
- FDP Cyclone
- SWFDP
- WMO/ESCAP Panel Member Countries
- Other RSMCs
- TCWCs


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All India Weather Forecast


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Cyclone Warnings/Advisory

- National Bulletin
- RSMC Bulletin
- TCAC Bulletin
- Quadrant Wind Forecast
- GMDSS bulletin




Cyclone Warning Graphics

- Observed & Forecast Track
- Severe Weather Warning
- Storm Surge Model Guidance
- Quadrant Wind Warning
- TCAC Graphics



NWP guidance


- GPP
- HWRF
- MME
- EPS





Marine Forecast/Warnings

- Ocean State Forecast
- Sea Area Bulletin
- Coastal Weather Bulletin
- Port Warning
- Fisherman Warning

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Website updated on: 01/06/2015
Visitors 928657

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Cyclone warning system in Maldives

The Maldives Meteorological Service (MMS) issue tropical cyclone and severe weather warning to the public and travelers across the country.

Tracking of Tropical Cyclone

Conventional observations, such as surface, upper air observations, automatic weather stations, ship reports, and radar and satellite observations are utilized for observing, detecting and tracking tropical cyclones. Numerical Weather Prediction models produced in-house and NWP charts provided by RIMES and advisories from RSMC are also used by forecasters.

Advisories and Warnings

Advisories and Warnings are issued for:

Heavy Rain, Thunderstorms

Strong Wind, Tornado

Rough Seas, Tidal/ Swell Waves

Advisories and Warnings are sent to:

Government's Executive Management

National Disaster Management

Ministry of Defense and National Security

Maldives Police Service

Coast Guard

Aviation Sectors

Tourism, Transport, Health Sectors

Fisheries, Agriculture, Education Sectors

TV media, Print media, Radio service.

Dissemination of Warning

The National Meteorological Centre has established the following means of communication for the dissemination of the warning.

Hotlines - Dedicated point to point telephone line between stake holders and NMC

SMS text messages

Local TV Channels

Local Radio Channels

Internet (<http://www.meteorology.gov.mv>) and email

Facsimile

ANNEX II-D-2

Alert and Warning criteria

Alert Level		Description	Action
1	WHITE	<ul style="list-style-type: none"> - Mean wind speed is expected or prevailed between 23 – 30 mph. - Rainfall of more than 50 mm is expected to occur within 24 hours. - High tidal waves are expected. 	Weather Information, but no immediate threat.
2	YELLOW	<ul style="list-style-type: none"> - Mean wind speed is expected or prevailed between 30 – 40 mph. - Torrential rain is expected and if heavy rain occurred for more than 2 hours. - A severe thunderstorm is expected or experienced. - Tropical Cyclone is formed within effective areas of Maldives. - Significant tidal or swell waves expected or experienced. 	Concern authorities and people living in the area to be on alert & be ready to take action. Travel by sea not advisable.
3	RED	<ul style="list-style-type: none"> -Flash flood is expected. -A tropical Cyclone is tracked to move closer or cross Maldives islands. -Destructive tidal or swell waves or storm surge is expected or observed. 	Evacuation of population from threatened areas to safer places. Prohibition of sea transportation.
4	GREEN	The condition has improved.	Cancel warning

Cyclone warning system in Myanmar

Cyclone warning system in Myanmar

Organization

Tropical cyclone warnings in Myanmar are provided by the Department of Meteorology and Hydrology (DMH), Myanmar. Tropical cyclone warnings are provided from the Multi-Hazard Early Warning Center of DMH in Nay Pyi Taw.

Tracking of Tropical Cyclone

Conventional observations, such as surface and upper air observations, ships' reports, and radar and satellite observations are utilized for observing, detecting and tracking tropical cyclones.

Tropical cyclone warnings

The Multi-Hazard Early Warning Center of DMH in Nay Pyi Taw is responsible for providing tropical cyclone and storm surge warnings to its coastal population, the ports along the Myanmar coast and for the designated area of the high Seas in the Bay of Bengal. 24x7 Storm Watch Centers: Nay Pyi Taw Multi Hazard Early Warning Centre, Yangon Forecasting office, Mingaladon International Airport Aviation Forecasting office and all coastline observatories watch the storms whenever cyclones develop in the Bay of Bengal.

Storm news and warnings are issued at frequent intervals for national and international users in various sectors. Special storm warnings accompanied with color code and possible storm affected specific areas are issued hourly to all news media. National televisions televised all hourly news continuously in footnote rolling format frequently.

The area designated for Myanmar for providing warnings is the area of the Bay of Bengal east of 92° E and north of 10° N. Warnings are broadcast through the coastal radio station at Yangon (call sign XYR).

Port warning signals and their meanings used in the ports of Myanmar are given in Attachment to Annex II-E.

Dissemination of Storm Warning

Collection and dissemination of meteorological data and warnings are done with the coordination of Myanmar Posts and Telecommunications and Department of Civil Aviation point-to-point circuit. The modes of telecommunication used for the dissemination of tropical cyclone warnings in Myanmar are:

1. Telephone
2. Facsimile
3. Local TV (3 Channel)
4. Myanmar Radio
5. FM Radio
6. DMH website- www.moezala.gov.mm
7. Single Side Band Transceiver

Tropical Cyclone Warning System in Oman

Organization

Tropical cyclone warnings in Oman are provided by the Central Forecasting Office under the Directorate General of Meteorology (DGMET) which falls under Public Authority for Civil Aviation in co-operation with the National Committee for Civil Defense (NCCD).

Tracking

The Oman Regional Model as well as other international numerical weather prediction products are used for early warning. The Tropical Cyclones are tracked with the help of surface and upper air observation, satellite imagery and aircraft observations.

The tropical cyclones are tracked with the help of conventional surface, upper air observations, weather radars, and satellite images from Eumetsat and NOAA. Images from Indian Satellites are being utilized via IMD website.

Tropical Cyclone Warning

Tropical cyclone warnings are provided for:

- (i) The high Seas
- (ii) Coastal waters
- (iii) Ports
- (iv) Civilian and military aviation
- (v) Governmental officials
- (vi) General public including fishermen
- (vii) Recipients registered with the DGMET

Warning Procedures

Directorate General of Meteorology (DGMET) will issue tropical storm reports, advisories, warnings and amendments every 24 hours, 12 hours, 6 hours, or more frequently if required by changing conditions according to an internal SOP. The Advisory or warning will contain the following information

- (i) Number
- (ii) Date and time
- (iii) Name of Storm
- (iv) Classification
- (v) Position of the Tropical storm
- (vi) Intensity
- (vii) Central pressure
- (viii) Movement the direction and speed
- (ix) Wind direction and speed around the centre
- (x) Destination from a coastal point
- (xi) Outlook

In the event the storm is expected to approach the coast of Oman, the following bulletins will be issued according to the stage:

Reports

When it is expected that a depression, storm, severe storm or cyclone may approach Oman coast before 72 hours, a report will be issued and it will be renewed every other 48 hours.

Advisory

When it is expected that a depression, storm, severe storm or cyclone May approach Oman coast within 72 hours an advisory will be issued and it will be renewed every other 24 hours.

Alert

When it is expected that a depression, storm, severe storm or cyclone May approach Oman coast within 48 hours an alert will be issued and it will be renewed every other 12 hours.

Warning

When it is expected that a depression, storm, severe storm or cyclone may approach Oman coast within 24 hours a warning will be issued and it will be renewed every other 6 hours.

Last Report

When it is expected that a depression, storm, severe storm or cyclone is dissipating a report will be issued clearing the event.

Bulletins for high sea

Tropical cyclones warnings for the high seas in Oman are provided by the Central Forecasting Office located at Muscat International Airport and broadcasted from the Muscat coastal radio station at Muscat whose call sign is A4M.

Pakistan is an Issuing Service for METAREA IX of the WWMIWS, and is responsible for broadcasting the products on SafetyNET to mariners at sea.

Warnings for Ports

Directorate General of Meteorology (DGMET) issues warnings to ports whenever adverse weather is expected to affect them

The main ports are:

- 1- Mina Sultan Qaboos in Muscat
- 2- Mina Salalah
- 3- Mina Sohar
- 4- Wudam Naval Base
- 5- Khasab
- 6- Qalhat
- 7- Al-Duqm

Dissemination of the Tropical Cyclone Warnings

The modes of telecommunication used for the dissemination of tropical cyclone warnings and advisories to different categories of recipients are:

- 1- Telephones
- 2- Telefax
- 3- Internet (E-mail, web site & Facebook and Twitter Page)
- 4- Short Messages Service (SMS)
- 5- Wireless Application protocol WAP
- 6- Voice Mail Pager System
- 7- Oman Radio
- 8- Oman Television
- 9- Muscat Radio Coastal Station

Tropical cyclone warning system in Pakistan

Pakistan Meteorological Department is responsible for the preparation and issuance of tropical cyclone warnings in Pakistan. The tropical cyclone warnings are issued by Marine Meteorology & Tropical Cyclone Warning Centre of PMD.

Tracking of the tropical cyclones

Tracking of the tropical cyclone in Pakistan is done with the help of following:

- (i) Conventional surface and upper air observations from inland stations and ships' observations
- (ii) Model outputs and guidance from the global tropical cyclones warning centres
- (iii) The NWP products of High resolution Regional Model (implemented at PMD)
- (iv) Cyclone detection radar
- (v) Meteorological satellites data products.
- (vi) AWSs installed at coast along Sindh and Makran (Balochistan)

Tropical cyclone Watch, Alert and Warning

Tropical cyclone Watch, Alert and Warning are issued by PMD's Marine Meteorology & Tropical Cyclone Warning Centre as per following criteria:

Tropical cyclone Watch is issued when a tropical cyclone gets formed or enters the Arabian Sea north of Lat. 10°N. Tropical cyclone Watch is issued irrespective of cyclone's threat to affect Pakistan's coastal areas. The issuance of tropical cyclone Watch requires the concerned authorities to be watchful.

Tropical cyclone Alert is issued when there is likelihood that tropical cyclone may affect Pakistan's coastal areas.

Tropical cyclone Warning is issued when there is very likelihood that tropical cyclone may affect Pakistan coast. Tropical cyclone warnings are issued every three (3) or six (6) hours and/or whenever necessary and imperative.

Tropical cyclone warnings

The bulletins and warnings issued in connection with tropical cyclones in Pakistan are divided into the following broad categories:

- i. Warning bulletins for shipping on the high seas
- ii. Warning bulletins for ships plying in the coastal waters
- iii. Port warnings
- iv. Fisheries warnings
- v. Warnings for Government officials and functionaries including National Disaster Management Authority (NDMA) and Provincial Disaster Management Authorities (PDMAs) and District Management Authorities (DDMAs)
- vi. Warnings for recipients who are registered with PMD
- vii. Warnings for aviation
- viii. Warnings for the general public through electronic and print media
- ix. Warnings to CBOs, NGOs and INGOs
- x. Warning to Search and Rescue (SAR) Operations

Types of warnings

Bulletins for the high seas

These bulletins are for the shipping interests on the high seas. The area covered includes the North Arabian Sea (north of 20° N). Coverage is shown in Fig. II-1

These bulletins are issued by the PMD's Marine Meteorology -Tropical Cyclone Warning Centre, Karachi and are broadcast by the Coastal Radio Stations.

Pakistan is an Issuing Service for METAREA IX of the WWMIWS, and is responsible for broadcasting the products on SafetyNET to mariners at sea.

Storm warnings to ports

PMD's Marine Meteorology & Tropical Cyclone Warning Centre issues warnings to the Ports whose parts are likely to be affected by adverse weather. They are also advised to hoist the visual storm warning signals for the benefit of ships at the port and those out at sea. The information is, in most cases, conveyed by facsimile, SMS and telephone. The meaning of the port warning signals used in Pakistan ports is given in Attachment to Annex-II-G.

Dissemination of tropical cyclone warnings

The modes of telecommunication used for the dissemination of tropical cyclone warnings in Pakistan are:

- i. Coastal Radio (ASK)
- ii. Telephones
- iii. Electronic and print media
- iv. Radio Pakistan
- v. Pakistan television
- vi. Telex/Telefax
- vii. Internet, PMD's website: www.pmd.gov.pk
- viii. SMS and
- ix. FM radios

The mode of telecommunication differs for different types of messages. When one type of communication channel fails, the alternate channel is used.

Storm Surge Analysis

The storm surge analysis (using IIT_D model) is carried out on the basis of available climatological data for the guidance and awareness of public in general and concerned authorities in particular for preparedness and evacuation of coastal communities and safety of lives and properties; well in advance.

Cyclone warning system in Sri Lanka

Organization

The responsibility of the cyclone warning in Sri Lanka rests with the Department of Meteorology, Sri Lanka. Tropical cyclone warnings are provided from the National Meteorological Centre (NMC) Colombo.

Tracking

Tropical cyclones are tracked with the help of conventional observations, radar, satellite observations and aircraft reports. These are dealt with in more detail in a separate chapter.

Tropical cyclone warnings

Tropical cyclone advisories/ alerts/ warnings are issued under two criteria, viz., Distance from the Coast and Intensity of the System, each criterion having key stages.

(a). Distance Criterion

(i) When a depression or a cyclonic storm is about 550 km off the coast.

In addition to distance of storm centre from coast, this bulletin indicates forecast conditions on the (a) speed and direction of movement and (b) maximum surface wind speed likely. This bulletin is issued every twelve (12) hours and wherever imperative.

(ii) When the cyclonic storm is 300 km off the coast.

In addition to above contents, information on areas likely to be affected are provided. This bulletin is issued every six (6) hours and wherever imperative. and

(iii) When the cyclonic storm is 200 km off the coast.

If landfall is indicated, a bulletin is issued every three (3) hour and wherever imperative. This bulletin includes additional information on point of landfall, storm surges and areas likely to be inundated.

Signal No.	Colour	Description	Action required
1	White	Potential area of development	Information only, vessels at sea to be vigilant.
2	White	Cyclone has formed	Information only, vessels to avoid the area, listen to media.
3	Yellow	Weather experienced in coastal region, sea getting rough	Vessels to avoid the area, people to stay away from sea/ beach.
4	Yellow	Raining with windy (~40 knots), sea rough	Stay away from beach, vessels in danger, be inside building.
5	Yellow	Heavy rain with very strong wind (>40 knots)	Be ready to leave buildings with weak structures (in relevant areas only) and low lying (flood prone) areas, secure your home/valuables.
6	Red	Heavy rain with very strong wind >40 kts, cyclone expected to cross land	Evacuate to pre-designated safe places
7	Red	Severe weather very strong wind (>50 knots), severe cyclone expected to cross land	Evacuate to pre-designated safe places
8	Green	Cyclone warning cancellation/withdrawal bulletin	





ANNEX II-H-1

Cyclone warning system in Qatar

There are no direct impacts of tropical cyclones on the country. However, Qatar Meteorology Department is responsible to provide marine weather related services to shipping and other coastal communities for the Arabian Gulf (sub area No 5) as part of METAREA IX in cooperation with Pakistan Met Department. Qatar Meteorology Department has a lot of tools and capabilities available to track tropical cyclones such as access of real time satellite and radar images, high resolution numerical weather prediction models as well as real time access to surface, upper air observations and ship reports.

ANNEX II-H-2

Four colour code with flags are used for easy and quick under standing

Signal No	Colours	Description	Action Required
1	white 	Potential area of possibility to development of vortex /disturbance /	Information only, Vessels at sea to be vigilant and avoid the area, Listen to media
2	Yellow 	Cyclone has formed in the vicinity, heavy rain with strong winds, rough seas (30-40 kts, 55-75kmph)	Stay away from beach/sea, vessels in danger/be inside building/ Be ready to leave weak buildings and low lying areas (flood prone areas), secure your home valuables
3	Red 	Cyclone is expected to cross land, Very heavy rain/very strong winds (v>50kts,100kmph)	Evacuate to predesignated areas
4	Green 	Cyclone warning cancellation/withdrawal bulletin	

(b). Intensity Criterion (Signal levels)

(i) When the cyclonic storm is 300 km off the coast.

In addition to above contents, information on areas likely to be affected are provided. This bulletin is issued every six (6) hours and wherever imperative and

(ii) When the cyclonic storm is 200 km off the coast and if landfall is indicated, a bulletin is issued every three (3) hour and wherever imperative. This bulletin includes additional information on point of landfall, storm surges and areas likely to be inundated.

Tropical cyclone warning

Tropical cyclone warnings for different users

- Relevant Government Officials including HE President & Prime Minister
- Disaster Management Centre (DMC)
- General Public
- Media
- The Armed Services & Police
- Local Administrations of relevant districts and
- Irrigation, Highways etc.

Specific users

- Coastal fishing
- Shipping and
- Aviation

Tropical cyclonic warnings for the high seas

For the high seas, the tropical cyclone warnings are provided from NMC Colombo and broadcast through the coastal radio station Colombo Radio (4PB). The area covered by the warnings is the Indian Ocean, Arabian Sea and the Bay of Bengal from the equator to 10⁰ N between 60⁰ E and 95⁰ E. The port warning signal used are given in Attachment to Annex II-H

India is an Issuing Service for METAREA VII(N) of the WWMIWS, and is responsible for broadcasting the products on SafetyNET to mariners at Sea.

Dissemination of tropical cyclone warnings

The warnings/bulletins for the high seas are disseminated through Colombo (4PB). Other general modes are:

- State and Private Radio
- State and Private Television
- Press/Print Media
- Telephones/Pager/ SMS
- Police Communication
- Tele-printer
- Telefax
- Internet SLMD website (<http://www.meteo.gov.lk>)
- Through warning towers of Disaster Management Centre

Tropical cyclone warnings in Thailand

Organization

Tropical cyclone and severe weather warnings and advisories in Thailand are provided by the Thai Meteorological Department (TMD), Thailand, from the Weather Forecast Bureau, TMD Headquarters at Bangkok to the government agencies concerned, specific users, high seas and general public throughout the country.

Tracking of Tropical Cyclones

Tracking of tropical cyclones in Thailand is done with the help of conventional surface and upper air observations, ships and buoy observations, radar and satellites observations, model outputs and guidance from the global tropical cyclones warning centers. These are deal with in more details in a separate chapter.

