Impact Planning Aids for Major Storms (IPAMS): A Homeland Defense Weather Disaster Decision Aid

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Abstract

The U.S. Army Research Laboratory (ARL) has developed a "red-amber-green" mission planning aid for Army commanders to advise them when and where the environmental conditions currently exceed (or are forecast to exceed) levels of "marginal" or "severe" impact to their systems, operations, or personnel. This Integrated Weather Effects Decision Aid (IWEDA) is successfully deployed today with U.S. Army combat weather teams around the world for Command and Control (C2) Battle Command and Command, Control, Communication, Computers, Intelligence, Surveillance, and Reconnaissance (C4ISR) mission planning applications. IWEDA will be extended to enable key government decision makers and planners to more directly and automatically anticipate and understand the critical impacts and deleterious effects caused by major storms, severe/adverse weather, and hurricanes that affect resources, infrastructure, transportation, property, safety, and lives. This extension will produce a "Impact Planning Aids for Major Storms" (IPAMS), resulting in a national concept of *"America… Staying Ahead of the Storm."*

1. INTRODUCTION

IWEDA[1] is a collection of rules with associated critical values for aiding the commander in selecting an appropriate platform, system, or sensor under given or forecast weather conditions. It provides qualitative weather impacts for platforms, weapon systems, and operations, including Soldier performance. Each system (Army, Air Force, Navy, Marines, and threat) has a list of relevant rules, which include red-amber-green (unfavorable-marginal-favorable) critical value thresholds for one or a combination of the environmental parameters that affect the system. These rules are currently extant in the Army's centralized rules database (CRDB)[2]. Criteria for the red-amber-green thresholds are given in table 1.

Table 1. Thresholds and criteria for IWEDA rules.

Impact	Criteria
Green (favorable)	Degradation < ~25% or normal effectiveness > ~75%
Amber (marginal)	Degradation = ~25% to 75% or effectiveness = ~75% to 25%
Red (unfavorable)	Degradation > ~75% or normal effectiveness < ~25%

Report Documentation Page

Form Approved
OMB No. 0704-0188

1. REPORT DATE	2. REPORT TYPE	3. DATES COVERED
2006		**00-00-2006 to 00-00-2006**

4. TITLE AND SUBTITLE	5a. CONTRACT NUMBER
Impact Planning Aids for Major Storms (IPAMS): A Homeland Defense Weather Disaster Decision Aid	5b. GRANT NUMBER
	5c. PROGRAM ELEMENT NUMBER
6. AUTHOR(S)	5d. PROJECT NUMBER
	5e. TASK NUMBER
	5f. WORK UNIT NUMBER
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) **U.S. Army Research Laboratory,Computational and Information Sciences Directorate,Battlefield Environment Division,White Sands Missile Range,NM,88002**	8. PERFORMING ORGANIZATION REPORT NUMBER
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES)	10. SPONSOR/MONITOR'S ACRONYM(S)
	11. SPONSOR/MONITOR'S REPORT NUMBER(S)

12. DISTRIBUTION/AVAILABILITY STATEMENT
Approved for public release; distribution unlimited

13. SUPPLEMENTARY NOTES
2006 ITEA Modeling and Simulation Conference, Dec 11-14, 2006, Las Cruces, NM

14. ABSTRACT
The U.S. Army Research Laboratory (ARL) has developed a "red-amber-green" mission planning aid for Army commanders to advise them when and where the environmental conditions currently exceed (or are forecast to exceed) levels of "marginal" or "severe" impact to their systems, operations, or personnel. This Integrated Weather Effects Decision Aid (IWEDA) is successfully deployed today with U.S. Army combat weather teams around the world for Command and Control (C2) Battle Command and Command, Control, Communication, Computers, Intelligence, Surveillance, and Reconnaissance (C4ISR) mission planning applications. IWEDA will be extended to enable key government decision makers and planners to more directly and automatically anticipate and understand the critical impacts and deleterious effects caused by major storms, severe/adverse weather, and hurricanes that affect resources, infrastructure, transportation, property, safety, and lives. This extension will produce a ?Impact Planning Aids for Major Storms? (IPAMS), resulting in a national concept of ?America? Staying Ahead of the Storm.?

15. SUBJECT TERMS

16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT	18. NUMBER OF PAGES	19a. NAME OF RESPONSIBLE PERSON
a. REPORT **unclassified**	b. ABSTRACT **unclassified**	c. THIS PAGE **unclassified**	**Same as Report (SAR)**	**20**	

Once the rules are compared with the weather, the results are displayed via a matrix of impacts versus. time and map overlays for the region of interest (see Figures 1 and 2, respectively). Weather data for the region of interest are supplied primarily via the Mesoscale Model version 5 (MM5)[3] or, in the near future, by the Weather Research and Forecasting (WRF) model[4]. The environmental impact rules, or critical values, for the various Army systems have been validated through the Training and Doctrine Command's organizations, field manuals and the National Ground and Intelligence Center. IWEDA rules, which interact with the weather database to determine impacts on the selected system(s), are determined from expert system concepts and are embodied in a computer database that has been tied to critical values. The critical values are defined, in a meteorological sense, as those values of weather factors that can significantly reduce the effectiveness, or prevent execution, of tactical operations and/or weapon systems. An example of such a rule would be "usage of TOW2 is not recommended for visibilities less than 3 km." In this example rule, a visibility of three kilometers (the critical value) has been coupled with a system (TOW2) resulting in a rule. We can further define this critical value, or range of values, as the point where the occurrence of a meteorological element causes a significant (moderate or severe) impact on a military operation, system, subsystem, or personnel.

Figure 1. IWEDA Weather Effects Matrix

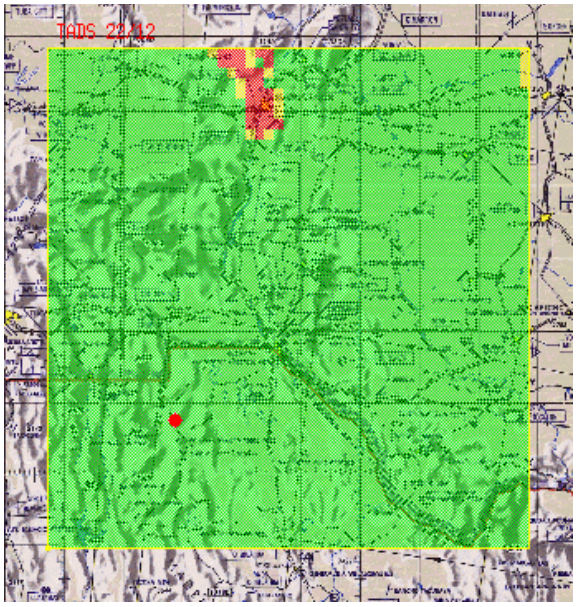

Figure 2. IWEDA map overlay for AH-64 TADS TV/DVO

We propose to extend this methodology into a new capability that can address a wide range of severe storm impacts useful to civilian emergency managers as well as to DoD installation commanders during periods of major storms. The Impact Planning Aids for Major Storms **(**IPAMS) will produce a dual-use, IWEDA-like Federal Government Joint Meteorological and Oceanographic (METOC) capability to specifically assess and support weather and marine disaster planning for military transportation and logistics, civilian transportation, Federal emergency planning and emergency response from national down to local command centers and related applications. The IPAMS technology will enable key government decision makers and planners to more easily anticipate and understand the critical impacts and deleterious effects caused by major storms, severe/adverse weather, and hurricanes as they threaten and impact resources, infrastructure, transportation, property, safety, and lives. IPAMS extends the former DoD "Owning the Weather" initiative developed by the ARL for Tri-Service weather applications to a national concept of *"America… Staying Ahead of the Storm."*

