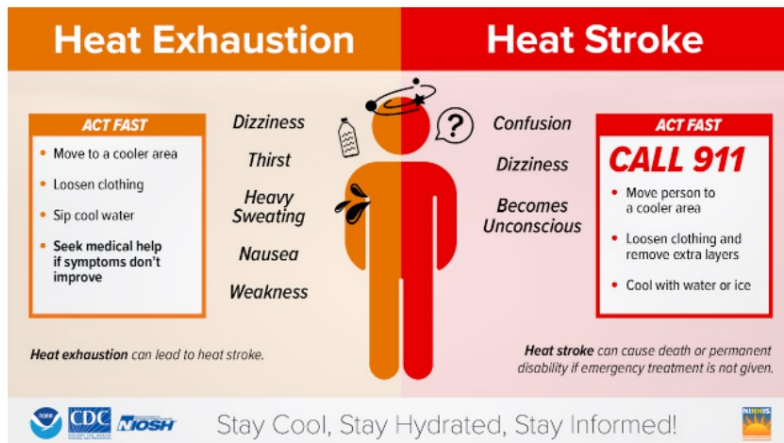


NWS Leads NIHHS Heat Safety Social Media Campaign

By: NWS Staff



NOAA, alongside the Centers for Disease Control (CDC), is a founding member of the National Integrated Heat-Health Information System (NIHHIS), which was formed in 2015 to coordinate efforts across federal agencies on heat and health safety. Through NIHHIS, the NWS is leading several federal activities related to public communication of heat. One of the primary outcomes of this collaboration was an updated and medically-accurate heat exhaustion/heat stroke graphic (left), co-branded by NOAA, the Occupational Safety and Health Administration (OSHA), and the National Institute for Occupational Safety and Health (NIOSH).

Heat exhaustion/heat stroke graphic, co-branded by NOAA, OSHA, and NIOSH

In addition to this co-branded graphic, NIHHIS and its federal partners conducted a social media campaign May 16-May 20, 2022 to raise awareness and preparedness for the upcoming warm season. As we approach the summer months, it is imperative that the public have a plan in place in the event of impacts from dangerous heat. During this awareness week, participating federal agencies were encouraged to post/share their own social media content as well as retweet/share the posts of other agencies.

The following hashtags were used by agencies:

#NIHHIS
#NationalHeatSafetyWeek

Participating agencies were divided into two categories (see below for table of handles):

- Agencies creating original content: CDC, EPA, NIOSH, NOAA, OSHA, USDA Forest Service
- Agencies sharing/retweeting as appropriate: FEMA, NHTSA

Posting Agencies

CDC:

- Twitter: @CDCEnvironment, @CDCgov

EPA:

- [Facebook](#)
- Twitter: @EPAair

NIOSH:

- [Facebook](#)
- [Instagram](#)
- Twitter: @NIOSH

NOAA

NWS:

- [Facebook](#)
- [Instagram](#)
- Twitter: @NWS

Climate.gov:

- [Facebook](#)
- [Instagram](#)
- Twitter: @NOAAClimate

OSHA

- Twitter: @OSHA_DOL

USDA/USFS

- [Facebook](#)
- Twitter: @forestservice

Participating Agencies (via re-tweet or share)

FEMA

- Facebook: [Nick Shufro](#)
- Twitter: @NShufro

NHTSA

- [Facebook](#)
- [Instagram](#)
- Twitter: @NHTSAgov

Each day had a unique theme related to extreme heat:

- Monday, May 16, 2022 - Heat-related illness awareness
- Tuesday, May 17, 2022 - What can make you vulnerable to heat
- Wednesday, May 18, 2022 - Outdoor and indoor workers
- Thursday, May 19, 2022 - Active populations, athletes, etc.
- Friday, May 20, 2022 - Prevention/preparedness/actions

Future NIHHS efforts will include additional co-branded graphics, expanded awareness campaigns, midseason heat safety reminders, and more to come!

NWS to Implement Impact-Based Warning Tags to Snow Squall Warnings

By: Michael Muccilli, NWS Winter Program Coordinator

Snow Squall Warnings (SQWs) are brief (30-60 minutes) warnings issued by the National Weather Service (NWS) for short duration intense bursts of snow and wind leading to whiteout visibility and the potential for flash freezes on roads.

The NWS is planning to implement the use of Impact-Based Warning (IBW) Tags for SQWs in October 2022 after a public comment/review period that took place last Fall. All NWS Weather Forecast Offices are expected to transition to issuing SQWs with IBW Tags by late February 2023. A maximum of two tags will be appended to each warning, identifying the source and impact level of the snow squall event.