Tropical Cyclones Warning Procedure

System Intensity	Action taken by TMD	Dissemination and Modes of Telecommunications
Active low trends to be storm (Less than 27 Knots)	Weather Report will be issued every 6 hours containing information on date and time, weather situation, and weather forecasting.	To high seas By broadcasting through the Bangkok coastal radio stations (HSA,) for the areas covered by the Gulf of Thailand, west of Southern Thailand, Strait of Malacca and the South China Sea. (every 3 hours)
		To coastal stations and ports By : Telephone, Facsimile, Email, SMS, Social Media (Facebook, Line), Thailand Radios/ and Thailand TVs, TMD Mobile Application, TMD Radio, TMD Website : www.tmd.go.th , http://www.metalarm.tmd.go.th (every 6 hours)
Tropical depression (27-33 Knots)	Comprehensive Warning/ Advisory will be issued every 6 hours containing : (i) Issuing number (ii) Date and time (iii) Classification by intensity (iv) Position of the tropical storm (v) Central pressure (vi) Movement the direction and speed (vii) Wind direction and maximum wind near the centre (viii) Destination from a coastal point	To high seas By broadcasting through the Bangkok coastal radio stations (HSA,) for the areas covered by the Gulf of Thailand, west of Southern Thailand, Strait of Malacca and the South China Sea. (every 3 hours)
		To coastal stations and ports By : Telephone, Facsimile, Email, SMS, Social Media (Facebook, Line), Thailand Radios/ and Thailand TVs, TMD Mobile Application, TMD Radio, TMD Website : www.tmd.go.th , http://www.metalarm.tmd.go.th (every 6 hours) Port warning signals used in Thailand Ports are given in Attachment to Annex II-I.
		To government agencies concerned namely : <ul style="list-style-type: none"> • Department of Disaster Prevention and Mitigation (DDPM) • Port Authority of Thailand (PAT) • Marine Department (MD) • National Disaster Warning Center (NDWC) • Governors of risk provinces To specific users (aviation, fishery, etc.), media and general public By : Telephone, Facsimile, Email, SMS, Social Media (Facebook, Line), Thailand Radios/ and Thailand TVs, TMD Mobile Application, TMD Radio, TMD Website : www.tmd.go.th , http://www.metalarm.tmd.go.th

<p>Tropical Cyclones (34 knots and more)</p>	<p>Comprehensive Warning/ Advisory will be issued every 3 hours containing :</p> <ul style="list-style-type: none"> (i) Issuing number (ii) Date and time (iii) Name of storm (iv) Classification by intensity (v) Position of the tropical storm (vi) Central pressure (vii) Movement the direction and speed (viii) Wind direction and maximum wind near the centre (ix) Destination from a coastal point 	<p style="text-align: center;">(every 6 hours)</p> <p style="text-align: center;">To high seas</p> <p>By broadcasting through the Bangkok coastal radio stations (HSA,) for the areas covered by the Gulf of Thailand, west of Southern Thailand, Strait of Malacca and the South China Sea.</p> <p style="text-align: center;">(every 3 hours)</p> <p style="text-align: center;">To coastal stations and ports</p> <p>By : Telephone, Facsimile, Email, SMS, Social Media (Facebook, Line), Thailand Radios/ and Thailand TVs, TMD Mobile Application, TMD Radio, TMD Website : www.tmd.go.th, http://www.metalarm.tmd.go.th</p> <p style="text-align: center;">(every 3 hours)</p> <p style="text-align: center;">Port warning signals used in Thailand Ports are given in Attachment to Annex II-I.</p> <p style="text-align: center;">To government agencies concerned namely :</p> <ul style="list-style-type: none"> • Department of Disaster Prevention and Mitigation (DDPM) • Port Authority of Thailand (PAT) • Marine Department (MD) • National Disaster Warning Center (NDWC) • Governors of risk provinces <p style="text-align: center;">To specific users (aviation, fishery, etc.), media and general public</p> <p>By : Telephone, Facsimile, Email, SMS, Social Media (Facebook, Line), Thailand Radios/ and Thailand TVs, TMD Mobile Application, TMD Radio, TMD Website : www.tmd.go.th, http://www.metalarm.tmd.go.th</p> <p style="text-align: center;">(every 3 hours)</p>
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Tropical Cyclone Warning System in United Arab Emirates

Organization

Tropical cyclone warnings and advisories in United Arab Emirates are provided by the Meteorological Department, National Center of Meteorology (NCM) in cooperation with the National Emergency Crisis and Disasters Management Authority (NCEMA).

Tracking of tropical cyclones

The tropical cyclones tracking are done through satellite Imageries, conventional surface, ship and upper air observations, weather radar, regional Model outputs and RSMCs reports.

Tropical cyclone warning

Tropical cyclone warnings are provided for:

- (i) National Emergency Crisis and Disasters Management Authority (NCEMA).
- (ii) Ministry of Interior (MOI).
- (iii) Coast Guard.
- (iv) General public.
- (ii) Sea Ports.
- (iii) Gas, Oil and shipping Marine companies.
- (iv) Civilian and military aviation.
- (v) Governmental and non-Governmental entities.

Dissemination of the Tropical Cyclone Warnings

The modes of telecommunication used for the dissemination of tropical cyclone warnings and advisories to different categories of recipients are:

- 1- Hot line landline and hot mobile-line connected with stakeholders.
- 2- Secured intranet connected with stakeholders.
- 3- Decoded fax-ware connected with stakeholders.
- 4- Internet (E-mail, website: ncm.ae & albahar.ncm.ae, mobile applications, social media).
- 5- SMStext messages.
- 6- Media (Local radio channels, local TV channels, local press).

Attachment to ANNEX II-B-1

Day Signals*	Specifications	Night Signals*	Remarks
Bangladesh (8.XI.1976)			
Signals Meant for Maritime Ports			
16a	I. <u>Distant Cautionary Signal Number One</u>	3b)	
	There is a region of squally weather in which a storm may be forming (well marked low or depression with surface winds up to 61 km/h. (33 knots))	)	These signals indicate that ships may be exposed to danger after leaving the harbour
10a	II. <u>Distant Warning Signal Number Two</u>	2b)	
	A storm has formed (cyclonic storm with surface winds 62-88 kmph. (34-47 knots)))	
3a	III. <u>Local Cautionary Signal Number Three</u>	5b)	
	The port is threatened by squally weather (cyclonic circulation with surface winds 40-50 km/h. (22-27 knots)) or squalls due Nor'westers)	)	These signals indicate that the port itself and the ships in it are in danger
2a	IV. <u>Local Warning Signal Number Four</u>	4b)	
	The port is threatened by a storm, but it does not appear that the danger is as yet sufficiently great to justify extreme measures of precaution (cyclonic circulation with surface winds 51-61 km/h. (28-33 knots)))	
17a	V. <u>Danger Signal Number Five</u>	16b)	
	The port will experience severe weather from a storm of light or moderate intensity (wind speed of 62-88 km/h (34-47 knots) That is expected to cross the coast to the South of Chattogram Port or Cox's Bazar Port and to the east of Mongla Port	)	These signals indicate that the port itself and the ships in it are in danger

* The national systems of visual storm warning signals (day signals and night signals) are reproduced in WMO Publication - WMO-No. 9, TD. 4, Volume D, Part D - Visual Storm Warning Signals Annexes II and III respectively.

Attachment to ANNEX II-B-2

Day Signals*	Specifications	Night Signals*	Remarks
<u>Bangladesh</u> - continued			
18a	VI. <u>Danger Signal Number Six</u>	17b)
	The port will experience severe weather))
	from a storm, of light or moderate))
	intensity that is expected to cross the))
	coast to the north of the port Chattogram (or Cox's Bazra))
	and to the west of the port of Mongla)))
	(wind speed same as in Signal No. V)))
19a	VII. <u>Danger Signal Number Seven</u>	18b)
	The port will experience severe weather))
	from a storm of light or moderate intensity))
	that is expected to cross over or near to))
	the port (wind speed as in Signal No. V)))
20a	VIII. <u>Great Danger Signal Number Eight</u>	19b)
	The port will experience severe weather	)	) These signals indicate
	from a storm of great intensity (wind speed of	)	) that the port itself and
	89 km/h or 48 knots or more) that is expected	)	) the ships in it are in
	to cross the coast to the south of the port of	)	) danger
	Chattogram or Cox's Bazra and to the east))
	of the port of Mongla.))
21a	IX. <u>Great Danger Signal Number Nine</u>	20b)
	The port will experience severe weather))
	from a storm of great intensity that is))
	expected to cross the coast to the north))
	of the port of Chattogram or Cox's Bazar and))
	to the west of the port Mangla) (wind speed same))
	as in Signal No. VIII)))

* See footnote on page 1 of Attachment to Annex II-B

Attachment to ANNEX II-B-3

Day Signals*	Specifications	Night Signals*	Remarks
<u>Bangladesh</u> - continued			
22a	X. <u>Great Danger Signal Number Ten</u> The port will experience severe weather from a storm of great intensity that is expected to cross the coast over or near to the port (wind speed same as in Signal No. VIII)	21b )	) these signals indicate) that the port itself and) the ships in it are in) danger
23a	XI. <u>Failure of Communications</u> Communications with the Meteorological Warning Centre have broken down and the local officer considers that a devastating cyclone is following.	7b)))))
<u>Signals Meant for River Ports</u>			
24a	(I) <u>Cautionary Signal Number One</u> The area is threatened by squally winds of transient nature (Nor'wester squalls) of wind speed not exceeding 60 km/h (32 knots). A storm (wind speed of 61 km/h) or a nor'wester (wind speed 61 km/h or more) is likelt to strike the area (vessels of 65 feet and under in length are to seek shelter immediately)	5b )	) these signals are used) for the river ports, river) and police stations in) Bangladesh) these signals are) used for the river) ports, river and) police stations in) Bangladesh
2a	(III) <u>Danger Signal Number Three</u> A storm (wind speed of 62-88 km/h or more) is likely to strike the area soon (All vessel will seek shelter immediately).	2b)))

*See footnote on page 1 of Attachment to Annex II-B

Attachment to ANNEX II-B-4

Day Signals*	Specifications	Night Signals*	Remarks
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Bangladesh - continued

10a	(IV) <u>Great Danger Signal Number Four</u> A violent storm (wind speed of 89 km/h or more) will strike the area soon (All vessels will take shelter immediately).	31b))))
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Bulletins issued by India for Indian coast



**India Meteorological Department
Earth System Science Organisation
(Ministry of Earth Sciences)**

INFORMATORY MESSAGE: 01 (BOB 01/2020)

TIME OF ISSUE: 1330 HOURS IST

DATED: 13.05.2020

FROM: INDIA METEOROLOGICAL DEPARTMENT (FAX NO. 24643965/24699216/24623220)

**TO: CONTROL ROOM, NDM, MINISTRY OF HOME AFFAIRS (FAX.NO. 23093750)
CONTROL ROOM NDMA (FAX.NO. 26701729)
CABINET SECRETARIAT (FAX.NO.23012284, 23018638)
PS TO HON'BLE MINISTER FOR S & T AND EARTH SCIENCES (FAX NO.23316745)
SECRETARY, MOES, (FAX NO. 24629777)
H.Q. (INTEGRATED DEFENCE STAFF AND CDS) (FAX NO. 23005137/23005147)
DIRECTOR GENERAL, DOORDARSHAN (23385843)
DIRECTOR GENERAL, AIR (23421105, 23421219)
PIB MOES (FAX NO. 23389042)
UNI (FAX NO. 23355841)
D.G. NATIONAL DISASTER RESPONSE FORCE (NDRF) (FAX NO. 26105912, 2436 3260)
DIRECTOR, PUNCTUALITY, INDIAN RAILWAYS (FAX NO. 23388503)
CHIEF SECRETARY, ANDAMAN & NICOBAR ISLANDS (FAX NO. 03192- 232656)
CHIEF SECRETARY, WEST BENGAL (FAX NO. 033-22144328)
CHIEF SECRETARY, GOVT. OF ODISHA (FAX NO. 0674 -2536660)
CHIEF SECRETARY, ANDHRA PRADESH (FAX NO. 0863-2441029, 08645-246600)
CHIEF SECRETARY, TAMIL NADU (FAX NO. 044-25672304)
CHIEF SECRETARY, PUDUCHERRY (FAX NO. 0413-2337575)
CHIEF SECRETARY, KERALA (FAX NO. 0413-2337575, 2327176)
CHIEF SECRETARY, LAKSHADWEEP ISLANDS (FAX NO. 0413-262184)**

Sub: Formation of a Low Pressure area over southeast Bay of Bengal and adjoining south Andaman Sea and its likely intensification into a Cyclonic Storm by 16th May, evening.

A Low Pressure Area has formed over southeast Bay of Bengal and adjoining south Andaman Sea, in the morning of today, the 13th May 2020.

It is very likely to concentrate into a Depression over central parts of south Bay of Bengal on 15th and further intensify into a Cyclonic Storm over southwest and adjoining west-central Bay of Bengal by 16th evening. It is very likely to move northwestwards initially till 17th May and then re-curve north-northeastwards.

In association with the above system, the conditions will become favourable for advance of southwest monsoon over south Bay of Bengal, Andaman Sea and Andaman & Nicobar islands around 16th May 2020.

Under its influence, the following adverse weather is likely over south & central Bay of Bengal and adjoining Andaman Sea from 15th May onwards.

Warnings:

(i) Rainfall (over Andaman & Nicobar Islands):

- Light to moderate rainfall at most places very likely over Andaman & Nicobar Islands on 15th & 16th May. Andaman Islands are also likely to experience heavy rainfall at a few places on these two days.

(ii) Wind warning

- Squally winds, speed reaching 45-55 kmph gusting to 65 kmph is likely to prevail over south and adjoining central Bay of Bengal on 15th May 2020, 55-65 kmph gusting to 75 kmph over the same region on 16th May. Wind speed is likely to increase further becoming Gale force winds speed reaching 65-75 kmph gusting to 85 kmph over southwest and adjoining westcentral Bay of Bengal from the evening of 16th May. Squally winds, speed reaching 45-55 kmph are likely to prevail over Andaman Sea on 15th & 16th May.

(iii) Sea condition

- Sea condition will be rough to very rough over south and adjoining central Bay of Bengal and Andaman Sea on 15th May- 16th May afternoon and very rough to High over southwest and adjoining westcentral Bay of Bengal from the evening of 16th May.

(iv) Fishermen Warning

- The fishermen are advised not to venture into south and central Bay of Bengal from 15th May 2020. Those who are out at Sea over these regions are advised to return to coasts by tomorrow.

The system is under continuous surveillance and the concerned state governments are being informed regularly.

Kindly visit www.rsmcnewdelhi.imd.gov.in and www.mausam.imd.gov.in for updates on the system.

Next update will be issued at 1330 hours IST of tomorrow, the 14th May, 2020.

Copy to: CRS, Pune/ ACWC Chennai/ ACWC Mumbai/ ACWC Kolkata/CWC Bhubaneswar/ CWC Visakhapatnam

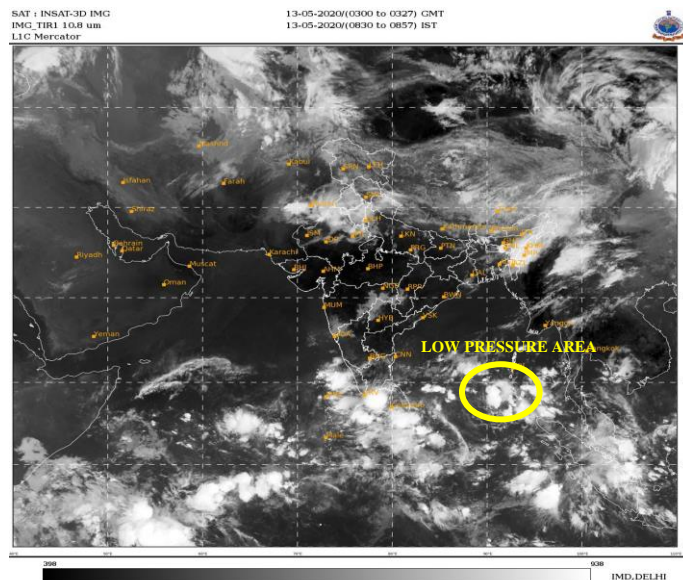


Fig. Typical Satellite imagery based on 0300 UTC of 13th May in association with AMPHAN over Bay of Bengal

1.State/Central Govt. Officials/Vital installations / Registered User Cyclone Alert/ Cyclone Warning Bulletin No.

FORMAT:

Date and Time of Issue:

(i) Information on cyclone : The cyclonic storm lay over..... Bay of Bengal/Arabian Sea
Center km. (Direction) of place.

(ii) Forecast

Further intensification:

Direction of Movement:

Expected landfall area:

Expected time of landfall:

(iii) Weather Warning

❖ (a) Rainfall in Districts (Names)

❖ (b) Gales reaching in Districts (Names)

❖ (c) Gale force winds reaching 35 knots in Districts

❖ (d) Tidal waves in coastal areas of Districts (Names)

❖ (e) Sea condition:

❖ (f) Damage (As per IMD instruction) Districts (Names)

(g) Likely impacts as per IMD Monograph on “Damage Potential of Tropical
[Depending on Intensity of Storm (T-No)]

❖ (a) Fishermen not to venture into open sea.

❖ (b) Evacuation of people from low lying areas to safer places/Cyclone
Shelters.

❖ (c) General public in the threat area advised to be indoors.

❖ (d) Rail & road transport to be regulated.

2. Port Warning

FORMAT:

Port Warning No. Date and Time for Issue

(i) Information on cyclone: The cyclonic storm lay over Bay of Bengal/Arabian Sea near
Lat.____/Long. ____ at a distance _____ km. from _____ at _____ IST _____
Estimated Central Pressure _____ hPa.

(ii) Forecast :

Further intensification:

Direction of Movement:

Expected Landfall Area :

Expected Time of Landfall :

(iii) Advice for hoisting Storm Warning Signals:

(iv) Likely impacts and actions: Depending on intensity of the storm as per IMD Monograph on
“Damage Potential of Tropical Cyclones”

3. Cyclone Warning Bulletin for AIR/Press / Public:

FORMAT:

Cyclone Alert / Warning Bulletin No. _____ issued by _____ at _____ Hrs. IST on _____ (Date) for repeated broadcast at hourly / half hourly intervals. Cyclone Alert / Warning for _____ Districts. Cyclone centred at _____ hrs. IST of _____ (date) about _____ km. _____ of (direction) _____ (Place). Expected to intensify further and move in a _____ direction and cross _____ coast near / between _____ (Place) _____ (day/time). Under its influence heavy to very heavy rain likely cause floods in _____ districts commencing from _____ (time/day). Gales speed reaching _____ kmph causing _____ damage _____ in districts commencing from _____ (Date/Time) Gale force winds reaching 70 kmph likely extend into _____ Districts, causing damage _____ in _____ districts. Tidal wave of _____ m likely inundate low lying area of _____ Districts at the time of crossing coast. Fishermen advised not to venture out. Public advised to cooperate with the State authorities in disaster management efforts.

4. Fisheries Warning

FORMAT:

Fisheries warning No. _____
 Date and Time of Issue _____
 (i) Information on Cyclone: Cyclonic Storm lay over _____ Bay of Bengal / Arabian Sea at a distance _____ km. _____ from _____ at _____ time (IST) on _____ (date)
 (ii) Forecast: Further intensification Direction of Movement _____

Expected landfall area Expected time of landfall
 (iii) Warnings: Wind Sea Condition Tidal Waves
 (iv) Storm Warning Signals at ports
 Advice and Action: i) Fishermen not to venture into open seas ii) Fishermen at Sea not to come to the ports (names) _____ in coast.

5. Post Landfall Outlook

FORMAT:

EVEN AFTER LANDFALL, THE SYSTEM IS LIKELY TO MAINTAIN ITS INTENSITY FOR HOURS AND WEAKEN GRADUALLY AAA UNDER ITS INFLUENCE RAINS AT MOST/MANY PLACES WITH HEAVY TO VERY HEAVY FALLS AT LIKELY COMMENCE/CONTINUE IN (COASTAL DISTRICTS) FROM (TIME)..... (DAY) (DATES) CAUSING INUNDATION OF LOW-LYING AREAS AAA GALE WINDS/SQUALLY WINDS SPEED REACHING KMPH LIKELY COMMENCE/CONTINUE IN(COASTAL DISTRICTS) FROM(TIME)ON.....(DAY)..... (DATE) CAUSING DAMAGES TO (PROPERTY AS INDICATED IN IMD MONOGRAPH ON "DAMAGE POTENTIAL OF TROPICAL CYCLONE") AND (VEGETATION) AND GENERAL DISRUPTION OF COMMUNICATION AND POWER SUPPLY FOR

2. AS THE CYCLONE MOVES INLAND INTERIOR DISTRICTS MAY ALSO EXPERIENCE HEAVY/VERY HEAVY RAIN ACCOMPANIED WITH GALE WITH SPEEDREACHING KMPH COMMENCING FROM (TIME) ON (DAY) (DATE) FOR HRS, CAUSING FLOODING OF LOW LYING AREAS AND DAMAGE TO PROPERTY AS INDICATED IN IMD MONOGRAPH ON "DAMAGE POTENTIAL OF TROPICAL CYCLONE" (AS PER IMD INSTRUCTION)
 PEOPLE ARE ADVISED TO REMAIN INDOORS/IN SAFE PLACES AND COOPERATE WITH STATE GOVERNMENT OFFICIALS AND DISASTER MANAGEMENT AGENCIES.