2. CONCEPT

The prototype test-bed system will be designed to support Homeland Security operations over the Continental United States (CONUS). IPAMS will augment the DoD Tri-Service IWEDA weather impact rules database with the impacts and warnings already identified in the Office of the Federal Coordinator for Meteorology (OFCM) Weather Information for Surface Transportation (WIST) initiative[5]. The WIST report presents a compilation of needs for weather information that have been expressed by existing and potential users of that information from the affected surface transportation communities. The transportation sectors considered were as follows:

- Roadways
- Long-haul railways
- Marine transportation systems
- Pipeline systems
- Rural and urban transit systems
- Airport ground operations.

These communities were asked the following questions:

1. Which specific weather elements (weather event or a condition) would affect their activities?
2. What information about those weather elements (spatial scale, thresholds of severity, etc.) would help to ameliorate negative consequences and exploit positive consequences?
3. When is the information needed (the lead time of forecasts or the currency of observations) to be most effective in supporting the decision processes?

Figure 3 presents the user-derived information needs that were compiled in the WIST Needs Templates and taken from that document for the subset of (Federal) highway operations. These templates, under the threshold column, contain the critical values at which a weather element affects a transportation activity or (in the case of multiple thresholds) affects it differently. This type of information is analogous to the existing IWEDA rules and can easily be incorporated into the CRDB. For example, assets (IWEDA systems, sub-systems, etc.) relate to the WIST topical headings (roadways, long-haul railways, pipeline systems, etc.). Further, looking at the first row in Figure 3, we have the meteorological conditions (in this case a severe storm cell), the critical values ($\leq$ 20 miles), and the impact and its explanation (credibility of evacuation orders, etc.). The only remaining piece of work is to translate the action column into a red-amber-green flag. Finally, in most cases, the lead time can easily be met either by MM5, WRF or some other weather forecast model.

Weather Needs for Federal Highway Operations					
Weather Element	Threshold	Forecast/Observation	Impacts	Action	Lead Time
Severe Storm Cell Track—Location, Direction, Speed, Severity (proximity to route or operational area in miles, based on radar observation)	≤20 miles	Forecast and observation	Credibility of evacuation orders, loss of visibility, loss of traction, impaired mobility, lane obstruction/submersion, loss of life, property damage, loss of communications/ power, flood risk, road damage	Predict threatened area, develop warning and evacuation plans, issue evacuation orders, select treatment strategy. Mobilize maintenance personnel. Manage traffic flow (e.g., disseminate traveler information, vary speed limit, modify lane configuration, modify signal timing/ramp metering, close roadways and bridges, implement tire controls, restrict access to designated vehicle types). Operate outflow devices, remove debris, repair damage.	1-5 hours and current observation
Major Storms					
Blizzard—35 mph Sustained Winds, Visibility <1/4 mile, Blowing Snow (proximity to route or operational area in miles)	≤50 miles	Forecast and observation	Safety risks, loss of life, property damage, road damage, loss of visibility, loss of traction, impaired mobility, evacuation route delays, lane obstruction, loss of communications/power	Predict threatened area, disseminate warning information to operators and travelers, select treatment strategy. Suspend outdoor operations, implement evacuation plans, mobilize maintenance forces, repair damage.	48-96 hours and current observation
Hurricane Force Winds (wind speed in mph and proximity to route or operational area in miles)	≥74 mph, ≤50 miles	Forecast and observation	Safety risks, loss of life, loss of visibility, loss of traction, impaired mobility, evacuation route delays, lane obstruction/submersion, loss of communications/power, property damage, road damage	Predict threatened area, disseminate warning information to operators and travelers. Suspend outdoor operations, implement evacuation plans, mobilize maintenance forces, repair damage.	48-96 hours and current observation
Tropical Storm Force Winds (wind speed in mph and proximity to route or operational area in miles)	≥39 mph but <74 mph, ≤50 miles	Forecast and observation	Safety risk, potential loss of life, loss of visibility, loss of traction, impaired mobility, evacuation route delays, lane obstruction/submersion, loss of communications/ power, property damage, road damage	Predict threatened area, disseminate warning information to operators and travelers. Suspend outdoor operations, implement evacuation plans, mobilize maintenance forces, repair damage.	48-96 hours and current observation
Hurricane Storm Surge	Any	Forecast and observation	Safety risks, flood risk, loss of life, loss of traction, impaired mobility, evacuation route delays, lane obstruction/submersion, loss of communications/power, property damage, road damage	Predict threatened area, disseminate warning information to operators and travelers. Suspend outdoor operations, implement evacuation plans, mobilize maintenance forces, repair damage.	12-24 hours and current observation
General Weather/Environmental Parameters					
Air Temperature including Maximum and Minimum (degrees F)	Variable, based on impact criteria	Forecast and observation	Air quality, loss of communications/power, precipitation type, pavement temperature, slope stability (avalanche risk), effects on snow removal/ice treatment operations	Advise operators, monitor surface moisture, modify operations.	12-24 hours and current observation
Air Temperature Relative to Freezing and Trend (degrees F and rising or falling trend)	Decrease to less than 32° or increase to exceed 32°, with moisture	Forecast	Precipitation type, pavement temperature, loss of communications/power, slope instability (avalanche risk), effects on snow removal/ice treatment operations, road damage	Disseminate early warning information to travelers and operators, monitor surface moisture, modify operations.	12-24 hours
Air Temperature (degrees F)	>85°	Forecast	Health and safety risks, engine/equipment heat stress	Advise operators, monitor personnel and equipment stress, take prescribed and precautionary measures.	6-12 hours
	>110°	Forecast	Severe and immediate health and safety danger to personnel and heat stress risk to equipment	Conduct immediate risk assesment, advise operators and supervisors to ensure continuous monitoring of personnel and equipment. Cease activities.	6-12 hours
Dew Point Temperature (degrees F)	Variable, based on temperature and impact criteria	Forecast and observation	Air quality, precipitation type, fog formation	Predict threatened area, select treatment strategy.	12-24 hours and current observation

Figure 3. WIST Needs Template for the subset of (Federal) highway operations.