The two types of tags (Impact, Source) are shown in the table below:

Snow Squall Warning Tags	Explanation
IMPACT TAG	
General (No Tag)	To be used frequently for snow squall conditions, but mitigating actions, combined with societal context, will reduce the threat to safe travel.
Significant*	Used only when snow squalls pose a substantial threat to safe travel, such that WEA is warranted to alert all devices in the path.
SOURCE TAG	
Radar Indicated	Evidence on radar and near storm environment is supportive, but snow squall conditions are not confirmed.
Observed	Snow squall conditions are confirmed by ASOS, spotter, webcam, law enforcement, emergency management, or other visibility observations.

Up to 2 Impact-Based Warning Tags will be appended to the bottom of Snow Squall Warnings.
*Category utilized for a Wireless Emergency Alert (WEA)

Currently, all SQWs trigger Wireless Emergency Alerts (WEAs), which are free notifications delivered to your mobile device.

Once IBW tags are implemented for SQWs, WEA activation will be limited to only those high-impact SQWs with the Snow Squall Impact Tag of "Significant." There will be no change to the information included in the Snow Squall Warning segment header block, including the Valid Time Event

Code (VTEC) strings, nor will there be a change to the criteria for warning dissemination through other systems (e.g., NOAA Weather Radio).

The addition of the tags enhances NWS SQWs by characterizing the impact (General, Significant) and hazard source (Radar-Indicated, Observed) using machine-readable tags. Under current policy, nighttime issuance of SQWs is discouraged as all SQWs currently activate WEA. The implementation of the IBW tags will enable the NWS to issue SQWs without nighttime WEA activation. This will provide a means to activate highway variable message boards and provide higher-level warning notifications to law enforcement, Departments of Transportation, and other first responders. In an effort to address concerns that overuse of WEA may devalue the service and lead

to users disabling the service, the NWS is aiming to improve the public response to SQWs by ensuring WEA activation is reserved for only high impact snow squall events. These events pose a substantial threat to safe travel and require immediate action, as indicated by a snow squall impact tag of "Significant." A similar approach was recently taken for Impact-Based Flash Flood Warnings (FFWs) in 2019.

For additional information, please refer to this [fact sheet](#). A formal Service Change Notice detailing this change is anticipated this summer.

Example of Snow Squall Warnings with Impact-Based Warning Tags

Impact-based warnings contain hazard, source, and impact information, including machine-readable tags to communicate the source of the information and severity of the impact. On the right is a sample impact-based warning that would trigger a Wireless Emergency Alert.

Hazard, Source, and Impact Information

Each Snow Squall Warning (SQW) will contain individual lines that clearly state hazard, source, and impact

Tags

Tags will appear at the bottom of SQWs.

```
...A SNOW SQUALL WARNING REMAINS IN EFFECT UNTIL 630 PM EST...

At 540 PM EST, a dangerous snow squall was located near Owls
Head, moving east at 40 mph.

HAZARD...Flash freeze on roads and rapidly falling visibility
due to intense bursts of heavy snow and gusty winds.

SOURCE...Radar indicated.

IMPACT...Dangerous and life-threatening travel conditions are
expected to develop rapidly in the warning area.

Locations impacted include...
Chazy, Mooers, Altona

PRECAUTIONARY/PREPAREDNESS ACTIONS...
Slow Down! Rapid changes in visibility and road conditions are
expected with this dangerous snow squall. Be alert for sudden
whiteout conditions.
$$

LAT...LON 4467 7395 4479 7419 4489 7403 4500 7380
TIME...MOT...LOC 1815Z 259DEG 51KT 4512 7345 4501

SNOW SQUALL...RADAR INDICATED
SNOW SQUALL IMPACT...SIGNIFICANT
$$
```

Comment Period for NWS Experimental National GIS Map Viewer Extended

By: Monica Parker, *Aware* editor

NWS is extending the comment period for the Experimental National Geographic Information System (GIS) Map Viewer ("the Viewer") web application hosted on the Amazon Web Services public cloud through May 27, 2022.

The Viewer provides capabilities to display, interrogate, access, and discover data and will easily assimilate this information so that users and partners familiar with geospatial data and technology can seamlessly access and digest it. The Viewer's landing page provides default data layers determined by the Public and Impact-Based Decision Support Service (IDSS) programs, and the program sites have been developed for the following NWS Mission Support & Program Areas: Tropical, Water, Impact-Based Decision Support Services (IDSS), Public, Fire, Severe, Winter, Space, Climate, Aviation, and Marine.

Since the experimental phase began in July 2021, the Viewer has added sites for program areas in addition to the Landing/General site and initial program sites for Tropical and Water Resources. Sites are now also available for Fire, Severe, Winter, Space, Climate, Aviation, and Marine programs and work is beginning to identify specific data to add to each of these sites. The Viewer is designed so that the technical functionality and look and feel will be consistent across all program sites, but each site will feature data most relevant to the weather, water, and/or climate service program. The Viewer's data layers include everything from rapidly-updating products (e.g., radar) to more traditional products (e.g. forecasts) and from watches and warnings to reference boundaries. The [Product Description Document \(PDD\) for the Viewer](#) provides detailed information about the Viewer.