Example: (CYCLONE WARNING FOR INDIAN COAST) issued from Cyclone Warning Division, IMD, New Delhi

Sub: Super Cyclonic Storm 'AMPHAN' (pronounced as UM-PUN) over Westcentral Bay of Bengal: Cyclone Warning for West Bengal and north Odisha coasts: Orange Message.

The **Super Cyclonic Storm 'AMPHAN'** (pronounced as **UM-PUN**) over Westcentral and adjoining central parts of South Bay of Bengal moved nearly north-northeastwards with a speed of 17 kmph during past 06 hours and lay centred at 2330 hrs IST of 18th May, 2020 near latitude 14.9°N and longitude 86.5°E over **Westcentral Bay of Bengal** about 600 km nearly south of Paradip (Odisha), 750 km south-southwest of Digha (West Bengal) and 880 km south-southwest of Khepupara (Bangladesh).

It is very likely to move north-northeastwards across northwest Bay of Bengal and cross West Bengal – Bangladesh coasts between Digha (West Bengal) and Hatiya Islands (Bangladesh) close to Sundarbans during the Afternoon / Evening of 20th May 2020 as an Extremely Severe Cyclonic Storm with maximum sustained wind speed of 165-175 kmph gusting to 195 kmph.

The super cyclone 'AMPHAN' is now being continuously tracked by the Doppler Weather Radar (DWR) at Vishakhapatnam (Andhra Pradesh).

Forecast track and intensity are given in the following table:

Date/Time(IST)	Position (Lat. °N/ long. °E)	Maximum sustained surface wind speed (Kmph)	Category of cyclonic disturbance
18.05.20/2330	14.9/86.5	240-250 gusting to 275	Super Cyclonic Storm
19.05.20/0530	15.9/86.7	240-250 gusting to 275	Super Cyclonic Storm
19.05.20/1130	17.1/87.0	225-235 gusting to 260	Super Cyclonic Storm
19.05.20/1730	17.7/87.2	200-210 gusting to 230	Extremely Severe Cyclonic Storm
19.05.20/2330	18.6/87.5	180-190 gusting to 210	Extremely Severe Cyclonic Storm
20.05.20/1130	20.7/88.1	170-180 gusting to 200	Extremely Severe Cyclonic Storm
20.05.20/2330	22.8/88.8	100-110 gusting to 120	Severe Cyclonic Storm
21.05.20/1130	24.8/89.5	50-60 gusting to 70	Deep Depression

(1) Heavy rainfall Warning:

Odisha

Coastal Odisha is likely to experience light to moderate rainfall at many places from tonight with heavy falls at isolated places over coastal Odisha (Gajapati, Ganjam, Puri, Jagatsinghpur & Kendrapara Districts) during night of 18th May, 2020. Rainfall at most places with heavy to very heavy rainfall at a few places over north coastal Odisha (Jagatsinghpur, Kendrapara, Jajpur, Balasore, Bhadrak & Mayurbhanj Districts) and isolated heavy falls over Khordha & Puri districts on 19th May and isolated heavy rainfall over north Odisha (Bhadrak, Balasore, Mayurbhanj, Jajpur, Kendrapara and Keonjhar Districts) on 20th May 2020.

West Bengal

Coastal districts of Gangetic West Bengal (East Medinipur, South & North 24 Parganas) are likely to experience light to moderate rainfall at many places with heavy falls at isolated places on 19th May. Rainfall at most places with heavy to very heavy falls at a few places & extremely heavy falls at isolated places likely over Gangetic West Bengal (east & west Medinipur, south & north 24 Parganas, Howrah, Hoogli, Kolkata and adjoining districts) on 20th May and isolated heavy rain over interior districts on 21st May, 2020.

Sub-Himalayan West Bengal and Sikkim

Light to moderate rainfall at most places with heavy to very heavy falls at a few places over Malda & Dinajpur districts on 20th May and over most of the districts of Sub-Himalayan West Bengal & Sikkim on 21st May, 2020.

Assam & Meghalaya

Light to moderate rainfall at most places with heavy to very heavy falls at a few places over the western districts of Assam & Meghalaya on 21st May.

(2) Wind warning

West Bengal & Odisha

- Squally wind speed reaching 55 to 65 kmph gusting to 75 kmph extend to along & off north Odisha coast from 19th morning and along and off West Bengal coast from 19th afternoon.
- The wind speed will gradually increase becoming gale wind speed reaching 75 to 85 kmph gusting to 95 kmph from 20th morning along and off north Odisha (Jagatsinghpur, Kendrapara, Bhadrak, Balasore and Mayurbhanj districts) and West Bengal (east & west Medinipur, south & north 24 Parganas, Howrah, Hoogli, Kolkata Districts). **It will gradually increase thereafter becoming 110 to 120 kmph gusting to 135 kmph along & off the above mentioned districts of North Odisha.**
- **Gale wind speed reaching 165 to 175 kmph gusting to 195 kmph very likely along & off east Medinipur and north & south 24 Parganas districts and 110-120 kmph gusting to 130 kmph over Kolkata, Hoogli, Howrah and West Medinipur Districts of West Bengal during the time of landfall (20th afternoon to night).**
- Squally wind speed reaching 55-65 kmph gusting to 75 kmph likely to prevail over Puri, Khordha, Cuttack, Jajpur districts of Odisha during 20th May 2020.

Deep Sea area

- Gale wind speed reaching 230-240 gusting to 265 kmph is prevailing over westcentral Bay of Bengal. It is likely to prevail over northern parts of central Bay of Bengal and adjoining North Bay of Bengal during 19th May morning.
- Gale wind speed reaching 200-210 gusting to 230 kmph over north Bay of Bengal from 19th morning will gradually decrease becoming 165-175 kmph gusting to 195 kmph by 20th evening.

(3) Sea condition:

- Sea condition is Phenomenal and is likely to continue for next 24 hours over southern parts of Westcentral Bay of Bengal. It will become Phenomenal over northern parts of central Bay of Bengal and adjoining north Bay of Bengal on 19th May and over north Bay of Bengal on 20th May 2020.

(4) Fishermen Warning

- The fishermen are advised not to venture into west-central and adjoining central parts of south Bay of Bengal during next 24 hours, to central Bay of Bengal on 19th May and into North Bay of Bengal during 19th to 20th May 2020.
- Also, fishermen are advised not to venture into North Bay of Bengal along and off North Odisha, West Bengal and adjoining Bangladesh coasts till 20th May 2020.

(5) Storm Surge expected

- Storm Surge of about 4-6 meters above Astronomical Tide is likely to inundate low lying areas of south & north 24 Parganas and about 3-4 meters over the low lying areas of East Medinipur District of West Bengal during the time of Landfall. (Figure enclosed)

(6) Damage Expected and Action suggested

(a) West Bengal (east Medinipur, south & north 24 Parganas, Howrah, Hoogli, Kolkata districts)

Damage Expected:

- Extensive damage to all types of kutchha houses, some damage to old badly managed Pucca structures. Potential threat from flying objects.
- Extensive uprooting of communication and power poles.
- Disruption of rail/road link at several places.
- Extensive damage to standing crops, plantations, orchards.
- Blowing down of Palm and coconut trees.
- Uprooting of large bushy trees.
- Large boats and ships may get torn from their moorings.

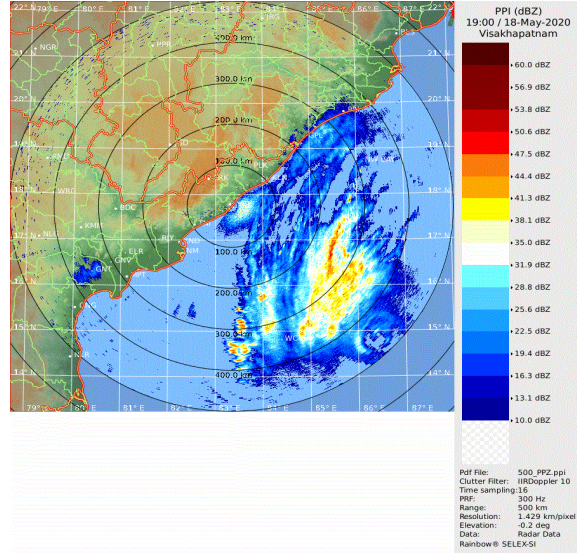
Fishermen Warning & Action Suggested:

- Total suspension of fishing operations during 18th to 20th May 2020.
- Diversion or suspension of rail and road traffic.
- People in affected areas to remain indoors. Mobilise evacuation from Low lying areas.
- Movement in motor boats and small ships not advisable.

(b) Odisha (Jagatsinghpur, Kendrapara, Bhadrak, Balasore, Jajpur & Mayurbhanj)

Damage Expected:

- Total destruction of thatched houses/ extensive damage to kutcha houses. Potential threat from flying objects.
- Bending/ uprooting of power and communication poles.
- Major damage to Kutcha and Pucca roads. Minor disruption of railways, overhead power lines and signalling systems.
- Widespread damage to standing crops, plantations, orchards, falling of green coconuts and tearing of palm fronds. Blowing down of bushy trees like mango.
- Small boats, country crafts may get detached from moorings.



Fishermen Warning & Action Suggested:

- Total suspension of fishing operations till 20th May 2020.
- Diversion or suspension of rail and road traffic.
- People in affected areas to remain indoors.
- Movement in motor boats and small ships not advisable.

Kindly visit www.rsmcnewdelhi.imd.gov.in and www.mausam.imd.gov.in for updates on the system.

Next Bulletin will be issued at 0530 hours IST of 19th May, 2020.

Copy to: CRS, Pune/ ACWC Chennai/ ACWC Kolkata/CWC Bhubaneswar/ /CWC Visakhapatnam

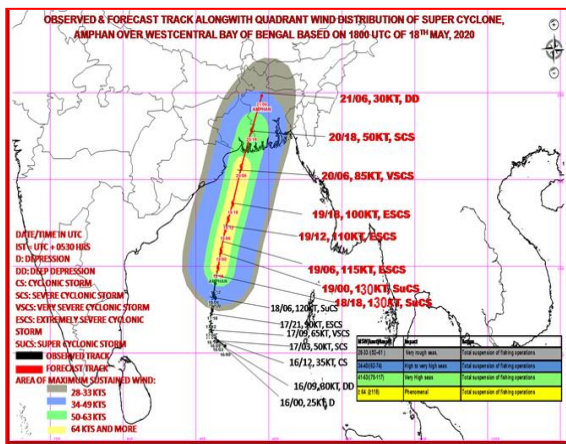
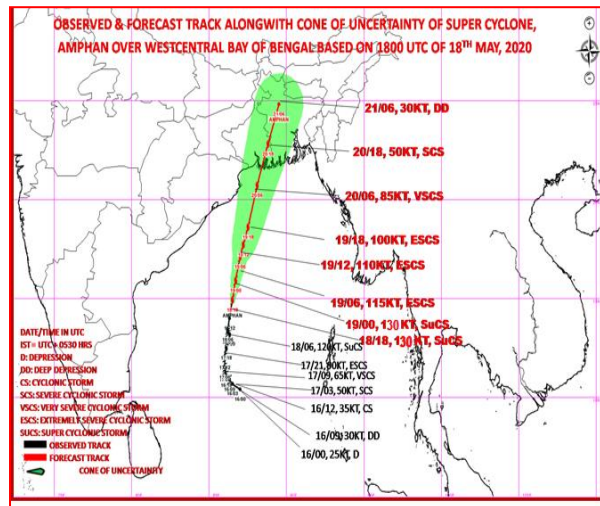
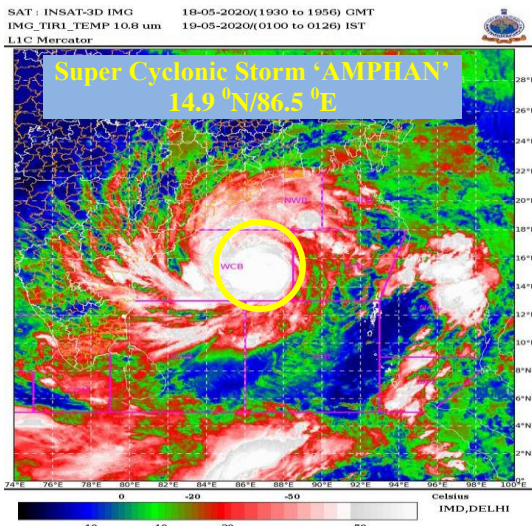


Fig. II-5: (a) Typical Satellite imagery based on 1930 UTC of 16th May in association with SUPER CYCLONIC STORM AMPHAN over Bay of Bengal (b) Observed and forecast track alongwith with cone of uncertainty based on 1800 UTC of 18th May (c) Observed and forecast track alongwith with Quadrant wind distribution based on 1800 UTC of 18th May.

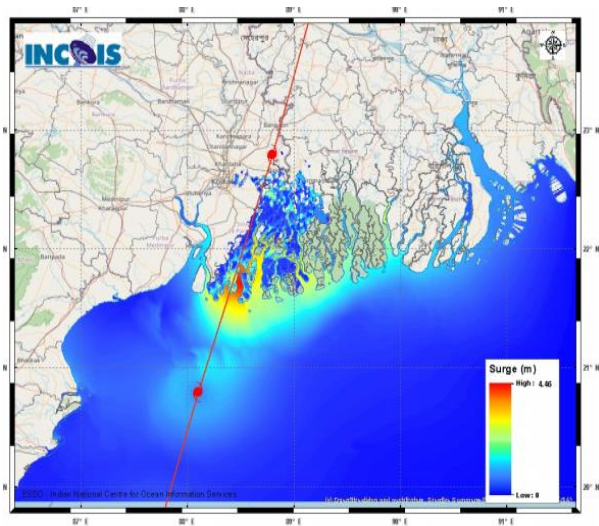


Fig. II-6: (a) Storm Surge Forecast From INCOIS Issued At 1837 Ist Of 18th May 2020 (b) reflectivity of vishakhapatnam doppler weather radar at 00:30 ist of 19th May 2020

India Port warnings largely used

Day Signals*	Specifications	Night Signals*	Remarks
16a I.	<u>Distant Cautionary Signal Number One</u> There is a region of squally weather in which a storm may be forming (well marked low or depression with surface winds up to 61 km/h. (33 knots))	3b )	) These signals indicate) that ships may be) exposed to danger after) leaving the harbour
10a II.	<u>Distant Warning Signal Number Two</u> A storm has formed (cyclonic storm with surface winds 63-87 km/h. (34-47 knots))	2b))
3a* III.	<u>Local Cautionary Signal Number Three</u> The port is threatened by squally weather (cyclonic circulation with surface winds 40-50 km/h. (22-27 knots)) or squalls due Nor'Westers)	5b )	) These signals indicate) that the port itself and) the ships in it are in) danger
2a* IV.	<u>Local Warning Signal Number Four</u> The port is threatened by a storm, but it does not appear that the danger is as yet sufficiently great to justify extreme measures of precaution (cyclonic circulation with surface winds 52-61 km/h. (28-33 knots))	4b))
17a V.	<u>Danger Signal Number Five</u> The port will experience severe weather from a storm of slight or moderate intensity that is expected to cross the coast keeping the port to the left of its course (to the east of the port in the case of Mangla) (cyclonic storm with surface winds 63-87 km/h. (34-47 knots))	16b )	) These signals indicate) that the port itself and) the ships in it are in) danger
8a VI.	<u>Danger signal number Six</u> Port will experience severe weather from a cyclone expected to move keeping the port to the right of its track	17b )	) These signals indicate) that the port itself) and the ships in it are) in danger
19a* VII.	<u>Danger signal number Seven</u> Port will experience severe weather from a cyclone expected to move over or close to the port	18b )	) This signal is also hoisted) a storm is expected to skirt) the coast without (actually)) crossing it
20a VIII.	<u>Great Danger Signal number Eight</u> Port will experience severe weather from a severe cyclone expected to move keeping the port to the left of its track	19b )	) These signals indicate) that the port itself) and the ships in it are) in danger

Attachment to ANNEX II-C2-2

21a	IX.	<u>Great Danger Signal number Nine</u> Port will experience severe weather from a severe cyclone expected to move keeping the port to the right of its track	20b	) These signals indicate) that the port itself) and the ships in it are) in danger
22a*	X.	<u>Great Danger Signal number Ten</u> Port will experience severe weather from a severe cyclone expected to move over or close to the port	21b	) This signal is also hoisted) when a storm is expected) to skirt the coast without) (actually) crossing it
23a*	XI.	<u>Failure of Communication</u> Communications with the meteorological warning centre have broken down, and the local office considers there is a danger of bad weather	7b))))

Brief System

In the brief system only one of the five signals marked by an asterisk of the general system is hoisted, and the Port Officers are kept informed of the prospects of local bad weather associated with any disturbance in the sea, for the general information of shipping.

Extended System

Special section signals, in addition to those of the general system, are exhibited at certain ports in the Bay of Bengal belonging to the extended system.

If the port itself is threatened, the appropriate local signals of the general system are hoisted. But, if there is an area of squally weather or a storm that does not threaten the port, the distant cautionary or distant warning signal of the general system is hoisted, and one or more of the locality signals (described in the next paragraph) are hoisted under the distant signals, to indicate the position of the disturbance in the Bay.

The following shapes, when hung below a distant cautionary or warning signal, become locality signals, indicating the six divisions into which the Bay of Bengal has been divided for this purpose). If, however, the centre of the storm is near the boundary of a division, the hoisting of two locality signals is requested, the first indicating the division in which the centre is thought to be situated and the second the division nearest to the first.

In the event of a storm centre being near the corner where three divisions meet, the hoisting of three locality signals is requested, the first indicating the division in which the storm is estimated to be centred, the second the nearest adjoining division, and the third the remaining division.

Signal	3a	10a	24a	16a	2a	23a
Section	I	II	III	IV	V	VI

* See footnote on page 1 of Attachment to Annex II-B

1) The divisions are as indicated on the chart given on page II A6. Thus, if there is squally weather in Section I of the Bay, the signal 25a would be hoisted at the various ports, and if a storm has formed in Section II, the signal 11a would be hoisted at all ports which were not directly threatened. As already stated, the ports directly threatened would hoist one or other of the local signals. The Meteorological Department endeavours to keep the number of locality signals on each hoist as small as possible, and generally the number of only that section in which the centre of the storm is situated is given in the Warning bulletin.

Day Signals*	Specifications	Night Signals*	Remarks
<u>Myanmar</u> (21.II.1977)			
<u>General System</u>			
16a	There is a region of squally weather in which a storm may be forming	3b	Distant cautionary signal
10a	A storm has formed	2b	Distant warning signal
3a	The port is threatened by squally weather	5b*	Local cautionary signal
2a*	The port is threatened by a storm, but it does not appear that the danger is as yet sufficiently great to justify extreme measures of precaution	4b*	Local warning signal. The existence of a storm can often be determined before its direction of motion can be fixed. In this case all those ports which the storm could possibly strike are warned by this signal
17a	The port will experience severe weather from a storm, of slight or moderate intensity, that is expected to cross the coast to the south of the port (or to the east in the case of Yangon, Pathein and Diamond Island)	16b	Local danger signal
18a	The port will experience severe weather from a storm, of slight or moderate intensity, that is expected to cross the coast to the north of the port (or to the west in the case of Yangon and Moulmein)	17b	Local danger signal
19a*	The port will experience severe weather from a storm, of slight or moderate intensity, that is expected to cross over or near to the port	18b*	Local danger signal
20a	The port will experience severe weather from a storm of great intensity that is expected to cross the coast to the south of the port (or to the east in the case of Yangon, Pathein and Diamond Island)	19b	Local great danger signal

* See footnote on page 1 of Attachment to Annex II-B

Attachment to ANNEX II-F-2

Day Signals*	Specifications	Night Signals*	Remarks
Myanmar - continued			
21a	The port will experience severe weather from a storm of great intensity that is expected to cross the coast to the north of the port (or to the west in the case of Yangon and Moulmein)	20b	Local great danger signal
22a*	The port will experience severe weather from a storm of great intensity that is expected to cross over or near to the port	21b*	Local great danger signal
23a*	Communications with the meteorological warning centre have broken down, and the local officer considers that there is a danger of bad weather	7b*	Local failure of communications signal

Brief System

In the brief system only one of the five signals marked by an asterisk of the general system is hoisted, and the Port Officers are kept informed of the prospects of local bad weather associated with any disturbance in the sea, for the general information of shipping.