Thus, we envision the IPAMS prototype system being tailored for civilian command centers that require oceanographic and meteorological data as inputs. Specific METOC observation data and high-resolution forecasts will be accessed from the National Oceanic and Atmospheric Administration (NOAA) National Weather Service (NWS) National Digital Forecast Database[6] (NDFD) to populate a four-dimensional environmental database. The IPAMS knowledge-based expert system will compares the environmental observations and forecast database to the critical value thresholds in its METOC impacts database. IPAMS will then display the favorable (green), moderate or marginal (amber), and severe or unfavorable (red) impacts as planning matrices for any selected location over time or spatially as a map overlay across regional areas at any specific time of interest (hypothetic examples are presented in Figures 4 and 5). These visualizations of adverse weather and major storm impacts will aid decision makers in planning and executing homeland defense and civil support missions for domestic weather disaster response and relief operations that occur during hurricanes, floods, and other environmental events. This system will ultimately support the hurricane season challenges, such as those experienced during the August 2005 Hurricane Katrina disaster, which was the costliest Atlantic hurricane in history, resulting in $84 billion in damage and causing over 1,835 fatalities. A simple example of how IPAMS could have been used here would have been to provide critical values for the wave height for the levees. Furthermore, the need for IPAMS becomes even more important as areas face increasing challenges. All the ingredients are in place for even more catastrophic hurricane events as more of the protective sand bars and beach barriers are

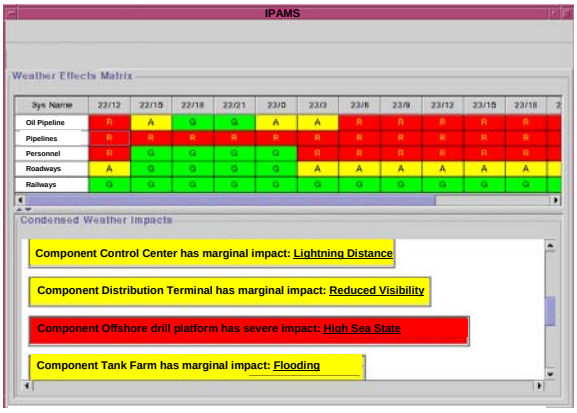

Figure 4. Hypothetical IPAMS Weather Effects Matrix

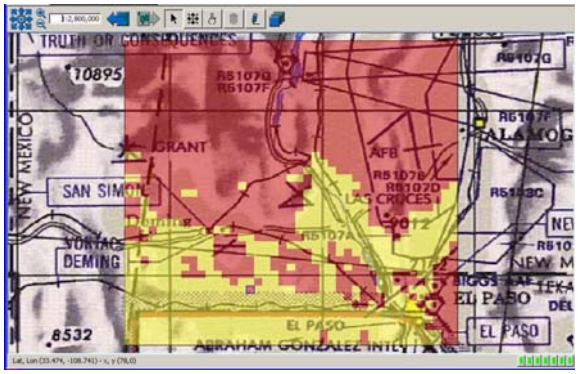

Figure 5. Hypothetical IPAMS map overlay.

destroyed/removed/altered from previous hurricanes, sea levels rise from melting polar ice due to global warming, and more people and infrastructure over-populate vulnerable coastlines.

Thus IPAMS ability to predict and assess weather impacts on the civilian and military local environment associated with severe weather-related natural disasters and emergencies will support major applications pertaining to the following areas:

- Military transportation, logistics, and resource protection
- Civilian transportation, logistics, and population safety
- Hurricanes, floods, and severe weather
- Weather hazards and marine safety.

The IPAMS system and technology will ultimately aid the Department of Homeland Security (DHS) in their planning for and response to major storm-related emergencies and disasters. IPAMS will improve the DHS capability in planning ahead for hazard mitigation to alleviate or eliminate risks to life and property from adverse weather hazard events such as the "Great Flood of 1993," the major flood that occurred in the American Midwest along the Mississippi and Missouri Rivers from April to October 1993, one of the most costliest and most devastating to have occurred in the United States, causing $15 billion in damages and 50 fatalities.

3. CONCLUSION

An automated decision aid and planning tool for major storm and adverse weather impacts over the CONUS is badly needed and could benefit the entire Nation and all Americans. Annually in the United States, major storms and adverse weather result in billions of dollars of damage and hundreds of deaths. Better preparation, response, and mitigation will save lives and property and reduce the economic costs of weather/storm-related impacts and disasters, potentially resulting in $700 million in savings per year. Furthermore, a dollar spent on mitigation saves society an average of $4, with positive benefit-cost ratios for all weather hazard types[7]. IPAMS will provide this type of capability to military and government planners and decision makers. At the core of this technological evolution has been ARL's development of the most extensive database of military METOC critical thresholds and impacts in the world. Now, with the inclusion of the OFCM WIST critical threshold values and impacts, and a newly developed database of thresholds and impacts for major storms and hurricanes and other weather-related natural disasters, IPAMS creates a capability that supports all military and civilian sectors across the United States.

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3. http://www.mmm.ucar.edu/mm5/ (access verified November 2006)
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7. United States Department of Commerce, National Oceanographic and Atmospheric Administration, Economic Statistics for NOAA, April 2006, Fifth Edition.

Computational and Information Sciences Directorate

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IPAMS Objective/Overview

IPAMS will improve the Army's ability to predict and assess weather impacts on the civilian and military local environment (Division and below level) associated with severe weather-related natural disasters and emergencies. The state-of-the-art military/civilian IWEDA database of METOC critical threshold values and impacts, and tailored IPAMS visualizations will support major applications pertaining to:

- **Military transportation, logistics, and resource protection.**
- **Civilian transportation, logistics, and population safety.**
- **Hurricanes, floods, and severe weather.**
- **Weather hazards and marine safety.**

IPAMS-IWEDA Background

The IPAMS Integrated Weather Effects Decision Aid (IWEDA) provides weather impacts on civilian/military assets (missions, operations, systems, equipment, resources/infrastructure) by comparing their pre-defined critical environmental thresholds against forecast values for environmental data parameters.