Previews for the program sites are currently available at the following URLs:

- [Tropical preview](#)
- [Water preview](#)
- [General preview](#)

[Fire preview](#)
[Severe preview](#)
[Winter preview](#)
[Space preview](#)
[Climate preview](#)
[Aviation preview](#)
[Marine preview](#)

Further feedback on the GIS Viewer is encouraged, as NWS may consider phasing out legacy GIS display platforms once the Viewer becomes operational. The NWS will evaluate all comments during this extended period and will determine any additional and immediate need for changes based on public feedback.

Feedback can be provided through the [NWS survey](#). To read the announcement of the extended comment period, visit the [Public Information Statement](#). For more information, please contact [Kari Sheets](#).

2022 Caribbean Hurricane Awareness Tour (CHAT)

By: NWS Staff



NWS San Juan Warning Coordination Meteorologist, Ernesto Morales (right), and Science and Operation Officer, Ernesto Rodriguez (left), welcoming the local government officials and press members.

The National Weather Service (NWS), along with the Puerto Rico Emergency Manager Bureau (PREMB), the Virgin Islands Territorial Emergency Management Agency (VITEMA), the Federal Emergency Management Agency (FEMA), and local media were pleased to welcome the 53rd Weather Reconnaissance Squadron in the WC 103J Hercules Aircraft, better known as the Hurricane Hunter.

This well-known activity resumed this year after a two year hiatus due to the COVID-19 pandemic, although it was only opened for the press members, a selected group of students, and government officials. The plane visited the Fernando Luis Ribas Dominicci Airport in San Juan, Cyril E. King Airport in Saint Thomas, and Henry E. Rohlsen Airport in Saint Croix.

This awareness activity aims to increase awareness both of the upcoming hurricane season as well as the importance of early preparedness for both local agencies and everyone on the islands.

This is especially important in light of the devastation suffered across the islands in 2017 from Hurricanes Irma and Maria. Although the general public was not allowed to visit the plane this time due to COVID-19 restrictions, the message was well-transmitted through the media partners, both local and international, who were able to interview the hurricane hunter crew, hurricane specialists from the National Hurricane Center, and meteorologists from the National Weather Service in San Juan. The visiting experts included First Lieutenant Amaryllis Cotto, the first Puerto Rican woman to fly as part of the crew of the Hurricane Hunter Air Force Reserve, and Captain Dwight Manganaro, who has been flying with the squadron since last year. The National Hurricane Center was represented by Director **Ken Graham**, hurricane specialists **Dan Brown** and **Robbie Berg**, and specialists from the Tropical Analysis & Forecast Branch (TAFB). Additionally, the local forecast office was represented by: Meteorologist in Charge, **Roberto García**; Warning Coordination Meteorologist, **Ernesto Morales**; Science and Operations Officer, **Ernesto Rodriguez**; and several other operational meteorologists and employees.

April 20 was spent in the U.S. Virgin Islands, where events were organized by VITEMA, with the first stop of the tour at Cyril E King Airport in St. Thomas. There, the NWS representatives and Hurricane Hunter crew were welcomed by Daryl Jaschen, Director of VITEMA, Carlon Dowe, Director for the Virgin Islands Port Authority, and other government officials, as well as the local press and nearly 250 students of the JROTC from Saint Thomas High School. Later that day, the plane flew to Henry E. Rohlsen Airport in Saint Croix for a similar experience with local officials, as well as another group of nearly 110 students from JROTC. VITEMA was in charge of the logistics and organization at both airports.



WC 103J Hercules Aircraft at Fernando Luis Ribas Dominicci Airport in San Juan.

On April 21, 2022, the plane flew from Saint Croix to Fernando Luis Ribas Dominicci Airport in San Juan for an activity set up by PREMB and personnel from the local airport. In attendance were government officials such as Alexis Torres, the Secretary of Public Safety, and Nino Correa, director of PREMB. Nearly 150 individuals participated, including students from the University of Puerto Rico at Mayaguez AMS chapter.

Planning for this event began months earlier, with coordination between local agencies and the National Hurricane Center. This paid off in a successful event, which helped highlight the importance of interagency coordination and collaboration. With the success of this event, and its popularity in the past, local officials, press, and meteorologists are already eagerly looking forward to receiving the 53rd Weather Reconnaissance Squadron next year.

	<h1>Aware</h1>	<p>NOAA's National Weather Service, Analyze, Forecast and Support Office Managing Editor: Monica Parker, Editors: Mark Tew, Doug Hilderbrand, Wendy Levine Aware online: www.weather.gov/publications/aware ISSN 1936-8178 Subscribe/Unsubscribe: monica.parker@noaa.gov</p>
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