Extended System

Special signals, in addition to those of the general system, are exhibited at certain ports in the Bay of Bengal belonging to the extended system.

If the port itself is threatened, the appropriate local signals of the general system are hoisted. But, if there is an area of squally weather or a storm that does not threaten the port, the distant cautionary or distant warning signal of the general system is hoisted, and one or more of the locality signals (described in the next paragraph) are hoisted under the distant signals, to indicate the position of the disturbance in the Bay.

The following shapes, when hung below a distant cautionary or warning signal, become locality signals, indicating the six divisions into which the Bay of Bengal has been divided for this purpose 1) . If, however, the centre of the storm is near the boundary of a division, the hoisting of two locality signals is requested, the first indicating the division in which the centre is thought to be situated and the second the division nearest to the first.

In the event of a storm centre being near the corner where three divisions meet, the hoisting of three locality signals is requested, the first indicating the division in which the storm is estimated to be centred, the second

the nearest adjoining division, and the third the remaining division.

Signal	3a	10a	24a	16a	2a	23a
Section	I	II	III	IV	V	VI

* See footnote on page 1 of Attachment to Annex II-B

Attachment to ANNEX II-F-3

1) The divisions are as indicated on the chart given on page 26 Thus, if there is squally weather in Section I of the Bay, the signal 25a would be hoisted at the various ports, and if a storm has formed in Section II, the signal 11a would be hoisted at all ports which were not directly threatened. As already stated, the ports directly threatened would hoist one or other of the local signals. The Department of Meteorology and Hydrology endeavours to keep the number of locality signals on each hoist as small as possible, and generally the number of only that section in which the centre of the storm is situated is given in the Warning bulletin.

Attachment to ANNEX II-G-2

Day Signals*	Specifications	Night Signals*	Remarks
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Pakistan - continued

21a	Severe weather from a storm of great intensity, expected to cross the coast to north or west of port	20b)))))	These signals indicate that the port itself and the ships in it are in danger
22a	Severe weather from a storm of great intensity, expected to cross over or near to the port	21b)))	
23a	Communications with the meteorological -- warning centre have broken down, and the local office considers there is a danger of bad weather	7b))))	These signals indicate that the port itself and the ships in it are in danger

Sri Lanka (20.II.1978) Port Warnings

Day Signals*	Specifications	Night Signals*	Remarks
16a	There is a region of squally weather in which a storm may be forming	3b	These signals indicate that ships may be exposed to danger after leaving the harbour
10a	A storm has formed	2b	These signals indicate that ships may be exposed to danger after leaving the harbour
3a	The port is threatened by squally weather	5b	These signals indicate that the port itself and the ships in it are in danger
2a	The port is threatened by a storm, but it does not appear that the danger is as yet sufficiently great to justify extreme measures of precaution	4b	These signals indicate that the port itself and the ships in it are in danger
17a	The port will experience severe weather from a storm of slight or moderate intensity that is expected to cross coast keeping the port to the left of its course	16b	These signals indicate that the port itself and the ships in it are in danger
8a	Port will experience severe weather from a cyclone expected	17b	These signals indicate that the port itself and the ships in it are in danger
19a	Port will experience severe weather from a cyclone expected to move over the coast without (actually) crossing it	18b	This signal is also hoisted when a storm is expected to skirt or close to the port
20a	Port will experience severe weather from a severe cyclone expected to expected to cross the coast to the South of Port	19b	These signals indicate that the port itself and the ships in it are in danger
21a	Port will experience severe weather from a severe cyclone expected to expected to cross the coast to the South or east of Port	20b	These signals indicate that the port itself and the ships in it are in danger
22a	Port will experience severe weather from a severe cyclone expected to expected to cross over or near the Port	21b	These signals indicate that the port itself and the ships in it are in danger
23a	Communications with the meteorological warning centre have broken down, and the local officer considers that there is a danger of bad weather	7b	Local failure of communications signals

Thailand (11.IV.1984)

Day Signals*	Specifications	Night Signals*	Remarks
Signals indicating the intensity of storms			
35a	Tropical depression or storm with wind speeds near centre not exceeding 33 knots	1.	Signals indicating the occurrence of storms in the Gulf of Thailand and adjacent seas to be displayed at Port Area (Bangkok) and at Bangkok Harbour Limit I (Pong Pachjmit Fort, Pagklongsarn, Dhonburi)
36a	Tropical storm or storm with wind speeds near centre from 34 knots and over but not exceeding 63 knots		
56a	Typhoon or cyclone or storm with wind speeds near centre 64 knots or more	2	Signals indicating the intensity and locality of storms will be hoisted on the same yard-arm with the pennant indicating the intensity and the flag indicating the locality of the storm. The flag is always hoisted below the pennant

* See footnote on page 1 of Attachment to Annex II-B

Day Signals*	Specifications	Night Signals*	Remarks
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Thailand - continued**Signals indicating the locality of storms**

- 37a Area 1 : Gulf of Thailand east coast to Lat. 5°N and Long. 105°E
- 38a Area 2 : Gulf of Thailand west coast to Lat. 5°N
- 43a Area 3: Andaman Sea bounded by west coast of southern Myanmar, west coast of southern Thailand, Long. 97°E, Lat. 5°N and Lat. 14°N
- 51a Area 4 : South China Sea bounded by southern Viet Nam coast, Lat. 12°N, Lat. 5°N, Long. 105°E and Long. 112°E

Note: In normal weather conditions (no tropical depression, storm or typhoon) the white pennant with red circle (52a) will be displayed at the upper yard-arm at Bangkok Harbour Limit I (Pong Pachjarnmit Fort, Pagklongsarn, Dhonburi).

* See footnote on page 1 of Attachment to Annex II-B

THE OBSERVING SYSTEM AND OBSERVING PROGRAMME

3.1 Networks of surface and upper air stations

3.1.1 *Observations from basic network*

The list of implemented regional basic synoptic networks of surface and upper air stations of the Panel countries is given in **Table III-1**. The network of stations adopted for regional exchange by the World Weather Watch is considered adequate for routine tracking of weather systems. However, in the cyclone season, particularly when a tropical depression or storm exists in the region, special efforts will be made by the national meteorological services to improve the collection and distribution of surface synoptic reports from the coastal stations.

3.1.2 *Special observations from the WWW network*

National meteorological services will endeavor to arrange for additional observations in areas coming within the circulation of a tropical cyclone. These stations will make round the clock three hourly or hourly observations when the system is of tropical storm intensity and close to the coast and the observations will be passed on real time to the Panel countries.

3.1.3 *Special observations from stations other than those of the regional basic synoptic network*

National Meteorological Services (NMS) have established a large number of meteorological observing stations, in addition to those in the regional basic synoptic network, observations from which are received by the NMS. When there is a tropical cyclone in the Bay of Bengal or in the Arabian Sea, observations from these stations, particularly from coastal stations, will be exchanged on real time basis on priority. If the observations are not received during a tropical cyclone situation a request for them could be sent to the NMS concerned. A list of these stations is given in **Table III-2 & III-3**.

III-2

Name of Station		Surface							Radiowind/Radiosonde						
1	2	3							4						
		00	03	06	09	12	15	18	21	00	06	12	18	00	12
41240	KHASAB		X	X	X	X	X	X							
242	DIBA*	X	X	X	X	X	X	X	X						
244	BURAIMI	X	X	X	X	X	X	X	X						
246	SOHAR MAJIS		X	X	X	X	X	X	X						
253	RUSTAQ	X	X	X	X	X	X	X	X						
254	SAIQ		X	X	X	X									
255	NIZWA*			X	X	X									
256	MUSCAT INT. AIRPORT	X	X	X	X	X	X	X						X	
257	SAMAIL	X	X	X	X	X	X	X	X						
258	MINA SULTAN QABOOS	X	X	X	X	X	X	X	X						
262	FAHUD	X	X	X	X	X	X	X	X						
263	BAHLA	X	X	X	X	X	X	X	X						
264	ADAM	X	X	X	X	X	X	X	X						
265	IBRA	X	X	X	X	X	X	X	X						
267	QALHAT	X	X	X	X	X	X	X	X						
268	SUR	X	X	X	X	X	X	X	X						
275	QARN ALAM	X	X	X	X	X	X	X	X						
288	MASIRAH	X	X	X	X	X	X	X	X						
304	MARMUL	X	X	X	X	X	X	X	X						
312	MINA SALALAH	X	X	X	X	X	X	X	X						
314	THUMRAIT	X	X	X	X	X	X	X	X						
315	QAIROON HAIRITI		X	X	X	X	X	X	X						
316	SALALAH	X	X	X	X	X	X	X	X					X	
515	DROSH		X	X	X	X	X	X	X	X					
530	PESHAWAR	X	X	X	X	X	X	X	X	X	X	X	X		X
560	PARACHINAR	X	X	X	X	X	X	X	X						
571	ISLAMABAD AIRPORT	X	X	X	X	X	X	X	X						
594	SARGODHA	X	X	X	X	X	X	X	X	X	X	X	X		X
598	JHELUM	X	X	X	X	X	X	X	X	X	X	X	X		
620	ZHOB	X	X	X	X	X	X	X	X						
624	DERA ISMAIL KHAN	X	X	X	X	X	X	X	X	X	X	X	X		
641	LAHORE CITY		X	X	X	X	X	X	X	X	X	X	X	X	
660	QUETTA AIRPORT		X	X	X	X	X	X	X	X					
675	MULTAN	X	X	X	X	X	X	X	X	X	X	X	X		X
685	BAR KHAN	X	X	X	X	X	X	X	X	X	X	X			
710	NOKKUNDI		X	X	X	X	X	X	X	X					
712	DAL BANDIN	X	X	X	X	X	X	X	X	X	X	X	X		
715	JACOBABAD	X	X	X	X	X	X	X	X	X	X	X	X		
718	KHANPUR	X	X	X	X	X	X	X	X						
739	PANJGUR	X	X	X	X	X	X	X	X						X
744	KHUZDAR	X	X	X	X	X	X	X	X	X	X				
749	NAWABSHAH	X	X	X	X	X	X	X	X	X	X				
756	JIWANI	X	X	X	X	X	X	X	X	X	X				
757	GWADAR	X	X	X	X	X	X	X	X						
759	PASNI	X	X	X	X	X	X	X	X	X	X			(Pilot	
winds)															
764	HYDERABAD	X	X	X	X	X	X	X	X	X	X	X	X		
768	CHHOR		X	X	X	X	X	X	X	X	X	X	X	X	
780	KARACHI AIRPORT	X	X	X	X	X	X	X	X	X	X	X	X		X

* During the period of tropical cyclone

TABLE III-1: LIST OF IMPLEMENTED REGIONAL BASIC SYNOPTIC NETWORK STATIONS

	Name of station	Surface								Radiowind				Radiosonde	
		00	03	06	09	12	15	18	21	00	06	12	18	00	12
41859	RANGPUR	x	x	x	X	x	x	x	x	x	x	x	x		
41883	BOGRA	x	x	x	X	x	x	x	x	x	x	x	x	x	.
41886	MYMENSINGH	x	x	x	X	x	x	x	x						
41891	SYLHET	x	x	x	x	x	x	x	x	x	x	x	x	x	.
41907	ISHURDI	x	x	x	x	x	x	x	x	x	x	x	x		
41923	DHAKA	x	x	x	x	x	x	x	x	x	x	x	x	x	x
41936	JESSORE	x	x	x	x	x	x	x	x	x	x	x	x		
41943	FENI	x	x	x	x	x	x	x	x	x	x	x	x		
41950	BARISHAL	x	x	x	x	x	x	x	x	x	x	x	x		
41953	MAIJDI COURT	x	x	x	x	x	x	x	x						
41963	HATIYA	x	x	x	x	x	x	x	x						
41964	SANDWIP	x	x	x	x	x	x	x	x						
41977	CHITTAGONG(AMBAGAN)	.	.	.	.	.	.	.	.	x	x	x	x	x	.
41978	CHITTAGONG(PATENGA)	x	x	x	x	x	x	x	x						
41984	KHEPUPARA	x	x	x	x	x	x	x	x						
41989	KUTUBDIA	x	x	x	x	x	x	x	x						
41992	COX'S BAZAR	x	x	x	x	x	x	x	x	x	x	x	x		

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Name of station Radiosonde	Surface									Radiowind					
	2									3					
	4	1								3					
		00	03	06	09	12	15	18	21	00	06	12	18	00	12
42027	SRINAGAR	X	X	X	X	X	X	X	X	X	X		X	X	
42071	AMRITSAR	X	X	X	X	X	X	X	X	X	X		X	X	
42101	PATIALA	X	X	X	X	X	X	X	X	X	X		X	X	X
42111	DEHRADUN	X	X	X	X	X	X	X	X	X	X				
42131	HISSAR	X	X	X	X	X	X	X	X	X	X				
42165	BIKANER	X	X	X	X	X	X	X	X	X	X				
42182	NEW DELHI	X	X	X	X	X	X	X	X	X	X		X	X	X
42189	BAREILLY	X	X	X	X	X	X	X	X	X	X				
42260	AGRA	X	X	X	X	X	X	X	X	X	X				
42309	NORTH LAKHIMPUR		X	X	X	X	X								
42314	DIBRUGARH/MOHANBARI	X	X	X	X	X	X	X	X	X	X		X	X	X
42328	JAISALMER	X	X	X	X	X	X	X	X	X	X				
42339	JODHPUR	X	X	X	X	X	X	X	X	X	X		X	X	X
42348	JAIPUR/SANGANER	X	X	X	X	X	X	X	X	X	X		X		
42361	GWALIOR	X	X	X	X	X	X	X	X	X	X		X	X	X
42369	LUCKNOW/AMAUSI	X	X	X	X	X	X	X	X	X	X		X	X	X
42379	GORAKHPUR	X	X	X	X	X	X	X	X	X	X		X	X	X
42397	SILIGURI	X	X	X	X	X	X	X	X	X	X				
42410	GUWAHATI	X	X	X	X	X	X	X	X	X	X		X	X	X
42415	TEZPUR	X	X	X	X	X	X	X	X	X	X				
42452	KOTA AERODROME	X	X	X	X	X	X	X	X	X	X				
42475	ALLAHABAD/ BAMHRAULI	X	X	X	X	X	X	X	X	X	X				
42492	PATNA	X	X	X	X	X	X	X	X	X	X			X	X
42559	GUNA	X	X	X	X	X	X	X	X	X	X				
42571	SATNA	X	X	X	X	X	X	X	X	X	X				
42587	DALTONGANJ		X	X	X	X									
42591	GAYA	X	X	X	X	X	X	X	X	X	X		X	X	X
42623	IMPHAL TULIHAL	X	X	X	X	X	X	X	X	X	X		X	X	X
42634	BHUJ-RUDRAMATA	X	X	X	X	X	X	X	X	X	X				
42779	PENDRA	X	X	X	X	X	X	X	X	X	X				
42798	JAMSHEDPUR	X	X	X	X	X	X	X	X	X	X		X		
42809	KOLKATA / DUMDUM	X	X	X	X	X	X	X	X	X	X		X	X	X
42840	SURAT	X	X	X	X	X	X	X	X	X	X				
42867	NAGPUR /SONEGAON	X	X	X	X	X	X	X	X	X	X		X	X	X
42875	RAIPUR	X	X	X	X	X	X	X	X	X	X		X	X	X
42886	JHARSUGUDA	X	X	X	X	X	X	X	X	X	X		X		
42895	BALASORE	X	X	X	X	X	X	X	X	X	X				
42909	VERAVAL	X	X	X	X	X	X	X	X	X	X				
42921	NASIK CITY	X	X	X	X	X	X	X	X	X	X				
42933	AKOLA	X	X	X	X	X	X	X	X	X	X				
42971	BHUBANESWAR	X	X	X	X	X	X	X	X	X	X		X	X	X
42977	SANDHEADS		X			X									

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Name of Station		Surface								Radiowind				Radiosonde	
		1		2		3		4		00 12		00 12			
		00	03	06	09	12	15	18	21	00	06	12	18	00	12
43003	MUMBAI (SANTACRUZ)	X	X	X	X	X	X	X	X	X	X	X	X	X	X
43014	AURANGABAD CHIKALTHANA	X	X	X	X	X	X	X	X	X	X	X	X	X	X
43041	JAGDALPUR	X	X	X	X	X	X	X	X	X	X	X	X	X	X
43063	PUNE	X	X	X	X	X	X	X	X						
43086	RAMGUNDAM	X	X	X	X	X	X	X	X						
43110	RATNAGIRI	X	X	X	X	X	X	X	X						
43117	SHOLAPUR	X	X	X	X	X	X	X	X						
43128	HYDERABAD AIRPORT	X	X	X	X	X	X	X	X	X	X	X	X	X	X
43150	VISHAKHAPATNAM/ WALTAIR	X	X	X	X	X	X	X	X	X	X	X	X	X	X
43185	MACHILIPATNAM (FRANCHPET)	X	X	X	X	X	X	X	X	X	X	X	X	X	X
43189	KAKINADA	X	X	X	X	X	X	X	X						
43192	GOA/PANJIM	X	X	X	X	X	X	X	X	X	X	X	X	X	X
43198	BELGAUM/SAMBRE	X	X	X	X	X	X	X	X						
43201	GADAG	X	X	X	X	X	X	X	X						
43213	KURNOOL	X	X	X	X	X	X	X	X						
43226	HONAVAR	X	X	X	X	X	X	X	X						
43233	CHITRADURGA	X	X	X	X	X	X	X	X						
43237	ANANTAPUR	X	X	X	X	X	X	X	X						
43245	NELLORE	X	X	X	X	X	X	X	X						
43279	CHENNAI/MEENAMBAKKAM	X	X	X	X	X	X	X	X	X	X	X	X	X	X
43284	MANGALORE/BAJPE	X	X	X	X	X	X	X	X						
43285	MANGALORE/PANAMBUR	X	X	X	X		X	X							
43295	BANGALORE	X	X	X	X	X	X	X	X	X	X	X	X	X	X
42830	PORBANDAR	X	X	X	X	X	X	X	X						
43049	GOPALPUR	X	X	X	X	X	X	X	X	X		X	X		
43221	ONGOLE	X	X	X	X	X	X	X	X						
43348	ADIRAMPATTINAM	X			X										