Thresholds and criteria for IWEDA rules:

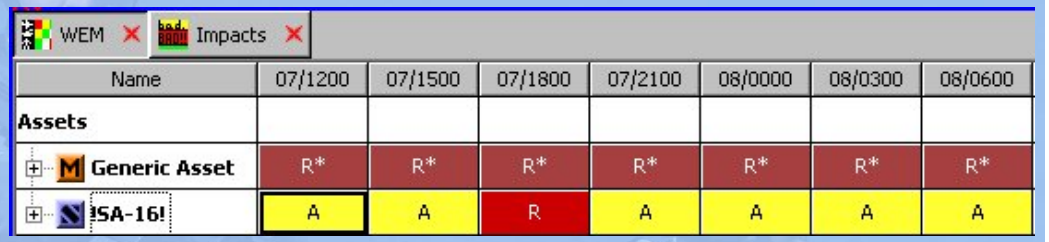
Impact	Criteria
Green (favorable)	Degradation < ~25% or normal effectiveness > ~75 %
Amber (marginal)	Degradation = ~25 to 75 % or effectiveness = ~75 to 25%
Red (unfavorable)	Degradation > ~75% or normal effectiveness < ~25%

GREEN = Favorable: little or no impact (no degradation; minimal operational impacts); weather has no restrictions; generally a safe condition (GO decision).
AMBER = Marginal: marginal or moderate impact (some degradation; moderate operational impacts); weather degrades or limits (weather that is sufficiently adverse to a civilian/military operation so as to require the imposition of procedural limitations); a caution condition (either a GO/NO GO decision).
RED = Unfavorable: adverse or severe impact (significant degradation; severe operational impacts); weather prohibits (weather in which civilian/military operations are generally restricted or impeded); generally a dangerous condition/situation (NO GO decision).

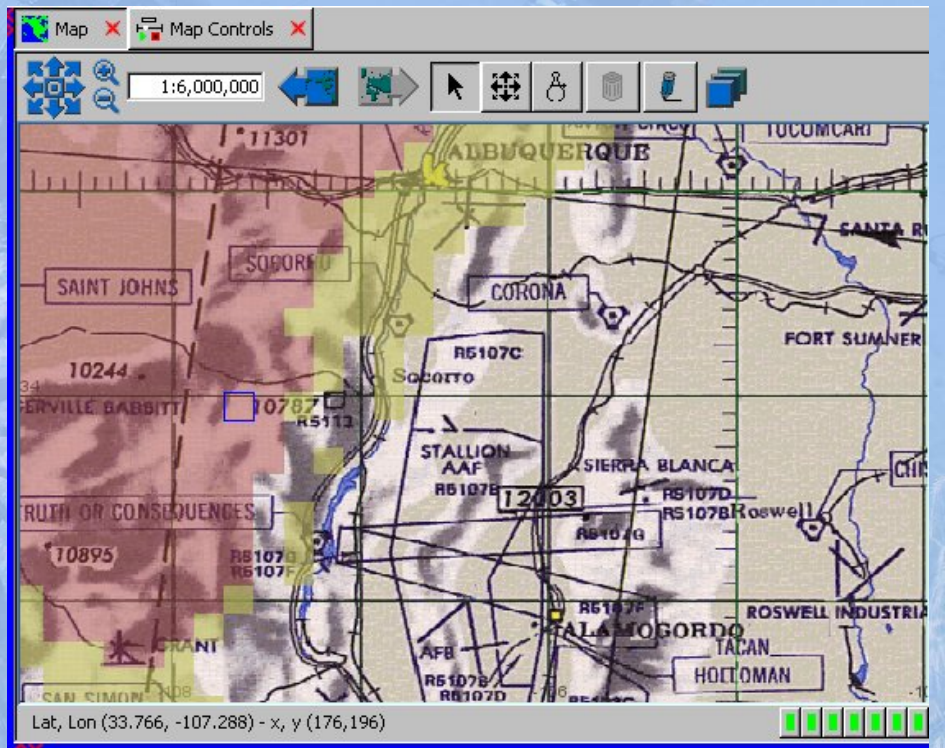
IPAMS-IWEDA Background (cont.)

IWEDA derives and depicts environmental impacts by generating easy-to-understand tabular and graphical products.

