



NDRRMC ADVISORY

TO : CHAIRPERSONS, RDRRMCs/OCD CALABARZON, OCD RV

FROM : Executive Director, NDRRMC and Administrator, OCD

SUBJECT : Updated Taal and Mayon Volcano Bulletin

DATE : 08 February 2020, 8:00 AM

Source: DOST-PHIVOLCS 8 February 2020, 08:00 AM

I. SITUATION OVERVIEW

A. ALERT STATUS OF TAAL VOLCANO

Activity in the Main Crater in the past 24 hours has been characterized by moderate emission of white to dirty white steam-laden plumes **rising** 200 to 300 meters high before drifting southwest. **Sulfur dioxide (SO₂) emission was measured at an average of 54 tonnes/day on February 7,2020. The Taal Volcano Network recorded one hundred fifteen (115) volcanic earthquakes including three (3) low-frequency events.** These earthquakes signify magmatic activity beneath the Taal edifice that could lead to eruptive activity at the Main Crater.

Alert Level 3 is maintained over Taal Volcano. DOST-PHIVOLCS reminds the public that sudden steam-driven and even weak phreatomagmatic explosions, volcanic earthquakes, ashfall, and lethal volcanic gas expulsions can still occur and threaten areas within Taal Volcano Island and nearby lakeshores. DOST-PHIVOLCS recommends that entry into the Taal Volcano Island as well as into areas over Taal Lake and communities west of the island within a seven (7) km radius from the Main Crater must be strictly prohibited. Local government units are advised to assess areas outside the seven-kilometer radius for damages and road accessibilities and to strengthen preparedness, contingency and communication measures in case of renewed unrest. People are also advised to observe precautions due to ground displacement across fissures, frequent ashfall and minor earthquakes. Communities beside active river channels particularly where ash from the main eruption phase has been thickly deposited should increase vigilance when there is heavy and prolonged rainfall since the ash can be washed away and form lahars along the channels. Civil aviation authorities must advise pilots to avoid flying close to the volcano as airborne ash and ballistic fragments from sudden explosions and wind-remobilized ash may pose hazards to aircraft. DOST-PHIVOLCS is closely monitoring Taal Volcano's activity and any new significant development will be immediately communicated to all stakeholders.

B. ALERT STATUS OF MAYON VOLCANO

Mayon Volcano's seismic monitoring network did not detect any volcanic earthquake during the 24-hour observation period. Sulfur dioxide (SO₂) emission was measured at an average of 115 tonnes/day on 10 January 2020. Ground deformation data from Precise Leveling surveys obtained on 23 – 30 October 2019 indicate a slight deflation of the edifice relative to 16 – 25 July 2019. However, the volcano generally remains inflated relative to the early 2019 baseline level. This is consistent with recent electronic tilt data. Continuous GPS data also showed inflation of the edifice since February 2019.

Alert Level 2 currently prevails over Mayon Volcano. This means that Mayon is at a moderate level of unrest. DOST-PHIVOLCS reminds the public that sudden explosions, lava collapses, pyroclastic density currents or PDCs and ashfall can still occur and threaten areas in the upper to middle slopes of Mayon. DOST-PHIVOLCS recommends that entry into the six kilometer-radius Permanent Danger Zone or PDZ and a precautionary seven kilometer-radius Extended Danger Zone or EDZ in the south-southwest to east-northeast sector, stretching from Anoling, Camalig to Sta. Misericordia, Sto. Domingo must be strictly prohibited. People residing close to these danger areas are also advised to observe precautions associated with rockfalls, PDCs, and ashfall. Active stream/river channels and those identified as perennially lahar-prone areas on all sectors of the volcano should also be avoided especially during extreme weather conditions when there is heavy and prolonged rainfall. Civil aviation authorities must advise pilots to avoid flying close to the volcano's summit as airborne ash and ballistic fragments from sudden explosions and PDCs may pose hazards to aircraft.

In order to better inform/warn communities, you are reminded to disseminate these through local/community leaders and through your local media, including community radio stations. Conduct press briefings as often as needed. This local effort will complement and reinforce efforts at the national level. Emphasis should be on proactive actions – evacuation rather than rescue.

Let's untiringly aim for zero casualty.

Submit report on actions taken.

BY AUTHORITY OF THE CHAIRPERSON, NDRRMC:


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