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Name of Station Radiosonde	Surface								Radiowind							
	1				2				3				4			
	00	03	06	09	12	15	18	21	00	06	12	18	00	12		
43311	AMINI DIVI	X	X	X	X	X	X	X	X	X	X	X	X	X		
43314	KOZHICODE	X	X	X	X	X	X	X	X							
43321	COIMBATORE/PEELAMEDU	X	X	X	X	X	X	X	X							
43329	CUDDALORE	X	X	X	X	X	X	X	X							
43333	PORT BLAIR	X	X	X	X	X	X	X	X	X	X	X	X	X		
43344	TIRUCHIRAPALLI	X	X	X	X	X	X	X	X							
43346	KARAIKAL	X	X	X	X	X	X	X	X	X	X	X	X	X		
43353	KOCHI WILLINGTON	X	X	X	X	X	X	X	X	X	X	X	X	X		
43369	MINICOY	X	X	X	X	X	X	X	X	X	X	X	X	X		
43371	THIRUVANANTHAPURAM	X	X	X	X	X	X	X	X	X	X	X	X	X		
43418	TRINCOMALEE	X	X	X	X	X	X	X	X	X	X					
43421	ANURADHAPURA	X	X	X	X	X	X	X	X							
43424	PUTTALAM	X	X	X	X	X	X	X	X							
43436	BATTICALOA	X	X	X	X	X	X	X	X							
43450	KATUNAYAKE	X	X	X	X	X	X	X	X							
43466	COLOMBO	X	X	X	X	X	X	X	X	X	X					
43473	NUWARA ELIYA	X	X	X	X	X	X	X	X							
43486	RATNAPURA	X	X	X	X	X	X	X	X							
43495	GALLE	X	X	X	X	X	X	X	X							
43497	HAMBANTOTA	X	X	X	X	X	X	X	X	X	X					
43533	HANIMADHOO	X	X	X	X	X	X	X	X							
43555	MALE	X	X	X	X	X	X	X	X							
43577	KADHDHOO	X	X	X	X	X	X	X	X							
43588	KADEHDHOO	X	X	X	X	X	X	X	X							
43599	GAN	X	X	X	X	X	X	X	X					X		
48001	PUTAO	X	X	X	X	X										
48004	HKAMTI	X	X	X	X	X										
48008	MYITKYINA	X	X	X	X	X		X								
48010	HOMALIN	X	X	X	X	X		X								
48017	PINLEBU	X	X	X	X	X										
48018	KATHA	X	X	X	X	X		X								
48019	BHAMO	X	X	X	X	X										
48020	MAWLAIK	X	X	X	X	X										
48024	KALEMYO	X	X	X	X	X										
48025	KALEWA	X	X	X	X	X		X								
48030	HAKHA	X	X	X	X	X										
48031	FALAM	X	X	X	X	X										
48033	SHWEBO	X	X	X	X	X										
48034	MOGOKE	X	X	X	X	X										
48035	LASHIO	X	X	X	X	X										
48036	GANGAW	X	X	X	X	X										
48037	MONYWA	X	X	X	X	X										
48039	SAGAING	X	X	X	X	X										
48040	HSIPAW	X	X	X	X	X										
48042	MANDALAY	X	X	X	X	X		X								
48043	PYINOOOLWIN	X	X	X	X	X										
48045	MINDAT	X	X	X	X	X										
48047	MYINGYAN	X	X	-	-	X										
48048	NYUNG-U	X	X	X	X	X										
48051	KYAUKTAW	X	X	X	X	X										
48052	CHAUK	X	X	X	X	X										
48053	MEIKTILA	X	X	X	X	X		X								
48055	NAMSAM	X	X	X	X	X										

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Name of Station	Surface				Radiowind				Radiosonde					
	1				2				3				4	
	00	03	06	09	12	15	18	21	00	06	12	18	00	12
48057	TAUNGGYI	X	X	X	X	X								
48058	LOILEM	X	X	X	X	X								
48060	KENGTUNG	X	X	X	X	X		X						
48062	SITTWE	X	X	X	X	X		X						
48064	MINBU	X	X	X	X	X								
48065	MAGWAY	X	X	X	X	X								
48067	YAMETHIN	X	X	X	X	X								
48068	PINLAUNG	X	X	X	X	X								
48070	MONGHSAT	X	X	X	X	X								
48071	KYAUKPYU	X	X	X	X	X		X						
48072	MANAUNG	X	X	X	X	X								
48074	PYINMANA	X	X	X	X	X								
48075	LOIKAW	X	X	X	X	X								
48077	PROME	X	X	X	X	X								
48078	TOUNGOO	X	X	X	X	X								
48080	SANDOWAY	X	X	X	X	X		X						
48085	GWA	X	X	X	X	X								
48087	HINTHADA	X	X	X	X	X								
48088	THARWADY	X	X	X	X	X								
48089	SHWEGYIN	X	X	X	X	X								
48092	HMAWBI	X	X	X	X	X								
48093	BAGO	X	X	X	X	X		X						
48094	PATHEIN	X	X	X	X	X		X						
48095	MAUBIN	X	X	X	X	X								
48096	MINGALADON	X	X	X	X	X		X						
48097	YANGON	X	X	X	X	X		X		X		X		
48098	THAON	X	X	X	X	X								
48099	HPAAN	X	X	X	X	X		X						
48101	PYAPON	X	X	X	X	X								
48103	MAWLAMYINE	X	X	X	X	X								
48107	YE	X	X	X	X	X								
48108	DAWEI	X	X	X	X	X		X						
48109	COCO ISLAND	X	X	X	X	X		X						
48110	MERGUI	X	X	X	X	X		X						
48112	KAWTHOUNG	X	X	X	X	X		X						
48300	MAE HONG SON	X	X	X	X	X	X	X	X					
48303	CHIANG RAI	X	X	X	X	X	X	X	X					
48327	CHIANG MAI	X	X	X	X	X	X	X	X	X	X			X
48328	LAMPANG	X	X	X	X	X	X	X	X					
48330	PHRAE	X	X	X	X	X	X	X	X					
48331	NAN	X	X	X	X	X	X	X	X					
48351	UTTARADIT	X	X	X	X	X	X	X	X					
48353	LOEI	X	X	X	X	X	X	X	X					
48354	UDON THANI	X	X	X	X	X	X	X	X					
48356	SAKON NAKHON	X	X	X	X	X	X	X	X					
48375	MAE SOT	X	X	X	X	X	X	X	X					
48376	TAK	X	X	X	X	X	X	X	X					
48377	BHUMIBOL DAM	X	X	X	X	X	X	X	X					
48378	PHITSANULOK	X	X	X	X	X	X	X	X					
48379	PHETCHABUN	X	X	X	X	X	X	X	X					
48381	KHON KAEN	X	X	X	X	X	X	X	X					
48400	NAKHON SAWAN	X	X	X	X	X	X	X	X					
48407	UBON RATCHATHANI	X	X	X	X	X	X	X	X		X	X		X
48431	NAKHON RATCHASIMA	X	X	X	X	X	X	X	X					

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Name of Station		Surface				Radiowind				Radiosonde					
1		2								3				4	
		00	03	06	09	12	15	18	21	00	06	12	18	00	12
48432	SURIN	X	X	X	X	X	X	X	X						
48453	BANGKOK	X	X	X	X	X	X	X	X	X	X	X			X
48456	DON MUANG	X	X	X	X	X	X	X	X						
48462	ARANYAPRATHET	X	X	X	X	X	X	X	X						
48475	HUA HIN	X	X	X	X	X	X	X	X						
48477	SATTAHIP	X	X	X	X	X	X	X	X						
48480	CHANTHABURI	X	X	X	X	X	X	X	X	X		X			
48500	PRACHUAP KHIRIKHAN	X	X	X	X	X	X	X	X	X		X			
48517	CHUMPHON	X	X	X	X	X	X	X	X						
48532	RANONG	X	X	X	X	X	X	X	X						
48551	SURAT THANI	X	X	X	X	X	X	X	X	X	X	X	X		
48565	PHUKET AIRPORT	X	X	X	X	X	X	X	X						X
48567	TRANG	X	X	X	X	X	X	X	X						
48568	SONGKHLA	X	X	X	X	X	X	X	X		X	X			X
48569	HAT YAI	X	X	X	X	X	X	X	X						
48583	NARATHIWAT	X	X	X	X	X	X	X	X						

TABLE III-2: List of stations other than those in the WWW network from which special observations are Available in cyclone situations

Country: Bangladesh

	Name of station	Surface								Radiowind				Radiosonde	
		00	03	06	09	12	15	18	21	00	06	12	18	00	12
41850	TETULIA	x	x	x	x	x	x	x	x						
41851	DIMLA	x	x	x	x	x	x	x	x						
41856	RAJARHAT	x	x	x	x	x	x	x	x						
41858	SAYEDPUR	x	x	x	x	x	x	x	x						
41859	RANGPUR	x	x	x	x	x	x	x	x	x	x	x	x		
41863	DINAJPUR	x	x	x	x	x	x	x	x						
41881	BADALGACHI	x	x	x	x	x	x	x	x						
41883	BOGRA	x	x	x	x	x	x	x	x	x	x	x	x	x	
41886	MYMENSINGH	x	x	x	x	x	x	x	x						
41888	NETROKONA	x	x	x	x	x	x	x	x						
41891	SYLHET	x	x	x	x	x	x	x	x	x	x	x	x	x	
41895	RAJSHAHI	x	x	x	x	x	x	x	x						
41897	TARASH	x	x	x	x	x	x	x	x						
41902	NIKLI	x	x	x	x	x	.	.	.						
41906	BAGHABARI	.	.	.	.	.	.	.	.
41907	ISHURDI	x	x	x	x	x	x	x	x	x	x	x	x		
41915	SRIMONGAL	x	x	x	x	x	x	x	x						
41916	ASHUGANJ	.	.	.	.	.	.	.	.
41923	DHAKA	x	x	x	x	x	x	x	x	x	x	x	x	x	x
41924	NARSINGDI	.	.	.	.	.	.	.	.
41926	CHUADANGA	x	x	x	x	x	x	x	x						
41927	KUMARKHALI	x	x	x	x	x	x	x	x						
41929	FARIDPUR	x	x	x	x	x	x	x	x						
41930	ARICHA	.	.	.	.	.	.	.	.
41933	COMILLA	x	x	x	x	x	x	x	x						
41936	JESSORE	x	x	x	x	x	x	x	x	x	x	x	x		
41938	GOPALGANJ	x	x	x	x	x	x	x	x						
41939	MADARIPUR	x	x	x	x	x	x	x	x						
41940	MAWA	.	.	.	.	.	.	.	.
41941	CHANDPUR	x	x	x	x	x	x	x	x						
41943	FENI	x	x	x	x	x	x	x	x	x	x	x	x		
41944	DIGHINALA	.	.	.	.	.	.	.	.
41946	SATKHIRA	x	x	x	x	x	x	x	x						
41947	KHULNA	x	x	x	x	x	x	x	x						
41948	KOYRA	x	.	.	.	x	.	.	.						
41950	BARISHAL	x	x	x	x	x	x	x	x	x	x	x	x		
41951	BHOLA	x	x	x	x	x	x	x	x						
41953	MAJDI COURT	x	x	x	x	x	x	x	x						
41955	SAINT MARTIN	.	.	.	.	.	.	.	.
41958	MONGLA	x	x	x	x	x	x	x	x						
41960	PATUAKHALI	x	x	x	x	x	x	x	x						
41961	RAMGATI	x	.	.	.	x	.	.	.						
41962	HIZLA	.	.	.	.	.	.	.	.
41963	HATIYA	x	x	x	x	x	x	x	x						
41964	SANDWIP	x	x	x	x	x	x	x	x						
41965	SITAKUNDA	x	x	x	x	x	x	x	x						
41966	RANGAMATI	x	x	x	x	x	x	x	x						
41977	CHITTAGONG(AMBAGAN)	.	.	.	.	.	.	.	.	x	x	x	x	x	
41978	CHITTAGONG(PATENGA)	x	x	x	x	x	x	x	x	.	.	.	.	.
41979	KAWKHALI	.	.	.	.	.	.	.	.
41980	BANDARBAN	.	.	.	.	.	.	.	.
41981	MONPURA	.	.	.	.	.	.	.	.
41984	KHEPUPARA	x	x	x	x	x	x	x	x	.	.	.	.	.
41989	KUTUBDIA	x	x	x	x	x	x	x	x	.	.	.	.	.
41992	COX'S BAZAR	x	x	x	x	x	x	x	x	x	x	x	x		
41998	TEKNAF	x	x	x	x	x	x	x	x						

TABLE III-3
Buoys over north India Ocean

Buoy's ID Radiosonde	Surface								Radiowind					
	2								3				4	
	00	03	06	09	12	15	18	21	00	06	12	18	00	12
Indian Buoys														
AD02 (ARB)	X	X	X	X	X			X						
AD03 (ARB)	X	X		X	X	X	X	X	X	X				
AD04 (ARB)	X	X		X	X	X	X	X	X	X				
AD05 (ARB)	X	X	X	X	X	X	X	X	X	X				
CB02 (ARB)	X	X		X	X			X	X					
CB03 (ARB)	X	X		X	X			X	X					
SW02 (ARB)	X	X		X	X			X	X					
BD02 (BOB)	X	X	X	X	X	X	X	X	X	X				
BD07 (BOB)	X	X	X	X	X	X	X	X	X	X				
BD08 (BOB)	X	X	X	X	X	X	X	X	X	X				
BD10 (BOB)	X	X		X	X	X	X	X	X	X				
BD11 (BOB)	X	X	X	X	X	X	X	X	X	X				
BD12 (BOB)	X	X		X	X	X	X	X	X	X				
BD13 (BOB)	X	X		X	X			X	X					
CB01 (BOB)	X	X		X	X			X	X					

3.1.4 Upper air stations

Additional upper wind observations will be made as appropriate whenever a tropical cyclone is centered within 500 nautical miles of the station. The minimum required is two observations per day, but for a better understanding of the ambient wind field three or even four flights on some days will be made when possible. All these additional upper air observations will be distributed among the Panel countries.

3.2 Observations from mobile ships

Efforts will be made to obtain the maximum number of ships' observations from the cyclone field by the NMSs and to pass on these observations to RSMC New Delhi. Whenever there is a tropical cyclone in the Bay of Bengal or in the Arabian Sea, additional ships' reports at frequent intervals will be requested by the storm warning centre/meteorological office concerned.

3.3 Aircraft reports

All reports from aircraft in flight in the area will be passed on real time to RSMC, New Delhi and to other Panel countries. In case the national meteorological service collecting the report deems it to be of interest in the analysis or forecasting of a tropical cyclone situation, it will be prefixed with an agreed high priority symbol.

3.4 Radar observations

As long as a tropical cyclone remains within range of one of the cyclone detection radars in the region, the meteorological centre concerned will keep the system under continuous surveillance and will transmit the radar observations through GTS to RSMC New Delhi and other Panel countries. These reports will be made in accordance with a reestablished schedule, preferably on a regular three hourly basis.

The report will be in the RADOB code (FM20VRADOB) or the code given in **Annex IIIA** and will be transmitted twice to ensure reception of the complete message. The radar imageries will be exchanged through website or e-mail.

In case the report is in plain language, the full range of information available at the radar station will be given. The message will therefore include, where available, the confirmation of the determination of the centre; the shape, definition, size and character tendency of the eye, the distance between the end of the outermost band and the centre of the cyclone and the direction and speed of movement with a statement of the interval of time over which the movement was calculated.

A list of the cyclone detection radar stations in the Panel area is given in **Table III-4**.

DWRTABLE III-4
WEATHER RADAR STATIONS KEEPING WATCH
OVER THE ARABIAN SEA AND THE BAY OF BENGAL
WEATHER RADAR STATIONS KEEPING WATCH OVER THE ARABIAN SEA
AND THE BAY OF BENGAL

Country	Station	N	E	Type	Op. Since	
Bangladesh	41992 Cox's Bazar	21°20'	92°17'	Doppler	1970	
	41984 Khepupara	21°59'	90°14'	Doppler	1982	
	41923 Dhaka	23°46'	90°23'	10 cm	1970	
	41859 Rangpur	25°44'	89°14'	10 cm	1999	
	Moulvibazar	24°29'8"	91°46'30"	Doppler	2009	
India	42807 Kolkata	22°33'	88°20'	10 cm DWR	1973 2002	
	42976 Paradip	20°15'	86°39'	10 cm DWR	1973	
	43049 Gopalpur	19°15'	84°53'	10 cm DWR	2017	
	43149 Visakhapatnam	17°44'	83°20'	10 cm DWR	1970 2006	
	43185 Machilipatnam	16°10'	81°08'	10 cm DWR	1981 2004	
	---- Sriharikota	13°39'	80°13'	10 cm DWR	2004	
	43278 Chennai	13°04'	80°16'	10 cm DWR	1973 2002	
	43346 Karaikal	10°54'	79°50'	10 cm DWR	1989 2016	
	43353 Kochi	09°55'	76°15'	10 cm DWR	1987 2016	
	43371 Thiruvananthapuram	08°31'	76°51'	05 cm DWR	2017	
	43192 Goa	15°29'	73°49'	10 cm DWR	2002 2016	
	43057 Mumbai	18°54'	72°48'	10 cm DWR	1989 2016	
	42634 Bhuj	23°14'	69°38'	10 cm DWR	1987 2016	
	Maldives	43555 Male	04°09'	73°11'	10 cm(DWR)	2008
	Myanmar	48071 Kyaukpyu	19°17'	93°31'	Doppler	2015
48097 Yangon		16°52'	96°09'	Doppler	2016	
48042 Mandalay		21°47'	96°02'	Doppler	2018	
Pakistan	41780 Karachi	24°54'	67°08'	5.6 cm	1991	
Thailand	48455 Bangkok	13°55'	100°36'	10 cm (DWR)	1992	
	48475 Hau Hin	12°35'	99°57'	10 cm (DWR)	1995	
	48517 Chumphon	10°29'	99°11'	5.6 cm (DWR)	2008	
	48551 Surat Thani	09°08'	99°9'	10 cm (DWR)	1993	
	48565 Phuket	08°08'	98°19'	5.6 cm (DWR)	2006	
	48569 HAT Yai	06°56'	100°23'	5.6 cm (DWR)	2004	
	48563 Krabi	08°06'	98°58'	5.6 cm (DWR)	2006	
	48568 Songkhla	07°26'	100°27'	5.6 cm (DWR)	2011	
48583 Narathiwat	06°25'	101°45'	5.6 cm (DWR)	2014 (Dual.Pol.)		

UAE

Station Name	WMO	ICAO	SYNOP SURFACE	RADIOSONDE
Abu Dhabi International Airport	41217	OMAA	Every 3 hours	0000 – 1200
Dubai International Airport	41194	OMDB	Every 3 hours	-
Sharjah International Airport	41196	OMSJ	Every 3 hours	-
Fujairah International Airport	41198	OMFJ	Every 3 hours	-
RasAlkhaimah International Airport	41184	OMRK	Every 3 hours	-
Abu DhabBateen Airport	41216	OMAD	Every 3 hours	-
Al-Ain International Airport	41218	OMAL	Every 3 hours	-

ANNEX III-A-1

CODE FOR REPORTING RADAR OBSERVATIONS RELATING TO CYCLONIC DISTURBANCES

Part "A" (to be reported when centre of the storm can be determined).

CYREP FFAA STATION llll YYGGg 4R wLaLaLa 1LoLoLoLo EYE or SPIRAL
6CSDT Pdsdfsfs

Explanatory Notes

CYREP FFAA : Radar Report giving centre of a cyclone

STATION : Name of station in plain language

llll : Station Index Number

YY : UTC date

GGg : Time of observation in hours and tens of minutes UTC

4 : Indicator figure

1 : Quadrant of globe '1' for our area as per WMO definition

Rw : Wavelength of radar

3 for 3 cm radar, 5 for 5.6 cm radar, 8 for 10 cm radar

LaLaLa : Latitude } In tenths of a degree.

Tenths are

} obtained by dividing the number of minutes

LoLoLoLo : Longitude } by six and discarding the remainder.

EYE or : Either the word "EYE" or the word "SPIRAL" will be reported,
SPIRAL but not both.

The word "EYE" will be reported if a partial or complete eye is seen by the radar.

If a double walled eye is seen "DOUBLE EYE" will be reported instead of "EYE".

If the storm centre is estimated using only spiral bands the word "SPIRAL" will be reported.

6 : Indicator figure to show that eye characteristics and/or confidence of fix follow.

C : Confidence of fix (Vide Table 1).

S : Shape of eye and length of arc of eyewall seen (Vide Table 2).

D : Diameter or length of major axis of the eye (Vide Table 3).

T : Tendency of the eye determined over the period since the last observation (Vide Table 4).

NOTE: S, D and T will be reported as solidus (/) if the storm centre is fixed from spiral bands only.

P: Period over which the movement of the storm centre has been determined (Vide Table 5).

dsds: Direction in tens of degree towards which the storm centre is moving.

fsfs: Speed of movement of storm centre in kilometres per hour.