- **Weather Effects Matrix (WEM)**

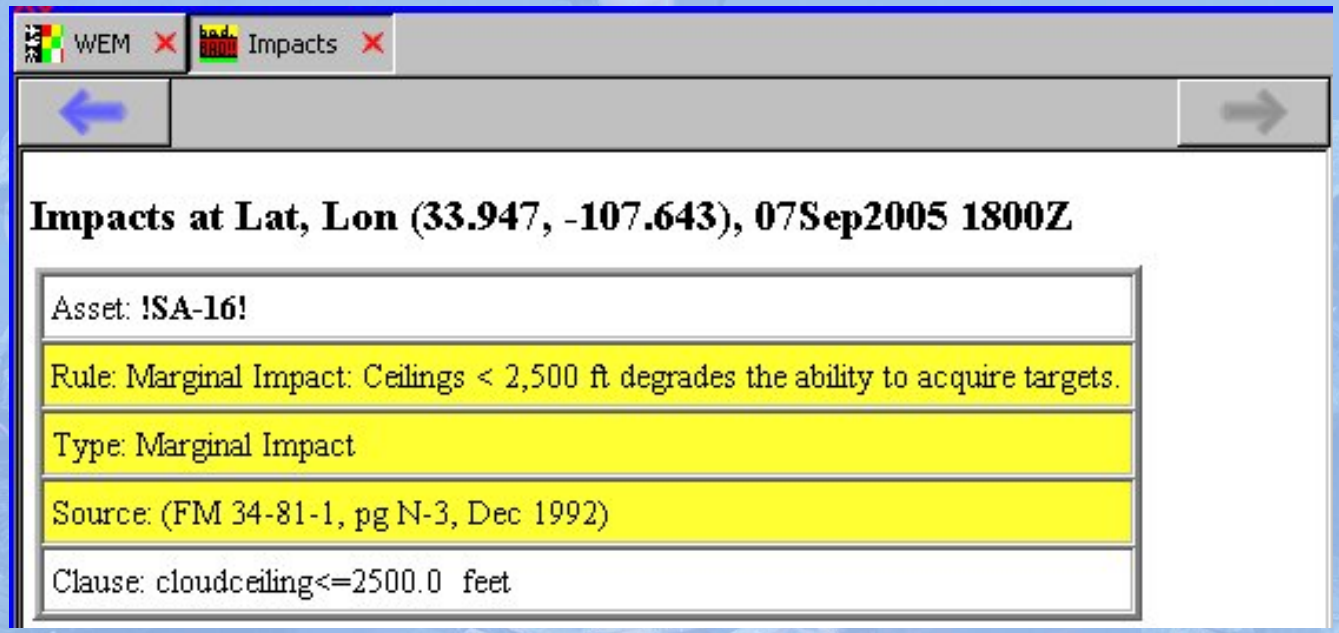


- **Map overlay depicts spatial distribution**

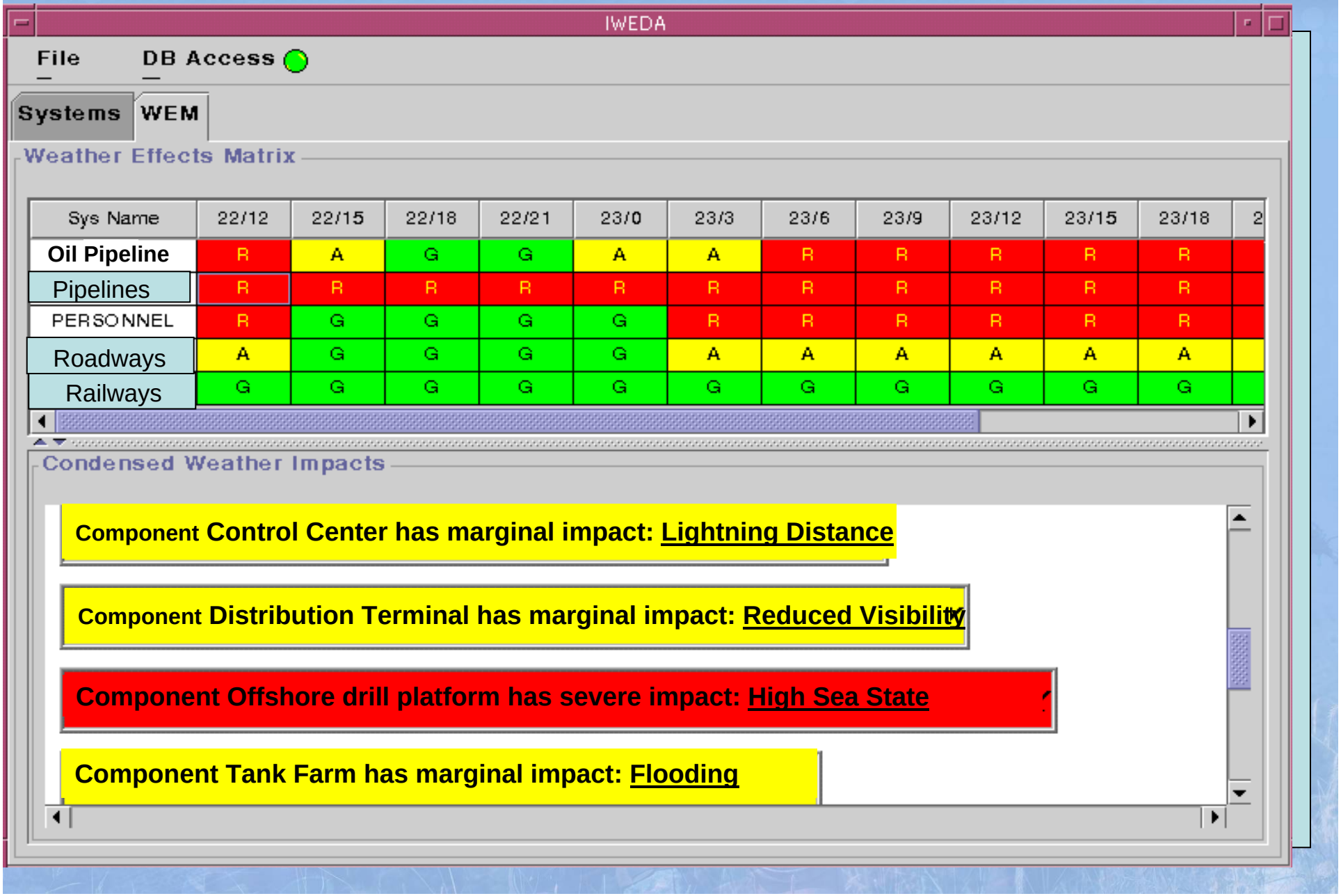


IPAMS-IWEDA Background (cont.)

IWEDA displays full impact statement(s) of weather effects on assets for a specific location and time.



IPAMS-IWEDA Weather Effects Matrix

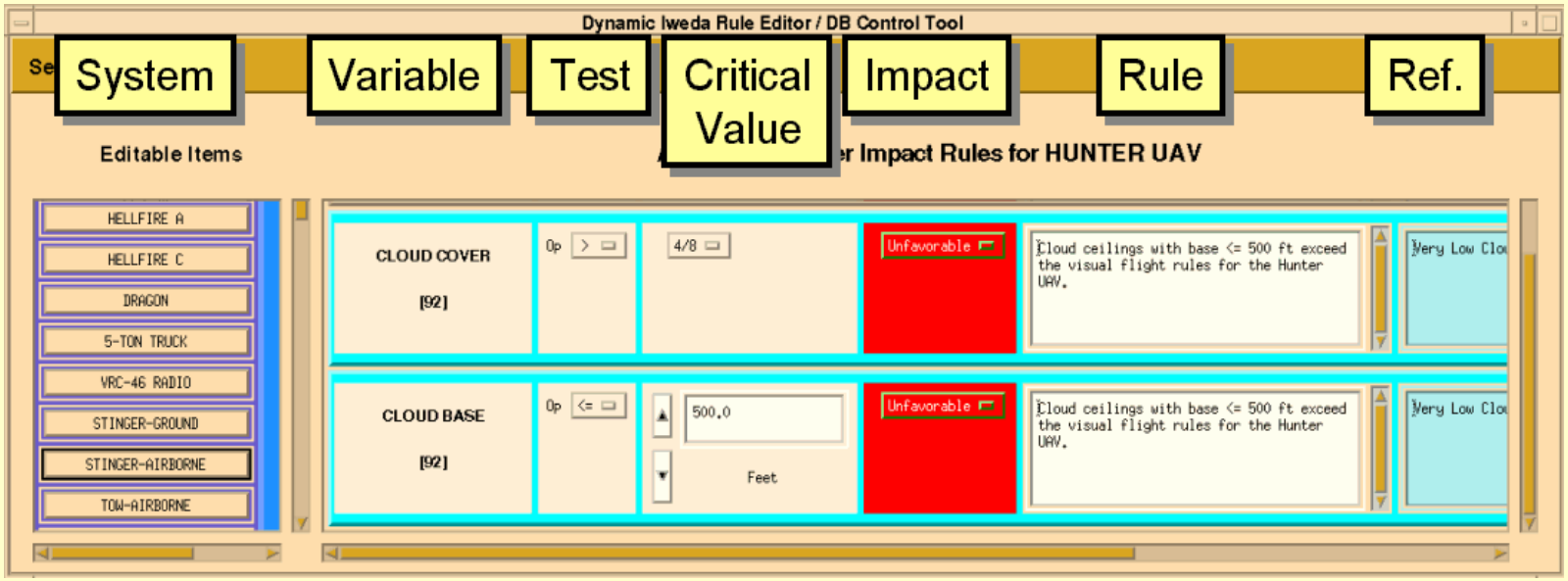


IPAMS-IWEDA Rules Structure

The "rule" form of the IWEDA expert system weather impacts

"Rule-based" - critical weather threshold definitions:

If {weather variable} is {>,<, or "any occurrence of" }
{critical threshold value}
then the weather impact is {red, amber, green}



There are actually a few dozen "green" impact rules - These identify conditions when a weather condition actually enhances performance or effectiveness (example - cloud cover in the target area helps focus nuclear thermal yield effects)

IPAMS-IWEDA Rules Example

SYSTEM	MET PARAMETER	CRITICAL VALUE	IMPACT	CONDENSED IMPACT	FULL IMPACT EXPLANATION	SOURCE
Nonengineered Buildings	Wind Speed (Surface)	>= 65 knots	RED	Very Strong Surface Wind	The Wind Resistance of Buildings is Related to the Amount of Engineering Attention Given to Them. Nonengineered Buildings Can be Damaged by Winds of 65 Knots and Total Destruction May Occur When Winds Reach 109 Knots. Conventional Buildings, Especially Housing, are Damaged by Wind Speeds as Low as 65 Knots; Most of the Damage to Conventional Buildings is Caused by Winds with Speeds Less Than 109 Knots. Of the Four Engineered Types of Buildings, They are the Most Susceptible to Wind Damage. Five Factors Strongly Influence the Behavior of Buildings/Housing in Wind Storms: Construction, Building Orientation with Respect to the Wind, Building Geometry, Shielding by Adjacent Structures or Trees, and Terrain.	National Oceanic and Atmospheric Administration (1981); US Army Research Lab (2002)
Marginally Engineered Buildings	Wind Speed (Surface)	>= 65 knots	AMBER	Very Strong Surface Wind	The Wind Resistance of Buildings is Related to the Amount of Engineering Attention Given to Them. For Marginally Engineered Buildings, the Wind Speeds Causing the Damage are Usually Nominal, i.e., 109 Knots or Less. In Such Building Failures Damage is Severe and They are Often Induced by Winds Less Than 109 Knots. Five Factors Strongly Influence the Behavior of Buildings/ Housing in Wind Storms: Construction, Building Orientation with Respect to the Wind, Building Geometry, Shielding by Adjacent Structures or Trees, and Terrain.	National Oceanic and Atmospheric Administration (1981); US Army Research Lab (2002)
Marginally Engineered Buildings	Wind Speed (Surface)	>= 109 knots	RED	Very Strong Surface Wind	The Wind Resistance of Buildings is Related to the Amount of Engineering Attention Given to Them. For Marginally Engineered Buildings, the Wind Speeds Causing the Damage are Usually Nominal, i.e., 109 Knots or Less. In Such Building Failures Damage is Severe and They are Often Induced by Winds Less Than 109 Knots. Five Factors Strongly Influence the Behavior of Buildings/ Housing in Wind Storms: Construction, Building Orientation with Respect to the Wind, Building Geometry, Shielding by Adjacent Structures or Trees, and Terrain.	National Oceanic and Atmospheric Administration (1981); US Army Research Lab (2002)

IPAMS OFCM WIST Thresholds & Impacts Example

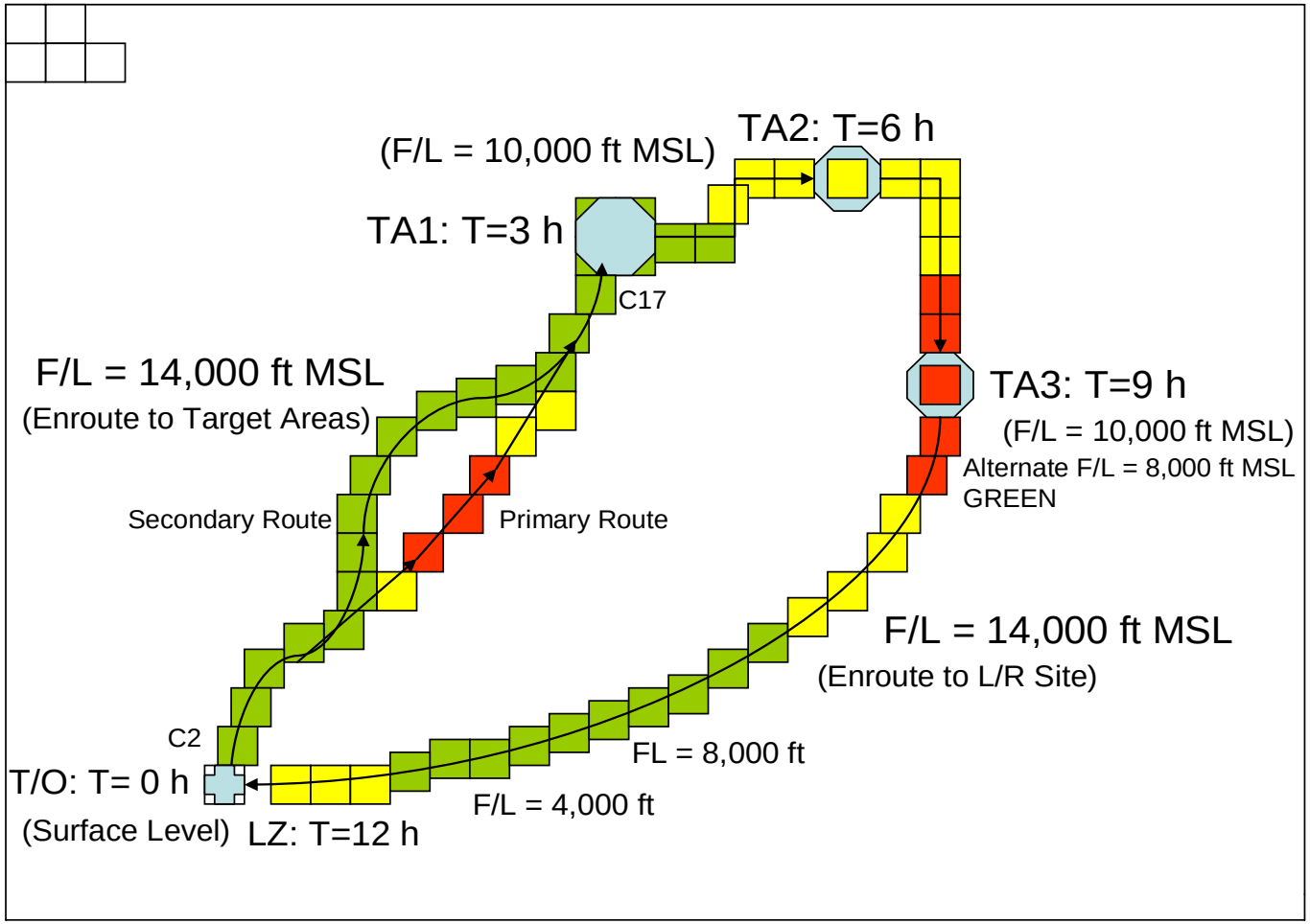
Weather Needs for Federal Highway Operations					
Weather Element	**Threshold**	**Forecast/Observation**	**Impacts**	**Action**	**Lead Time**
Severe Storm Cell Track—Location, Direction, Speed, Severity (proximity to route or operational area in miles, based on radar observation)	≤20 miles	Forecast and observation	Credibility of evacuation orders, loss of visibility, loss of traction, impaired mobility, lane obstruction/submersion, loss of life, property damage, loss of communications/ power, flood risk, road damage	Predict threatened area, develop warning and evacuation plans, issue evacuation orders, select treatment strategy. Mobilize maintenance personnel. Manage traffic flow (e.g., disseminate traveler information, vary speed limit, modify lane configuration, modify signal timing/ramp metering, close roadways and bridges, implement tire controls, restrict access to designated vehicle types). Operate outflow devices, remove debris, repair damage.	1-6 hours and current observation
Major Storms					
Blizzard—35 mph Sustained Winds, Visibility <1/4 mile, Blowing Snow (proximity to route or operational area in miles)	≤50 miles	Forecast and observation	Safety risks, loss of life, property damage, road damage, loss of visibility, loss of traction, impaired mobility, evacuation route delays, lane obstruction, loss of communications/power	Predict threatened area, disseminate warning information to operators and travelers, select treatment strategy. Suspend outdoor operations, implement evacuation plans, mobilize maintenance forces, repair damage.	48-96 hours and current observation
Hurricane Force Winds (wind speed in mph and proximity to route or operational area in miles)	≥74 mph, ≤50 miles	Forecast and observation	Safety risks, loss of life, loss of visibility, loss of traction, impaired mobility, evacuation route delays, lane obstruction/submersion, loss of communications/power, property damage, road damage	Predict threatened area, disseminate warning information to operators and travelers. Suspend outdoor operations, implement evacuation plans, mobilize maintenance forces, repair damage.	48-96 hours and current observation
Tropical Storm Force Winds (wind speed in mph and proximity to route or operational area in miles)	≥39 mph but <74 mph, ≤50 miles	Forecast and observation	Safety risk, potential loss of life, loss of visibility, loss of traction, impaired mobility, evacuation route delays, lane obstruction/submersion, loss of communications/ power, property damage, road damage	Predict threatened area, disseminate warning information to operators and travelers. Suspend outdoor operations, implement evacuation plans, mobilize maintenance forces, repair damage.	48-96 hours and current observation
Hurricane Storm Surge	Any	Forecast and observation	Safety risks, flood risk, loss of life, loss of traction, impaired mobility, evacuation route delays, lane obstruction/submersion, loss of communications/power, property damage, road damage	Predict threatened area, disseminate warning information to operators and travelers. Suspend outdoor operations, implement evacuation plans, mobilize maintenance forces, repair damage.	12-24 hours and current observation
General Weather/Environmental Parameters					
Air Temperature including Maximum and Minimum (degrees F)	Variable, based on impact criteria	Forecast and observation	Air quality, loss of communications/power, precipitation type, pavement temperature, slope stability (avalanche risk), effects on snow removal/ice treatment operations	Advise operators, monitor surface moisture, modify operations.	12-24 hours and current observation
Air Temperature Relative to Freezing and Trend (degrees F and rising or falling trend)	Decrease to less than 32° or increase to exceed 32°, with moisture	Forecast	Precipitation type, pavement temperature, loss of communications/power, slope instability (avalanche risk), effects on snow removal/ice treatment operations, road damage	Disseminate early warning information to travelers and operators, monitor surface moisture, modify operations.	12-24 hours
Air Temperature (degrees F)	>85°	Forecast	Health and safety risks, engine/equipment heat stress	Advise operators, monitor personnel and equipment stress, take prescribed and precautionary measures.	6-12 hours
	>110°	Forecast	Severe and immediate health and safety danger to personnel and heat stress risk to equipment	Conduct immediate risk assesment, advise operators and supervisors to ensure continuous monitoring of personnel and equipment. Cease activities.	6-12 hours
Dew Point Temperature (degrees F)	Variable, based on temperature and impact criteria	Forecast and observation	Air quality, precipitation type, fog formation	Predict threatened area, select treatment strategy.	12-24 hours and current observation