If movement over a period of 3 hours or more cannot be estimated, the group pdsdfsfs will be dropped.

NOTE: The radar meteorologist may at his discretion add any other operationally useful information not covered above, in plain language at the end of Part A of the message.

ANNEX III-A-2

TABLE 1
Confidence of Fix (C)

Code Figure	Category	Radar echo pattern	Likely accuracy about
1.	Very poor	Spiral bands, ill defined or too few or too short	100 km
2.	Poor	Centre estimated from well defined spiral bands ----- eye not visible	50 km
3.	Fair	Partial eye wall seen	30 km
4.	Good	Closed or nearly closed eye whose geometric centres can be located with confidence	10 km

NOTE: The accuracy and criteria as given above are only illustrative and not definitive.

TABLE 2

Code Figure	Shape of eye and length of arc of eyewall seen (S)	
	Length of arc	Shape
0	-----	Ill-defined
1	Less than 180 ⁰	{ Shape other than
2	More than 180 ⁰	{ circular or elliptical
3	Closed	{
4	Less than 180 ⁰	{
5	More than 180 ⁰	{ Elliptical
6	Closed	{
7	Less than 180 ⁰	{
8	More than 180 ⁰	{ Circular
9	Closed	{

TABLE 3

D- Diameter or length of major axis of the eye of the tropical cyclone			
Code Figure		Code Figure	
0	less than 10 km	6	60 to 69 km
1	10 to 19 km	7	70 to 79 km
2	20 to 29 km	8	80 to 89 km
3	30 to 39 km	9	90 km and greater
4	40 to 49 km	/	undetermined
5	50 to 59 km		

TABLE 4

T- Tendency of the eye, determined over the period since the last observation

Code Figure	
0	Eye has first become visible since the last observation.
1	No significant change in the characteristics or size of the eye.
2	Eye has become smaller with no other significant change in characteristics.
3	Eye has become larger with no other significant change in characteristics.
4	Eye has become less distinct with no significant change in size.
5	Eye has become less distinct and decreased in size.
6	Eye has become less distinct and increased in size.
7	Eye has become more distinct with no significant change in size.
8	Eye has become more distinct and decreased in size.
9	Eye has become more distinct and increased in size.
/	Change in character and size of eye cannot be determined.

TABLE 5

P- Period over which the movement of the storm centre has been determined

Code Figure	Period
7	During the preceding 3 hours
8	During the preceding 6 hours
9	During a period of more than 6 hours

(to be reported whenever any radar echo is seen)

RAREP FFBB Iliii YYGGg CHARACTER (b1b1b1/r1r1r1 -----bnbnbn/rnrnrn) INTENSITY
TENDENCY dsdsfsfs ALTD (bbb/HtHt/rrr)

NOTE: 1. Part B will normally be reported only at synoptic hours. In the case of any break in observations or rapid development, additional Part B messages may be transmitted as necessary.

2. Part A messages are to be prepared and transmitted as close to the observation time as possible. Part B can be transmitted separately, after Part A has been sent. When Part A and Part B are transmitted together, the code groups RAREP, Iliii, YYGGg need not be included in Part B.

Character:

EYE : An echo identified definitely as the eye wall of a tropical cyclone.

SPRL BND : A continuous or broken curved line of echoes recognizable as a spiral band associated with a cyclonic system.

SQL LN : This pattern should normally have a length to width ratio of about 10 to 1 and length about 60 km or more.

BRKN LN : A broken line of echoes.

SLD : An area fully covered with echoes.

BRKN : An area 4/8 to 7/8 covered with echoes.

SCT : An area 1/8 to 4/8 covered with echoes.

WDLY SCT : An area less than 1/8 covered with echoes.

ISLTD : Isolated solid mass of echo.

ECHO ALDFT : Echo seen only at elevations higher than half the beam width.

bbb : Azimuth in three digits (degrees) of points on the periphery of an echo area.

rrr : Range (three digits) in units of kilometers.

NOTE:

(1) The groups within the brackets () may be reported as many times as necessary.

(2) In the case of line echoes, in spiral bands and eye wall, as many bbb/rrr points along the line as necessary may be given to define the shape of the line. The points should preferably be given along the line in the anticlockwise direction.

(3) In the case of areas, as many bbb/rrr points as necessary to define the shape may preferably be given in the anticlockwise order starting from the northernmost point. The first point should be repeated as the last point to indicate that it is a closed area.

III-16
ANNEX III-A-4

(4) In any one RAREP message, the character of echoes will be reported in the order given in the group description above.

(5) If an echo system with a distinct characteristic is partly or wholly embedded in another, the two systems should be reported in separate groups. For example, a SPRL BND, or BRKNLN (which may be distinguished as such by using the attenuator or isoecho system) embedded in a larger area of echoes will be reported as SPRL BND or BRKN LN in addition to the area reported separately.

(6) The number of features or groups should be as few as possible, and should be just sufficient to convey an overall picture of the system.

Intensity:

Code radars	For radars having facility for quantitative measurement		Other
	dBZ	Approximate rainfall rate mm/hr	
WK	23 to 32	less than 4	Qualitatively determined
MDT as in	33 to 42	4 to 15	
STG Radar	43 to 52	16 to 63	Weather
VRY STG	53 or more	64 and above	Manual

- NOTE: (1) The intensity of the strongest echo in the group is to be reported.
 (2) The rainfall rates indicated are based on the relationship $Z = 200R^{1.6}$ and may be taken only as a rough guide.
 (3) Intensity is to be reported only of echoes within 200 km range

Tendency:

INCG : Increasing
 DCG : Decreasing
 NO CHG : No change

In view of the difficulties in finding out the tendency of echoes of large areal extent as in a depression or cyclone, tendency should be reported only in case of isolated cells or groups of cells or a line mainly for aviation purposes. The radar meteorologist will take into consideration the change in height, area, length and intensity of echoes over a period of time in judging the tendency.

dsds : Direction in tens of degrees towards which the echo or group of echoes is moving.
 fsfs : Speed in kmph of the echo or group of echoes.

Doppler Weather Radar (DWR):

Doppler Weather Radars provide vital information on radial velocity within tropical cyclone which is not available in conventional radars. Conventional radar provides information on reflectivity and range only, whereas a DWR provides velocity and spectral width data along with various meteorological, hydrological and aviation products which are very useful for forecasters in estimating the storm's center, its intensity and predicting its future movement. The DWR generates these products through a variety of software algorithms.

NOTE: (1) In case of a group of echoes or of a line, only the overall movement of the group of echoes will be reported.

(2) The movement will be observed over a period of, say 30 to 60 minutes.

ALTD: Indicator for echo height information.

HtHt : Height of top of echo above mean sea level in kilometers.

NOTE: (1) Reports of heights should be restricted to a maximum range of 200 km from the station.

(2) In the case of echoes of large areas, the height group may be repeated as necessary for including a number of prominent echoes.

The radar meteorologist will have discretion to report any other special phenomena such as Bright Band and Anomalous Propagation in plain language at the end of the message.

Parts A and B both shall be used whenever the echo pattern observed is recognized as relating to tropical cyclone. Part B only will be used for reporting echoes other than connected with tropical cyclone.

In the IMD website these products are uploaded at 10 minutes interval when a cyclone comes within a coastal Radar range and could be used by member countries. The products available from DWR of IMD which are available in IMD website include MAX(Z) Product (MAX_Z), Plan Position Indicator (PPI_Z), Volume Velocity processing (VVP_2), Plan Position Indicator (PPI_V), Surface Rainfall Intensity (SRI_150), Precipitation Accumulation (PAC) 24 hrs at 0300 UTC (HOURS_24)

An example of the Hourly radar bulletin issued by DWR stations at Gopalpur in association with VSCS Titli in India during the cyclone period is given below:

Severe Weather Warning based on DWR observation	
Name of issuing Radar station	DWR Gopalpur
Geo-coordinates of issuing station (Lat, long, Alt)	19.2734° N / 84.8819° E
Date and time of issue in UTC (yyyyMMddhhmm)	201810102000 UTC
Nature of severe weather expected (combination of any of the following: wind/heavy rain/hail/tornado/flash flood/.....)	Thunderstorm with rain and Gusty winds upto 37.5 knots
Current details of the potential Thunder Storm	-
I Location (sectors w.r.t the Radar and mean range in km)	Convective clouds seen at a distance upto 250 kms in SW, NE, NW and SE sectors of DWR Gopalpur
ii Approx. areal extent (sq. km)	
iii Vertical extend (20 dBZ Echo Top)	Maximum height observed 9.0 kms
Iv Direction of motion (bearing w.r.t the radar towards which the storm is moving)	North northwestward

V	Speed of motion (m/s)	2.8
Vi	Tendency (past half to one hour) (growing/mature/dissipating)	Mature
Vii	Max Ref. Factor (dBZ)	41.0
Viii	Max. radial velocity (m/s)	41.6 mps / 150 Kmph at a distance of 50 km from radar at a height of 3.5 Km
Ix	Max. wind shear (radial and/or azimuthal) m/s/km	
X	Special features observed if any (TVS/Hail/Bow echo/BWER/Hook echo/Micro burst/Meso Cyclone .)	Eye
Districts/Taluks/Mandals/Blocks likely to be impacted. (with lead time if estimable)		Aska, Mohana, Banjanagar, Digapahandi, Satapada, Chilika, Gopalpur, Kendrapada, Jagatsinghpur, Nayagada, Nimapada
Verbal description of the likely severe weather (Samples provided for guidance)		
Warning validity (for the next X hours- specify the time in UTC)		
Remarks		Centre of Very Severe Cyclonic storm "TITLI": At a distance of 91 km(approx.) from DWR Gopalpur station in S-SW DIRECTION with EYE diameter around 28 Km (approximately) and centre located at 18.4644° N , 84.7469° E, Azimuth 189.4

Satellite cloud imagery monitoring facilities in the Panel countries

Bangladesh

Bangladesh Meteorological Department (BMD) has the facilities of Himawari Satellite Receiving System of Japan. The satellite imageries of all of the available channels are updated on BMD website (<http://www.bmd.gov.bd>) regularly. With this system BMD is receiving images of Himawari 9. Satellite Images from 14 different channels have been received with 10 minutes intervals which is disseminated from Japanese communication satellite JC-SAT 2B. To analyze these satellite images SATAID data processing tool is used. BMD also has CMACast reception system. From this system BMD is receiving satellite images from Satellite FY-2D, FY-2E and FY-2F satellites. To analyze the images MICAPS data processing tool is used. Both of these reception systems are being used in operational weather forecasting.

Installation of the Receiving System of GK-2A (Korean Satellite) at BMD is under process and the available data will be utilized in operational forecasting.

India

At present IMD is receiving and processing meteorological data from two Indian geostationary Meteorological satellites namely INSAT-3D & INSAT-3DR. INSAT-3D launched on 26 July 2013 is positioned at 82°E and INSAT 3DR launched on 28th Aug 2016 is located at 74°E. INSAT-3D and INSAT-3DR have an advanced imager with six imagery channels {Visible (0.55-0.75 μm), Short wave Infra-Red (SWIR) (1.55-1.70 μm), Medium Infra-Red (MIR) (3.80-4.00 μm), Thermal Infra-Red-1(TIR-1) (10.2-11.3 μm), TIR-2 (11.5-12.5 μm), & WV (6.50-7.10 μm)} and a nineteen channel sounder (18 IR & 1 Visible) for derivation of atmospheric temperature and moisture profiles. Imager payload provides 1 km. resolution imagery in visible & SWR band, 4 km resolution in IR band and 8 km in WV band.

At Present about 48 nos. of satellite cloud images are taken daily from each of INSAT-3D and INSAT-3DR in a staggered mode so that effectively, after every fifteen minutes a new set of satellite cloud Images from imager become available to the forecasters and atmospheric profile of temperature and humidity from Sounder payload are obtained on hourly basis of Indian land region and one and half hourly basis of Indian ocean region from INSAT-3D and INSAT-3DR satellites. INSAT-3D Meteorological Data Processing System (IMDPS) is processing meteorological data from INSAT-3D and INSAT3-DR that supports all operational activities of the Satellite Meteorology Division on round the clock basis and all the processed data is archived. All the Cloud Imageries and derived products Data are transmitted to forecasting offices of the IMD through dedicated website as well as to the other users in India and foreign countries through FTP/GTS.

The following products derived from the satellite are useful for monitoring of tropical cyclones

1. Enhanced grey scale imagery of cyclone.
2. Enhanced coloured imagery of cyclone.
3. Outgoing Long wave Radiation (OLR) at pixel resolution
4. Rainfall Estimates
 - a. Hydro-Estimator (HE) at pixel resolution
 - b. INSAT Multispectral Rainfall Algorithm (IMSRA) at 0.1X0.1degree resolution
 - c. Three Hourly accumulated Quantitative Precipitation Estimation (QPE) at 1X1degree resolution
5. Sea Surface Temperature (SST) at pixel resolution
6. Upper Tropospheric Humidity (UTH)
7. Cloud Motion Vector (CMV)
8. Water Vapour Wind (WVW)
9. Visible/ Midinfrared wind
10. Wind derived products
 - a. Lower level Vorticity
 - b. Upper level Divergence.
 - c. Lower level convergence.

ANNEX III-B-2

- d. Vertical wind shear.
 - e. Wind shear tendency
11. Value added parameters from sounder products
- a. Layer Precipitable Water
 - b. Total Precipitable Water
 - c. Lifted Index
 - d. Dry Microburst Index
 - e. Maximum Vertical Theta-E Differential
 - f. Wind Index

At present Dvorak technique is used but manually applied. Recently efforts have been made for automation of this technique. Automated Dvorak technique version (8.2.1) is running in experimental mode at Satellite Application Unit, Satellite Meteorology Division. Satellite Application Unit is also using Microwave imageries operationally from NOAA, Metop's DMSP satellites for locating the tropical systems. Satellite Application Unit issues three hourly bulletins in general and hourly and half hourly bulletins in case of tropical cyclones and other severe weather events.

Real-time Analysis of Product and Information Dissemination (RAPID) is a web-based visualization and analysis tool developed jointly by IMD & ISRO for monitoring and analysis of satellite data of INSAT 3D and INSAT 3DR. A satellite based nowcast tool to predict IR1 BT is also available in RAPID. As RAPID is a geo-reference platform, it provides real time information on genesis, growth and decay along with its location and other geo-physical parameters to help forecasters to provide more objective nowcast. This tool can be accessed through IMD website at the link: <http://www.rapid.imd.gov.in/>

The online Web Archival System is developed at IMD for archiving the INSAT-3D and INSAT 3DR products & imageries. It is updated on real-time basis and at any instance of time last six-month imageries and products remain available. These are available to registered users through ftp.

1.1.4.1 Lightning monitoring:

The occurrence of lightning in India is being monitored with the help of lightning detectors established by Ministry of Earth Sciences and Indian Air Force. Currently, there are 237 No. of lightning detectors in the country (80 by Indian Institute of Tropical Meteorology and 157 by Indian Air Force). The area of lightning during preceding 10 min., 20 min. and 30 min. are superimposed with satellite and radar imageries. It helps in proper monitoring of thunderstorm and lightning activities and nowcasting of such events.

Maldives

Digital Meteorological Data Dissemination (DMDD) system donated by India Meteorological Department (IMD) receives WMO coded GTS data, half hourly cloud imagery from Satellite and Fax charts in LRIT/HRIT format transmitted by IMD and display on a high resolution color monitor. Images can be further enhanced using different image processing functions and can be focused more on the area of interest. This system has the capability to plot the received met data by values or contours on a specific image. With all these features it helps forecasters to do more precise predictions. However, this system is facing signal loss therefore nothing has been received during 2012 and 2013.

The High Resolution Satellite Image Receiving System GEOSAT 500 has stopped functioning since 2010 due to expiring of service agreement with manufacture.

An integrated satellite receiving system generously donated by China Meteorological Agency was installed on 25 October 2012. This **CMACAST** system receives Satellite imageries from FY2E and FY2D series of Chinese geostationary satellites at an interval of 30 minutes. Surface synoptic data, Upper air sounding data, NWP of ECMWF, T213: NWP of CMA global model, NWP accumulation precip from Germany model and Japan model. Another component of this system is the application software MICAPS (meteorological data analyzing system) which enables to display satellite pictures, surface & upper air data and NWP products and overlay different products and analysis of various weather phenomena. This SYSTEM is satisfactorily operational.

Myanmar

The Department of Meteorology and Hydrology in Myanmar is receiving satellite imageries from Himawari Cast, CMA Cast ground reception system and also from US polar-orbiting satellites (NOAA series of the USA) by using internet.

An integrated satellite receiving system of Himawari Cast donated by Japan Meteorological Agency was upgraded on November 2015. This Himawari Cast system receives 14 channels and Himawari-8-9, NWP (JMA-GSM), Observation (SYNOP, TEMP, SHIP), Ocean Surface wind and MANAM.

An integrated satellite receiving system generously donated by China Meteorological Agency was installed on March 2012. This CMA Cast system receives Satellite imageries from FY2E and FY2D series of Chinese geostationary satellites at an interval of 30 minutes. Surface synoptic data, Upper air sounding data, NWP of ECMWF, T213: NWP of CMA global model, NWP accumulation precipitation from Germany model and Japan model. Another component of this system is the application software MICAPS (meteorological data analyzing system) which enables to display satellite pictures, surface & upper air data and NWP products and overlay different products and analysis of various weather phenomena.

Oman (Sultanate of Oman)

The Meteorological Department has the following satellite ground receiving stations:

- (i) METOSAT KU band at Muscat Airport and C band at Muscat Airport and Salalah Airport .
- (ii) HRPT system at Muscat International Airport And Salalah Airport

All the above mentioned systems receive their data from the EUMETSAT Geostationary Satellite and NOAA Polar Orbiting Satellites.

Apart from generating cloud imagery, several products are derived from the satellite data. Some of these products are:

- (i) Sounding based on TOVS [on experimental basis]
- (ii) Sea surface temperature
- (iii) Precipitation estimates
- (iv) Cloud tops
- (v) Fire detection [on experimental basis]
- (vi) Pollution [on experimental basis]
- (iv) Vegetation Index - NDVI [on experimental basis]

Pakistan**Satellite Ground Stations operated by PMD**

1. HRPT at Islamabad and Quetta and
2. FY-2E/D (CMA cast-satellite receiving products, cloud imageries, winds and vorticity etc) at Islamabad and Karachi Airport.
3. Other satellite imageries available thru internet are accessed too.

Qatar

Qatar Meteorology Department receives Meteosat second generation satellite images on operational basis every 15 minutes which include visible, infrared, water vapor channels as well as HRV and various RGB satellite images.

Sri Lanka

Satellite imageries and products are received from Himawari 8 and FY 2D/E through the real time receiving systems .

METEOSAT-7/ MTSAT/ INSAT imageries are accessed through Internet regularly

Thailand

The Meteorological Department in Thailand is receiving satellite imagery from Himawari 8,. FY-2, FY-3 TIROS (NOAA15, 16, 18, 19), and Terra/Aqua Direct Broadcast (MODIS) satellites.

UAE**Satellite cloud imagery monitoring facilities in NCM**

Satellite	Position (Longitude)	Orbit	channels	period
Eumetsat Met-11	0°	Geostationary	12	15 minutes
Eumetsat Met-8	41.5° E	Geostationary	12	3 hours
Himawari-8 (Japan)	140.7° East	Geostationary	1	10 minutes
GOES-15 USA west	135° W	Geostationary	1	3 hours
GOES-16 USA east	075° W	Geostationary	1	15 minutes
FY2E (China)	86.5° E	Geostationary	5	1 hour
FY2G (China)	105° E	Geostationary	5	1 hour

CHAPTER IV

TROPICAL CYCLONE FORECASTING

4.1 Forecasting development and movement of tropical cyclones

The final responsibility for analysis and forecasting of genesis, intensification and movement of tropical cyclones in the region will be with the National Meteorological Service of each of the Members. However, in addition to the exchange of observational data needed for analysis and forecasting, the following special arrangements for the exchange of processed products and advisories have been made.

- (i) (a) Processed products will be provided by RSMC tropical cyclones, New Delhi. A list of output products broadcast from RSMC tropical cyclones, New Delhi for international purposes is given in Table IV1. A list of other products broadcast through facsimile from RSMC tropical cyclones, New Delhi for national purposes is given in Annex IV-A.
(b) RSMC tropical cyclones, New Delhi will issue a tropical weather outlook once daily throughout the year for the benefit of the Member countries. It is being transmitted on the GTS at 06 UTC. The outlook covering the Bay of Bengal and the Arabian Sea indicates possible development of tropical depressions over the sea. An additional outlook will be transmitted again over the GTS at 1700 UTC when a Depression is located and expected to intensify into a cyclonic storm.
- (ii) In case there is a tropical cyclone in the Panel region, RSMC tropical cyclones, New Delhi will also issue the following:
 - (a) Tropical cyclone advisories, details of which have been given in earlier chapters.
 - (b) Tropical Cyclone Advisory Centre (TCAC) New Delhi will issue Tropical Cyclone Advisory bulletins for the international air navigation to Meteorological Watch Offices (MWOs) in area of responsibility at least for every six hours.
- (iii) The satellite tropical disturbance summary issued from Washington will be exchanged through the GTS.
- (iii) National Meteorological Services may like to use climatological charts of average vector motions for the track prediction. The track prediction based on climatological charts are usually most useful (minimum error) when tropical storms are to the south of subtropical anticyclones. Such charts for the region for each month and for each season are available in IMD and RSMC, New Delhi website in the form of cyclone Web Atlas.

4.2 Prediction Models in operational use during the year 2018

4.2.1 Global Forecast System

The Global Forecast System (GFS), adopted from National Centre for Environmental Prediction (NCEP) was implemented at India Meteorological Department (IMD), New Delhi on IBM based High Power Computing Systems (HPCS) at T1534 (~ 12 km in horizontal over the tropics) with ENKF based Grid point Statistical Interpolation (GSI) scheme as the global data assimilation for the forecast up to 10 days. The model is run twice in a day (00 UTC and 12 UTC). The real-time outputs are made available to the national web site of IMD (<http://www.imd.gov.in/section/nhac/dynamic/nwp/welcome.htm>).

IMD also makes use of NWP products prepared by some other operational NWP Centers like, ECMWF (European Center for Medium Range Weather Forecasting), GFS (NCEP), JMA (Japan Meteorological Agency), UKMO etc..

4.2.2 Regional Forecast System

IMD operationally runs three regional models WRFDA-WRFARW (v3.6), and HWRF for short-range prediction during cyclone condition.

4.2.2.1. Non-hydrostatic mesoscale modeling system WRFDA-WRF-ARW

The mesoscale forecast system Weather Research and Forecast WRFDA (version 3.6) with 3DVAR data assimilation is being operated daily twice to generate mesoscale analysis at 9 km horizontal resolution using IMD GFS-T574L64 analysis as first guess and forecasts as boundary condition. Using analysis and updated boundary conditions from the WRFDA, the WRF (ARW) is run for the forecast up to 3 days with double nested configuration with horizontal resolution of 9 km and 3 km and 45 Eta levels in the vertical. The model mother domain covers the area between lat. 23°S to 46°N long 40°E to 120°E and child covers whole India. The performance of the model is found to be reasonably skilful for cyclone genesis and track prediction. At ten other regional Centers, very high resolution mesoscale models (WRF at 3 km resolution) are also operational with their respective regional setup/configurations.

4.2.2.2 Hurricane WRF Model (HWRF)

Recently, the joint collaborative work within TC-project of IMD under the MOU between MOES-NOAA, has upgraded operational coupled Hurricane-WRF model for Tropical Cyclone forecast over North Indian Ocean. The HWRF model coupled with POM-TC model has been made operational in the year 2017 and first coupled run of HWRF-POM has been carried out during OCKHI cyclone over NIO. The HWRF-POM coupled configuration was operational in cyclic mode for all the system in the year 2018 viz Sagar, . Mekunu, Luban, Titli, Gaja, Phethai and Pabuk. The HWRF model is now operational in coupled mode with both POM and HYCOM ocean models.

The HWRF version H217 which was operational at EMC, NCEP USA has been ported on the MHIR HPCS with horizontal resolution of 18 km for parent domain and 6km & 2 km for intermediate and innermost nested domains following the center of cyclonic storm. The model is running with 61 vertical levels with parent domain, intermediate and innermost domain covering area of 80°x80°, 24°x24° and 7°x7° respectively. The model also has state of the art features specially modified for tropical cyclone forecasting. The special feature includes vortex initialization and correction, GSI based regional data assimilation, coupler for two way coupling between atmosphere and ocean components of coupled HWRF model and physics options fine-tuned for tropical cyclone prediction. The ocean model provides the SST field to the atmospheric component through coupler during the model integration to update the effect of mixing, cooling as well as advection effect on SST field, whereas the atmospheric component provides the heat fluxes, wind stress, precipitation and surface pressure fields to the ocean model through coupler. The coupled HWRF model uses GFDL vortex tracker and diagnostic software to provide the graphic and text information on track, intensity as well as structure of tropical cyclones for real time operational requirements. The HWRF physics scheme upgrades include updated Scale-Aware Simplified Arakawa-Schubert (SASAS) scheme, Ferrier-Aligo microphysics, GFS Hybrid-EDMF PBL, partial cloudiness for RRTMG scheme, and surface-exchange coefficients in the surface layer.

Within coupled framework of HWRF modeling system, the POM is initialized based on the climatological data whereas the HYCOM is initialized based on the ocean fields from RTOFS (Real-Time Ocean Forecast System) of INCOIS, Hyderabad. The atmospheric component of HWRF is initialized based on the analysis and forecast from IMD-GFS(T1534L64) and associated GDAS analysis. The HWRF model uses 3D-EnVAR-GSI as its data assimilation component. The coupled HWRF model is run every 6 hours on real time basis in cyclic mode based on 00, 06, 12, 18 UTC initial conditions to provide track and intensity forecast along with surface wind, rain swaths and other diagnostic products for up to 126 hours.

The INCOIS-IMD joint team successfully carried out a thorough study and several experiments with HWRF-HYCOM coupled model using INCOIS HYCOM input fields for the "PHETHAI" cyclonic system during February, 2019 before its operational implementation. The first operational forecasts from HWRF-HYCOM (INCOIS inputs) Cyclic Coupled runs in real-time were provided recently during the FANI cyclonic system (ESCS) over Bay of Bengal. The coupled HWRF system with both ocean models viz, POM-TC and HYCOM was operational simultaneously and model guidance products were provided from both the configurations. Recently the output ATCF files from both HWRF-POM-TC and HWRF-HYCOM runs were also shared with EMC, NOAA/NCEP (USA counterpart within the collaborative program) and the tracks from these were made available along with tracks from other NWP tropical cyclone modelling centres on the EMC website.

4.2.3. NWP based Objective Cyclone Prediction System (CPS)

The method comprises of five forecast components, namely (a) Cyclone Genesis Potential Parameter (GPP), (b) Multi-Model Ensemble (MME) technique for cyclone track prediction, (c) Cyclone intensity prediction, (d) Rapid intensification and (e) Predicting decaying intensity after the landfall.

4.2.4. Genesis Potential Parameter (GPP)

A cyclone genesis parameter, termed the genesis potential parameter (GPP), for the North Indian Sea is developed (Kotal et al, 2009). The parameter is defined as the product of four variables, namely vorticity at 850 hPa, middle tropospheric relative humidity, middle tropospheric instability, and the inverse of vertical wind shear. The parameter is operationally used for distinction between non-developing and developing systems at their early development stages. The composite GPP value is found to be around three to five times greater for developing systems than for non-developing systems. The analysis of the parameter at early development stage of a cyclonic storm found to provide a useful predictive signal for intensification of the system.

The grid point analysis and forecast of the genesis parameter up to seven days is also generated on real time (available at <http://www.imd.gov.in/section/nhac/dynamic/Analysis.htm>). Higher value of the GPP over a region indicates higher potential of genesis over the region. Region with GPP value equal or greater than 30 is found to be high potential zone for cyclogenesis. The analysis of the parameter and its effectiveness during cyclonic disturbances in 2012 affirm its usefulness as a predictive signal (4-5 days in advance) for cyclogenesis over the North Indian Ocean.

4.2.4. Statistical Dynamical model for Cyclone Intensity Prediction (SCIP)

A statistical-dynamical model (SCIP) (Kotal et al, 2008) has been implemented for real time forecasting of 12 hourly intensity up to 120 hours. The model parameters are derived based on model analysis fields of past cyclones. The parameters selected as predictors are: Initial storm intensity, Intensity changes during past 12 hours, Storm motion speed, Initial storm latitude position, Vertical wind shear averaged along the storm track, Vorticity at 850 hPa, Divergence at 200 hPa and Sea Surface Temperature (SST). For the real-time forecasting, model parameters are derived based on the forecast fields of IMD-GFS model. The method is found to be provided useful guidance for the operational cyclone forecasting.

4.2.5. Multi-model ensemble (MME) technique

The multi model ensemble (MME) technique (Kotal and Roy Bhowmik, 2011) is based on a statistical linear regression approach. The predictors selected for the ensemble technique are forecasts latitude and longitude positions at 12-hour interval up to 120-hour of five operational NWP models. In the MME method, forecast latitude and longitude position of the member models are linearly regressed against the observed (track) latitude and longitude position for each forecast time at 12-hours intervals for the forecast up to 120-hour. The 12 hourly predicted cyclone tracks are then determined from the respective mean sea level pressure fields using a cyclone tracking software. Multiple linear regression technique is used to generate weights (regression coefficients) for each model for each forecast hour (12hr, 24hr, 36 hr, 48hr, 60hr, 72hr, 84hr, 96hr, 108hr and 120 hrs) based on the past data. These coefficients are then used as weights for the ensemble forecasts. 12-hourly forecast latitude (LAT_f) and longitude (LON_f) positions are defined by multiple linear regression technique. A collective bias correction is applied in the MME by applying multiple linear regression based minimization principle for the member models GFS (IMD), GFS (NCEP), ECMWF, UKMO and JMA. ECMWF data are available at 24h intervals. Therefore, 12h, 36h, 60h, 84h, 108h forecast positions of ECMWF are computed based on linear interpolation. All these NWP products are routinely made available in real time on the IMD web site: www.rsmcnwdelhi.imd.gov.in.

4.2.6. Rapid Intensification (RI) Index

A rapid intensification index (RII) is developed for tropical cyclones over the Bay of Bengal (Kotal and Roy Bhowmik, 2013). The RII uses large-scale characteristics of tropical cyclones to estimate the probability of rapid intensification (RI) over the subsequent 24-h. The RI is defined as an increase of intensity 30 kt (15.4 ms⁻¹) during 24-h. The RII technique is developed by combining threshold (index) values of the eight variables for which statistically significant differences are found

between the RI and non-RI cases. The variables are: Storm latitude position, previous 12-h intensity change, initial storm intensity, vorticity at 850 hPa, divergence at 200 hPa, vertical wind shear, lower tropospheric relative humidity, and storm motion speed. The probability of RI is found to increase from 0% to 100% when the total number of indices satisfied increases from zero to eight. The forecasts are made available in real time from 2013.

4.2.7. Decay of Intensity after the landfall

Tropical cyclones (TCs) are well known for their destructive potential and impact on human activities. The Super cyclone Orissa (1999) illustrated the need for the accurate prediction of inland effects of tropical cyclones. The super cyclone of Orissa maintained the intensity of cyclonic storm for about 30 hours after landfall. Because a dense population resides at or near the Indian coasts, the decay forecast has direct relevance to daily activities over a coastal zone (such as transportation, tourism, fishing, etc.) apart from disaster management. In view of this, the decay model (Roy Bhowmik et al. 2005) has been used for real time forecasting of decaying intensity (after landfall) of TCs.

4.2.8. Tropical Cyclone Ensemble Forecast based on Global Models Ensemble (TIGGE) Data

As part of WMO Program to provide a guidance of tropical cyclone (TC) forecasts in near real-time for the ESCAP/WMO Member Countries based on the TIGGE Cyclone XML (CXML) data, IMD implemented JMA supported software for real-time TC forecast over North Indian Ocean (NIO) during 2011.

The Ensemble and deterministic forecast products from ECMWF (50+1 Members), NCEP (20+1 Members), UKMO (23+1 Members) and MSC (20+1 Members) are available near real-time for NIO region for named TCs. These Products includes: Deterministic and Ensemble TC track forecasts, Strike Probability Maps, Strike probability of cities within the range of 120 kms 4 days in advance. The JMA provided software to prepare Web page to provide guidance of tropical cyclone forecasts in near real-time for the ESCAP/WMO committee Members. The forecast products are made available in real time.

4.2.8. NCMRWF and IITM GEFS

The Ministry of Earth Sciences (MoES) commissioned two very high resolution (12 km grid scale) state-of-the-art global Ensemble Prediction Systems (EPS) for generating operational 10-days probabilistic forecasts of weather. The EPS involves the generation of multiple forecasts using slightly varying initial conditions. The forecast products from these two prediction systems are available at the following links (<http://nwp.imd.gov.in/gefspro.php>) and (http://www.ncmrwf.gov.in/product_main.php). The frameworks of the new EPSs are among the best weather prediction systems in the world at present. Very few forecasting centres in the world use this high resolution for short-medium range probabilistic weather forecasts.

4.2.8.1. The Ensemble Mean and Spread

The ensemble spread is a measure of the difference between the members and is represented by the standard deviation (SD) *with respect to the ensemble mean (EM)*. On average, small (*high*) spread indicates a high (*low*) forecast accuracy.

- The ensemble spread is flow-dependent and varies for different parameters.
- It usually increases with the forecast range, but there can be cases when the spread is larger at shorter forecast ranges than at longer ranges. This might happen when the initial days are characterized by strong synoptic systems with complex structures but are followed by large-scale "fair weather" high pressure systems.

4.2.8.2. Models run at NCMRWF

Global models are also run at NCMRWF. These include GFS and unified model adapted from UK Meteorological Office. Apart from the observations that are used in the earlier system, the new observations assimilated at NCMRWF include (i) Precipitation rates from SSM/I and TRMM (ii) GPSRO occultation (iii) AIRS and AMSRE radiances (iv) MODIS winds. Additionally ASCAT ocean

surface winds and INSAT-3D AMVs are also assimilated. NCUM (N768/L70) model features a horizontal resolution of 17km and 70 vertical levels. It uses 4D-Var assimilation and features no cyclone initialization/relocation. NCUM is a grid point model which has a Non-hydrostatic dynamics with a deep atmosphere suitable for all scales. It has semi-implicit time integration with 3D semi-

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Lagrangian advection, terrain following height coordinates and high order advection. It features mass-flux for shallow convection with convective momentum transport, non-local mixing and entrainment for boundary layer. NCMRWF Ensemble Prediction System (NEPS) is a global medium range probabilistic forecasting system adapted from UK MET Office. The configuration consists of four cycles of assimilation corresponding to 00Z, 06Z,

12Z & 18Z and 10-day forecasts are made using the 00Z initial condition. The N400L70 forecast model consists of 800x600 grid points on the horizontal surface and has 70 vertical levels. Horizontal resolution of the model is approximately 33 km in the mid-latitudes. The 10 day control forecast run starts with N768L70 analysis of the deterministic assimilation forecast system and 44 ensemble members start from different perturbed initial conditions consistent with the uncertainty in initial conditions. The initial perturbations are generated using Ensemble Transform Kalman Filter (ENKF) method (Bishop et al., 2001). An important component common to both the deterministic and ensemble model is that they do not use any TC relocation in the analysis.

4.2.8.3. Probabilistic forecasts of quantitative precipitation

- In these charts, the probability that 24-hour precipitation amounts over a 2.5x2.5 lat-long grid box will exceed certain threshold values is given. The forecast probability is estimated directly from the 20-member global ensemble.
- At each grid point the number of ensemble members having a 24-hour precipitation amount within a specified range (e.g. 1-2cm, 2-5cm etc) is counted (M) and the probability is expressed as $100*(M/20)$.

4.3 Storm surge forecasting

Storm surge forecasting will be the responsibility of the National Meteorological Services. However, storm surge guidance will be issued and incorporated in the Tropical Cyclone Advisory bulletin by RSMC- New Delhi based on IIT, Delhi Storm Surge prediction model and INCOIS Advanced Circulation model (AdCirc)..

4.4 Coastal inundation forecasting

The coastal inundation forecast by RSMC, New Delhi commenced from 2013 experimentally with cyclone Phailin. This forecast is provided to disaster managers. It is mainly based on coastal inundation model run by Indian National Centre for Ocean Information Services (INCOIS) Hyderabad. This is ADCIRC model is adapted from USA.

4.5 Seasonal Prediction of cyclonic disturbances

Seasonal prediction of cyclonic disturbances is being issued experimentally for the post monsoon season (Oct.-Dec.) since 2014. This contains information about the frequency of cyclonic disturbances (depression and above) over the Bay of Bengal and number of cyclonic disturbance days over the north Indian Ocean.

Processed products updated and uploaded on IMD's website

www.internal.imd.gov.in on real time basis by RSMC –Tropical Cyclones New Delhi for national/international purposes.

(A) WEATHER CHARTS

Model	Products
GFS (T1534)	Analysis and forecast up to 240 hrs
WRF-VAR (ARW) Analysis 9 km	Analysis and forecast up to 72 hrs
WRF-VAR (ARW) Analysis 3 km	Analysis and forecast up to 72 hrs

Extended Range Forecast weeks	Temperature anomaly and mean rainfall forecast up to four weeks
Other products	Weekly Upper Level Mean Winds Weekly Upper Level Wind Anomalies IV-6 Monthly Upper Level Mean Winds Monthly Upper Level Wind Anomalies Analyses and forecasts upto five days Forecast Track and strike probability upto five days Analysis and forecast up to 192 hrs EPS products, forecast track and strike probability upto five days.
HWRP	
EPS	
GEFS (T1534)	
NCMRWF : GEFS	
days.	
NCUM	Analysis and forecast up to 240 hrs.
NCUM-EPS	Analysis and forecast up to 240 hrs.

(B) DOPPLER RADAR PRODUCTS

- MAX(Z) Product (MAX_Z)
- Plan Position Indicator (PPI_Z)
- Volume Velocity processing (VVP_2)
- Plan Position Indicator (PPI_V)
- Surface Rainfall Intensity (SRI_150)
- Precipitation Accumulation (PAC) 24 hrs at 0300 UTC (HOURS_24)

(C) INSAT IMAGES & INSAT PRODUCTS

(i) INSAT IMAGES

(a) FULL DISC

- Visible Channel
- Infra-red Channel
- Colour Composite
- Water Vapour Channel

(b) SECTOR

- Visible Channel
- Infra-red Channel
- Colour Composite
- Water Vapour Channel
- Enhanced IR Channel
- Enhanced Visible Channel

(c) NORTH WEST SECTOR

- Visible Channel
- Infra-red Channel
- Colour Composite
- Water Vapour Channel

(d) NORTH EAST SECTOR

- Visible Channel
- Infra-red Channel
- Colour Composite
- Water Vapour Channel

(e) CYCLONE SPECIFIC IMAGES

- Enhanced grey scale image
- Enhanced colour image

(ii) PRODUCTS

- Daily Average WVBT image from INSAT-3D

- Daily Average IR1BT image from INSAT-3D
- Cloud Motion Vectors (CMV)
- Water Vapour Winds (WVW)

- Visible/Mid-Infrared Winds (VISW/ MIRW)
- Cloud Top Temperature Image
- Cloud Top Temperature Image (Below -40°C)
- G.P.S. Precipitable Water Data
- Upper Tropospheric Humidity (UTH)
- Map of Daily UTH
- Map of Weekly UTH
- Sea Surface Temperature (SST)
- Map of Weekly SST
- Map of Daily SST
- Outgoing Long wave Radiation (OLR)
- Map of Daily Mean OLR
- Map of Weekly Mean OLR
- Map of Monthly Mean OLR
- Quantitative Precipitation Estimate (QPE), HE & IMSRA
- Map of Daily QPE, HE & IMSRA
- Map of Weekly QPE, HE & IMSRA
- Map of Monthly QPE, HE & IMSRA

SCATSAT-1 Imageries and Products

NOAA METOP IMAGES (Microwave channel)
SCAT SAT IMAGES

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CHAPTER V
COMMUNICATIONS

5.1 General

The basic communication network for the exchange of data, forecast, warnings and observations will be the Global Telecommunication System (GTS). Tropical cyclone advisories and warnings (SIGMETs) for aviation shall be transmitted by means of the Aeronautical Fixed Service (AFS), according to the provision of ICAO Annex 3/ WMO No. 49, Technical Regulations [C.3.1], and ICAO ASIA/PAC and MID ANP FASIDs.