Primary Sources of IPAMS IWEDA Thresholds & Impacts

- Test and Evaluation Community, e.g., US Army Test and Evaluation Command, International Test Facilities and Ranges, etc.
- System/Equipment manufacturers and companies.
- System Program Managers, Project Offices, TSMs, etc.
- US Military Field Manuals, Technical Manuals, Training Circulars, Joint Publications, Warfighting Publications, etc.
- Scientific/Engineering literature, journals, OFCM Publications, etc.
- US Army TRADOC Centers and Schools and Training Centers SMEs.

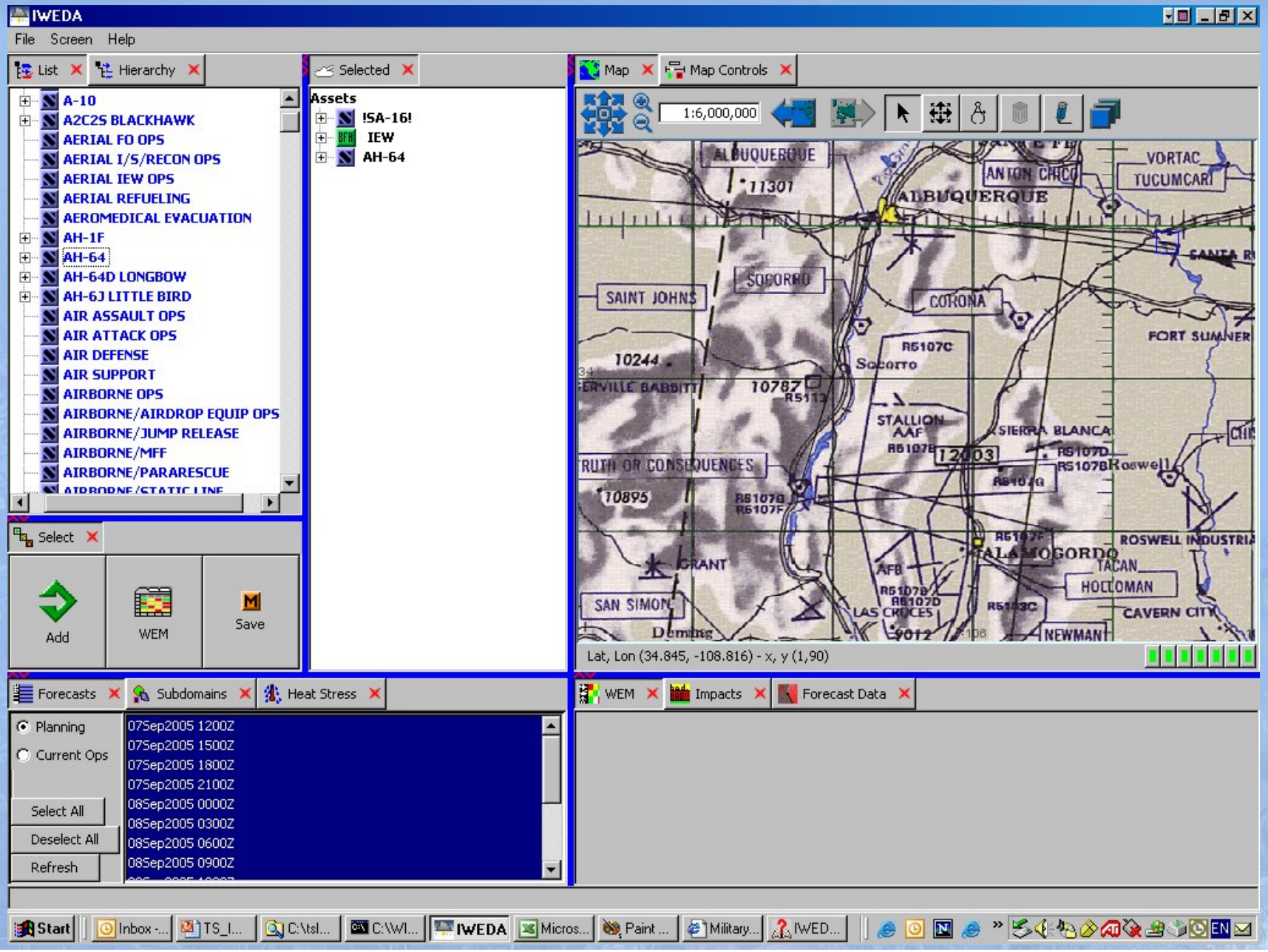
IPAMS Weather Impacts on Routing Example