Tropical cyclone warnings for shipping (WWMIWS) shall be transmitted by agreed means of the GMDSS, according to the provision of the Manual on Marine Meteorological Services (WMO No. 558). The METAREA Coordinator is responsible for ensuring warnings are disseminated on the appropriate GMDSS communication channel. The list of METAREA Coordinators is available from WMO No.9, Volume D, Information for Shipping.

http://www.wmo.int/pages/prog/www/ois/Operational_Information/VolumeD/GMDSS/Focal_Points/GMDSS/fp.pdf

Processed products of RSMC tropical cyclones, New Delhi are distributed in chart form through Satellite broadcast as well as through ftp server on Internet.

In the GTS a regional arrangement exists for the exchange of raw and processed data, forecasts, warnings and addressed messages. Normally message-switching computers in GTS transmit the data on a first in-first out basis. However, priority can be assigned to certain messages on the basis of abbreviated headings. Such messages are given preference over other messages in transmission on the circuits.

The messages for which high priorities are to be assigned are:

- (i) all radar observations in cyclonic storm situations;
- (ii) composite ships' surface and upper-air observations from the tropical cyclone field;
- (iii) tropical cyclone warnings;
- (iv) tropical weather outlook;
- (v) tropical cyclone advisories; and
- (vi) satellite bulletins from RSMC tropical cyclones, New Delhi.

To exchange these messages on priority basis among the Panel countries the abbreviated headings as decided in consultation with RTH New Delhi will be used.

5.2 Procedures to be followed

WMO headings.

Station location indicators.

International block and station index numbers will be used to send surface and upper-air observations.

5.2.1 *Tropical cyclone warning headings*

The headings used for the exchange of tropical cyclone warnings by the Panel countries are given in Table V1. Member countries will request RTH New Delhi to assign priority to these headings if not already provided.

5.2.2 Telecommunication headings for the exchange of radar observations

The telecommunication headings used for the exchange of radar observations are listed in Table V2.

5.2.3 Telecommunication headings for the exchange of other messages

The telecommunication headings (which will be the priority headings) for the exchange of tropical weather outlook, tropical storm advisories and satellite bulletins as decided in consultation with the RTH New Delhi are listed in Table V3.

5.2.4 Telecommunication headings for the exchange of tropical cyclone advisories and warnings for aviation

The telecommunication headings for the exchange of tropical cyclone advisories and warnings for aviation are given in Table V4.

5.3 Existing GTS circuits among the Panel countries

1. New Delhi -Bangkok	64 Kbps leased line TCP/IP WMO FTP and 150 Mbps IPVPN TCP/IP WMO Socket circuit over internet.
2. New Delhi- Colombo (Sri Lanka)	150 Mbps TCP/IP WMO Socket circuit over internet.
3. New Delhi- Dhaka (Bangladesh)	200 Mbps IPVPN TCP/IP WMO Socket circuit over Internet.
4. New Delhi- Karachi (Pakistan)	64 kbps leased line TCP/IP Socket circuit and 150 Mbps IPVPN TCP/IP WMO FTP circuit over internet.
5. New Delhi –Malé (Maldives)	150 Mbps TCP/IP WMO Socket circuit over internet
6. New Delhi -Myanmar	150 Mbps IPVPN TCP/IP WMO Socket circuit over internet.
7. New Delhi -Muscat	150 Mbps TCP/IP WMO Socket circuit over internet.
8. New Delhi.-Jeddah	150 Mbps TCP/IP WMO FTP circuit over internet.
9. New Delhi – Yemen	No direct connectivity.
10. Bangkok – NayPyiTaw (Myanmar)	Internet
11. Bangkok - Jeddah	64 Kbps TCP/IP WMO FTP circuit

5.4 List of important telephone numbers and addresses connected with tropical cyclone warnings in the Panel countries

A list containing addresses of the tropical cyclone warning centres of the Panel countries, together with their telephone numbers, is given in Annex V-A.

5.5 India Meteorological Department is hosting its own website www.internal.imd.gov.in and www.rsmcnewdelhi.imd.gov.in which also provides information pertaining to WX Charts, Forecasts, Warnings, Satellite Imageries, Hydrological and Seismological and other weather related topics are updated on regular basis.

5.6 Regional Meteorological Centres located at Delhi, Chennai, Nagpur, Kolkata, Guwahati and Mumbai are hosting their own websites.

TABLE V-1
ABBREVIATED HEADINGS FOR EXCHANGE OF
TROPICAL CYCLONE WARNINGS FOR THE HIGH SEAS

	<u>Country</u>	<u>GTS Abbreviated Headings</u>	<u>Priority</u>
1.	Bangladesh	WTBW20 VGDC	Highest
2.	India	WTIN20 DEMS	Highest
3.	Iran		
4.	Maldives	WTMV20 VRMM	Highest
5.	Myanmar	WTBM20 and WOBM20 VBRR	Highest
6.	Oman (Sultanate of Oman)	WTOM20 and WSOM20 OOMS	Highest
7.	Pakistan	WWPK20 OPKC	Highest
8.	Qatar	FQQT20(with Pakistan Met Service)	Highest
9.	Saudi Arabia		
10.	Sri Lanka	WTSB40 VCCC	Highest
11.	Thailand	WTTH20 VTBB	Highest
12.	United Arab Emirates		
13.	Yemen	WTYE20 OYSN	Highest

TABLE V-2**Communication headings for the exchange of radar observations**

	<u>Country</u>	<u>Abbreviated heading</u>
1.	Bangladesh	SDBW20 VGDC
2.	India	Since conventional radar has been replaced by DWR, there is no message communication on GTS.
3.	Iran	.
4.	Maldives	SDMV20 VRMM
5.	Myanmar	SDBM20 VBRR
6.	Oman	
7.	Pakistan	SDPK20 OPKC SDPK40 OPKC
8.	Qatar	
9.	Saudi Arabia	
10.	Sri Lanka	SDSB20 VCCC
11.	Thailand	SDTH20 VTBB
12.	United Arab Emirates	
13.	Yemen	

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TABLE V-3

GTS headings for the exchange of tropical weather outlook, tropical storm advisory and satellite bulletin

<u>Country</u>	<u>Abbreviated heading</u>	
	<u>Tropical weather outlook</u>	<u>Tropical storm advisory</u>
Bangladesh	WWBW20 VGDC,	BMAA01 VGDC
India	WTIN20 DEMS	BMAA01 VBRR
Pakistan	WWPK20 OPKC	BMAA01 OPKC
		BMAA01 VCCC
		BMAA01 VTBB
		BMAA01 VRMM
		BMAA01 OOMS
		BMAA01 OYSN
		BMAA01 OIII
		BMAA01 OTBD
		BMAA01 OEJD
		BMAA01 OMAA

Satellite bulletins generated by RTH, New Delhi

TCIN20 DEMS (Sat bulletins based on INSAT pictures)	- For International
TCIN50 DEMS (Sat bulletins based on INSAT pictures)	| For National
TCIN51 DEMS (Intense precipitation advisory bulletins)	
ATIN50 DEMS (For all CDRs during cyclone period)	

TABLE V-4

WMO headings for the exchange of Tropical Cyclone Advisories for aviation and SIGMETs**I. TC Advisories**

	<u>Country</u>	<u>Abbreviated heading</u>	<u>Area</u>
1.	India	FKIN21 VIDP FKIN20 VIDP	Bay of Bengal Arabian Sea

II. SIGMETs for tropical cyclones

	<u>Country</u>	<u>Abbreviated heading</u>	<u>Originating center</u>
1.	Bangladesh	WCBWxx VGHS	Dhaka
2.	India	WCINxx VECC WCINxx VOMM WCINxx VABB	Kolkata Chennai Mumbai
3.	Maldives	WCMV31 VRMM	Malé
4.	Myanmar	WCBMxx VYYY	Yangon
5.	Oman (Sultanate of Oman)	WCOMxx OOMS	Muscat
6.	Pakistan	WCPKxx OPKC	Karachi
7.	Sri Lanka	WCSB31 VCCC	Colombo
8.	Thailand	WCTH31 VTBB	Bangkok
9.	Yemen	WCYE31OYSN	SANAA

Notes: Yemen

1. TCAC New Delhi shall send the TC advisories to the MWOs through AFTN. In addition to the MWOs listed above, the advisories sent to all MWOs in the area of responsibility of TCAC New Delhi according to ICAO ASIA/PAC and MID Regions FASIDs.
2. TCAC New Delhi send the TC advisories to Singapore OPMET Data Bank – AFTN address WSSSYMYX.
3. The MWOs listed above sends their SIGMETs for tropical cyclones through AFTN to the MWOs responsible for the adjacent FIRs and to Singapore OPMET Data Bank – AFTN address WSSSYMYX.

ANNEX V-A-1

LIST OF IMPORTANT ADDRESSES AND TELEPHONE NUMBERS CONNECTED WITH TROPICAL CYCLONE WARNINGS IN THE PANEL COUNTRIES

Bangladesh

Shamsuddin Ahmed
 Director, BMD
 Bangladesh Meteorological Department
 Meteorological Complex, E-24
 Agargaon, Dhaka-1207
 Dhaka-1207

Phone: Off: (880) 2-9135742,
 (880) 2-9123838
 Cell: 01727314120
 Res: (880) 2-9827598
 (880) 2-58152019
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CHAPTER VI

MONITORING AND QUALITY CONTROL OF DATA

6.1 Monitoring of data

It will be the responsibility of the National Meteorological Services to monitor the data, advisories and forecasts received by them in accordance with the specified arrangements. Each tropical cyclone warning centre will review from time to time the inflow of data to the centre and also the transmission to neighbouring services of the messages they are responsible for sending out.

To be sure of reception of important data in the case of cyclonic storm situations, cyclone warning centres of the Member countries will transmit addressed messages to RSMC tropical cyclones, New Delhi four times a day which will include important surface, upper-air and ships' observations.

The National Meteorological Services will inform RSMC tropical cyclones, New Delhi of any shortcomings in the flow of data (raw and processed) and also indicate any requirements over and above those already agreed upon for tropical cyclone warning purposes.

6.2 Quality control

National Meteorological Services will make extra efforts to make sure that all observational data passed on GTS, particularly during disturbed weather, have been checked for errors and that corrections are made if needed. They will impress upon their observing stations the need for accuracy of data, particularly in tropical cyclone situations and the difficulties that may be caused in the decision process by an incorrectly recorded or transmitted observation.

In case of doubt as to the correctness of any observation or part thereof, an addressed message will be sent to the national service and to RSMC tropical cyclones, New Delhi requesting confirmation.

CHAPTER VII

ARCHIVAL OF DATA

7.1 Necessity for data archival

In view of the development of computer facilities in the region, it is expected that the research efforts on tropical cyclones will substantially increase. In addition to dynamic modeling of tropical cyclones on the new generation computer being acquired by national authorities, it is expected that the synoptic oriented investigations and research as well as verification programmes will be undertaken in the region.

It is, therefore, necessary to create data sets as detailed and as complete as possible for all the future cyclones.

7.2 Tropical cyclone data on landfall

There is a dearth of information on actual conditions of tropical cyclones and an endeavor is therefore required to be made to utilize whatever information is obtained to the maximum extent possible. In particular, the Panel countries are interested in verifying forecast and estimated conditions against the actual.

Panel countries will take appropriate steps to ensure that after a tropical cyclone makes a landfall all the available data pertaining to that tropical cyclone are collected and archived. Data on the actual condition of winds, storm surge, surface pressure and rainfall from stations near the point of landfall will be sent to RSMC tropical cyclones, New Delhi. If the landfall is in a country other than India, its meteorological service will send a brief summary of information to RSMC tropical cyclones, New Delhi for inclusion in the RSMC New Delhi tropical cyclone report.

In the case of a tropical cyclone making a landfall on the coast of a country, which is not a member of the Panel, RSMC Tropical Cyclones, New Delhi will collect the information for inclusion in the RSMC, New Delhi tropical cyclones report.

7.3 Role of RSMC-tropical cyclones, New Delhi in data archival

For each tropical cyclone occurrence in the area, initially RSMC tropical cyclones New Delhi will compile the following data sets:

- (i) Daily synoptic charts covering the area 45° N to 30° S and 30° E to 120° E for the surface and upper-air charts for the levels 700, 500 and 200 hPa for 00 UTC and 12 UTC.
- (ii) All upper-air data from stations within 15 degrees of the tropical cyclone field.
- (iii) The tracks of tropical cyclones for the Panel regions prepared by the India Meteorological Department.
- (iv) An e-Atlas on Cyclones and Depressions (C&D's) having many salient features as generation of Tracks, several types of C&D's statistics have been developed and also circulated to Panel Member countries for their use.
- (v) The online version of e-Atlas is available at IMD Website at Cyclone Page under the URL: www.rmccchennaieatlas.tn.nic.in.
- (vi) All the annual reports on cyclonic disturbances are available for the period of 1990 onwards in the RSMC, New Delhi website.

For the purpose of making these archives the National Meteorological Services will supply New Delhi with relevant information requested by RSMC tropical cyclones, New Delhi. On request by a Panel country, the RSMC tropical cyclones, New Delhi will make arrangements to supply these data sets to the Panel Member concerned on a copying cost basis.

VII-2

In accordance with the directive of the WMO Executive Council (ECXLV), Geneva, July 1993) an international format for the archiving of tropical cyclone data is to be used by all RSMCs with activity specialization in tropical cyclones.

The Tropical Cyclone Programme (TCP) office of the WMO Secretariat has the responsibility for the maintenance of the format, including assignment of the source codes to appropriate organizations, and authorizing additions and changes.

In the international format given below, the Dvorak T number (Position 3536) and Dvorak CI number (position 3738) will be the ones determined at the centre submitting the data, in the case of the Panel on Tropical Cyclones, by RSMC New Delhi.

Complete historic data in the format given in Annex VII-A will be made available for research applications. RSMC New Delhi will provide such data, to the Director of the National Climatic Data Centre (NCDC), USA in this format through WMO.

ANNEX VII-A-1
GLOBAL TROPICAL CYCLONE TRACK AND INTENSITY DATA SET REPORT FORMAT

Position Content

1-9

Cyclone identification code composed by 2 digit numbers in order within the cyclone season, area code and year code. 01 SWI2000 shows the 1st system observed in Southwest Indian Ocean basin during the 2000/2001 season. Area codes are as follows:

ARB = Arabian Sea
ATL = Atlantic Ocean
AUB = Australian Region (Brisbane)
AUD = Australian Region (Darwin)
AUP = Australian Region (Perth)
BOB = Bay of Bengal
CNP = Central North Pacific Ocean
ENP = Eastern North Pacific Ocean
ZEA = New Zealand Region
SWI = Southwest Indian Ocean
SWP = Southwest Pacific Ocean
WNP = Western North Pacific Ocean and South China Sea

10-19 Storm Name

20-23 Year

24-25 Month (0112)

26-27 Day (0131)

28-29 Hour-universal times (at least every 6 hourly position 00Z, 06Z, 12Z and 18Z)

30 Latitude indicator:

1 =North latitude;
2=South latitude

31-33 Latitude (degrees and tenths)

34-35 Check sum (sum of all digits in the latitude)

36 Longitude indicator:

1 =West longitude;
2=East longitude

37-40 Longitude (degrees and tenths)

41-42 Check sum (sum of all digits in the longitude)

43 position confidence*

1 = good (<30nm; <55km)
2 = fair (30-60nm; 55-110km)
3 = poor (>60nm; >110km)
9 = unknown

Note* Confidence in the center position: Degree of confidence in the center position of a tropical cyclone expressed as the radius of the smallest circle within which the center may be located by the analysis. "position good" implies a radius of less than 30 nm, 55 km; "position fair", a radius of 30 to 60 nm, 55 to 110km; and "position poor", radius of greater than 60 nm, 110km.

44-45 Dvorak T number (99 for no report)

46-47 Dvorak CI number (99 for no report)

48-50 Maximum average wind speed (whole values) (999 for no report).

51 Units 1 =kt, 2=m/s, 3=km per hour.

52-53 Time interval for averaging wind speed (minutes for measured or derived wind speed, 99 if unknown or estimated).

54-56 Maximum Wind Gust (999 for no report)

57 Gust Period (seconds, 9 for unknown)

58 Quality code for wind reports:

1 =Aircraft or Dropsonde observation
2=Over water observation (e.g. buoy)
3=Over land observation
4=Dvorak estimate
5=Other

59-62 Central pressure (nearest hectoPascal) (9999 if unknown or unavailable)

63 Quality code for pressure report (same code as for winds)

ANNEX VII-A-2

- 64 Units of length: 1 =nm, 2=km
65-67 Radius of maximum winds (999 for no report)
68 Quality code for RMW:
1 =Aircraft observation
2=Radars with well defined eye
3=Satellite with well defined eye
4=Radars or satellite, poorly defined eye
5=Other estimate
69-71 Threshold value for wind speed (gale force preferred, 999 for no report)
72-75 Radius in Sector 1: 315 45
76-79 Radius in Sector 2: 45 135
80-83 Radius in Sector 3: 135 225
84-87 Radius in Sector 4: 225 315
88 Quality code for wind threshold
1=Aircraft observations
2=Surface observations
3=Estimate from outer closed isobar
4=Other estimate
89-91 Second threshold value for wind speed (999 for no report)
92-95 Radius in Sector 1: 315 45
96-99 Radius in Sector 2: 45 135
100-103 Radius in Sector 3: 135 225
104-107 Radius in Sector 4: 225 315
108 Quality code for wind threshold (code as for row 88)
109-10 Cyclone type:
01 = tropics; disturbance (no closed isobars)
02= <34 knot winds, <17m/s winds and at least one closed isobar
03= 34-63 knots, 17 32m/s
04= >63 knots, >32m/s
05= extra tropical
06= dissipating
07= subtropical cyclone (non frontal, low pressure system that comprises I initially baroclinic circulation developing over subtropical water)
08= overland
09= unknown
111-112 Source code (2digit code to represent the country or organization that provided the data to NCDC USA.
WMO Secretariat is authorized to assign number to additional participating centers, organizations)
01 RSMC Miami Hurricane Center
02 RSMC Tokyo Typhoon Center
03 RSMC Tropical Cyclones New Delhi
04 RSMC La Reunion Tropical Cyclone Centre
05 Australian Bureau of Meteorology
06 Meteorological Service of New Zealand Ltd.
07 RSMC Nandi Tropical Cyclone Centre
08** Joint Typhoon Warning Center, Honolulu
09** Madagascar Meteorological Service
10 ** Mauritius Meteorological Service
11 ** Meteorological Service, New Caledonia
12 Central Pacific Hurricane Center, Honolulu
Note**: no longer used
Headings 1-19 Cyclone identification code and name;
20-29 Date time group;
30-43 Best track positions;
44-110 Intensity, Size and Type;
111-112 Source code.