Aerostar UAV Tactical Mission Profile

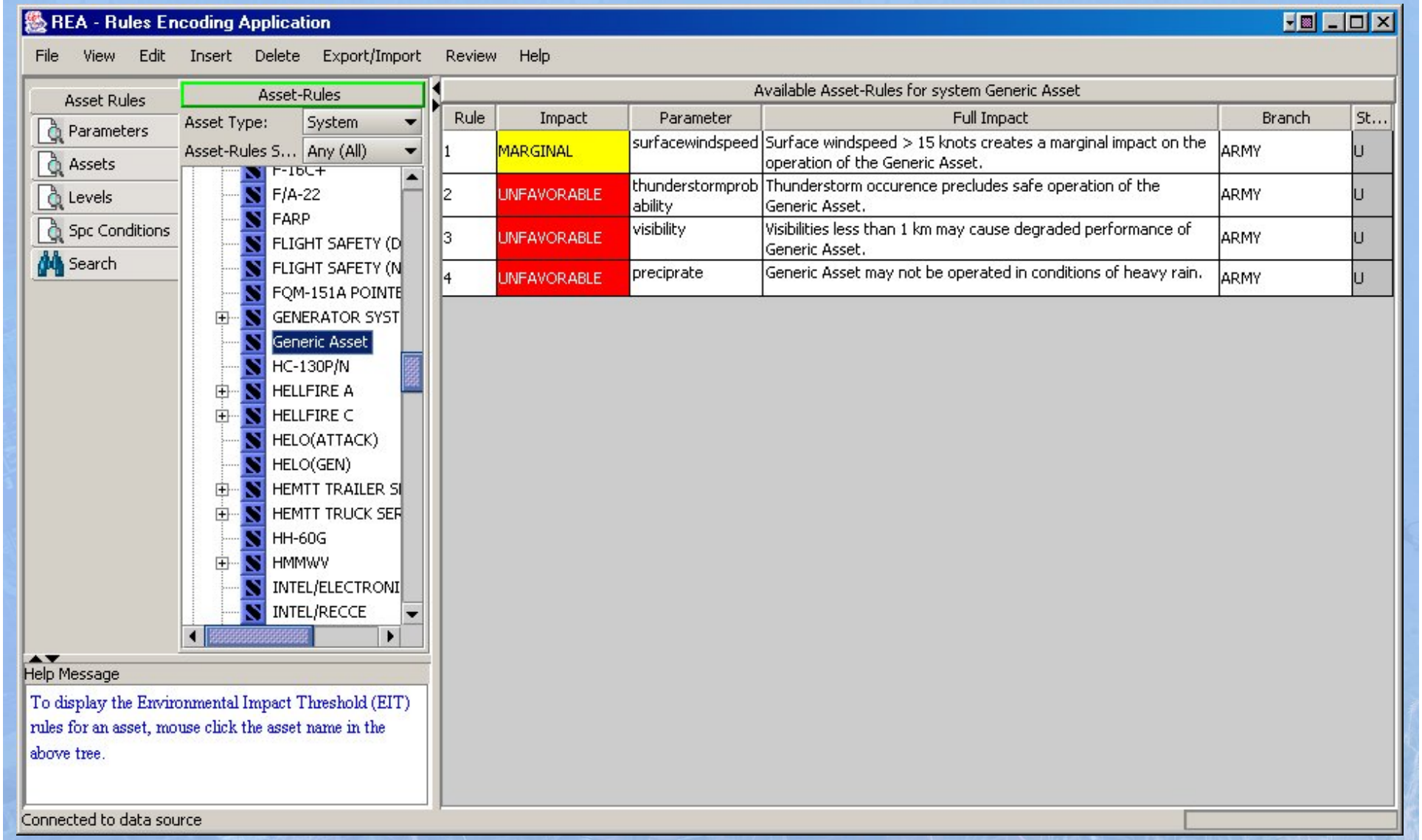


Aerostar UAV AO = 200 x 200 km

IPAMS-IWEDA GUI prototype



IPAMS-REA GUI prototype



Available Asset-Rules for system Generic Asset

Rule	Impact	Parameter	Full Impact	Branch	St...
1	MARGINAL	surfacewindspeed	Surface windspeed > 15 knots creates a marginal impact on the operation of the Generic Asset.	ARMY	U
2	UNFAVORABLE	thunderstormprobability	Thunderstorm occurence precludes safe operation of the Generic Asset.	ARMY	U
3	UNFAVORABLE	visibility	Visibilities less than 1 km may cause degraded performance of Generic Asset.	ARMY	U
4	UNFAVORABLE	preciprate	Generic Asset may not be operated in conditions of heavy rain.	ARMY	U

Summary

- The proposed IPAMS creates an IWEDA capability that supports all military and civilian sectors across the United States. An automated decision aid and planning tool for major storm and adverse weather impacts over the Continental United States (CONUS) is badly needed and could benefit the entire Nation and all Americans.

- Annually in the CONUS, major storms and adverse weather result in billions of dollars of damage and hundreds of deaths. Better preparation, response, and mitigation will save lives and property and reduce the economic costs of weather/storm-related impacts and disasters, resulting in $700 million in savings per year; furthermore, a dollar spent on mitigation saves society an average of $4, with positive benefit-cost ratios for all weather hazard types (NOAA, 2006)7.

- IPAMS will provide this type of capability to military and government planners and decision makers.