

7 JUNE 2001



Safety

OPERATIONS DURING SEVERE WEATHER

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OPR: 302 AW/SE (Lt Col Russell McKeel)
Supersedes 302 AWI 91-102, 25 Mar 96

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Pages: 3
Distribution: F: 10 AF/SE

This instruction implements Air Force Policy Directive (AFPD) 91-3, *Occupational Safety and Health*. This instruction provides guidance for outside operations when severe weather may threaten personal safety. It is applicable to all personnel of the 302 Airlift Wing at Peterson AFB CO.

SUMMARY OF REVISIONS

This revision changes the title and concept from OPERATIONS DURING LIGHTNING ADVISORIES to OPERATIONS DURING SEVERE WEATHER. Weather parameters are added. Definitions are expanded. Operational Risk Management (ORM) is emphasized. A bar (|) indicates a revision from the previous edition.

1. Definitions:

- 1.1. Severe Weather. Includes, but not limited to, the following hazards: lightning, high winds, wind chill, significant ice or snow accumulation, blowing snow, conditions conducive to heat stress, fog, and hail.
- 1.2. Lightning Watch. An advisory issued by 21 OSS/OGSW, Weather Office, indicating a potential lightning hazard. A lightning watch will be issued in accordance with Peterson Air Force Base Host/Tenant Support Agreement has potential of closing to within 5 nautical miles within 30 minutes.
- 1.3. Lightning Warning. A Meteorological Watch Advisory issued by 21 OSS/OGSW, Weather Office, indicating the presence of lightning within 5 nautical miles.
- 1.4. Wind Chill: The compounding of temperature and wind that results in a lower, effective temperature.
- 1.5. Essential: A designation made by a supervisor or commander that denotes high mission importance and an unacceptable consequences with its delay or cancellation. "Essential" may designate an entire mission or an isolated task.

2. Concept:

Operational Risk Management will be employed when operating during severe weather. This instruction offers only general guidelines. ORM may suggest working under conditions that were once prohibited or ceasing work even though specific parameters are not exceeded. For example, it may be of less risk for an aircrew to land and park during a lightning warning than to stay airborne. Similarly, the compounding hazards of low temperature, wind, and blowing snow could easily exceed acceptable risk even though no one criterion is exceeded.

3. Severe Weather Parameters: Generally accepted parameters for severe weather phenomena and guides for making operational decisions include:

- 3.1. Lightning Watch and Warnings
- 3.2. Wind chill at or below 25 degrees Fahrenheit
- 3.3. Wind velocity from 30 to 50 knots depending on activity
- 3.4. High heat and humidity
- 3.5. Hail $\frac{3}{4}$ inch or greater
- 3.6. Tornadoes

4. Notification Procedures:

4.1. The base weather station will notify the 302 AW Command Post (CP) and the 731 Airlift Squadron (AS) planning room with severe weather information. The CP will then notify, by the most expeditious means available, all units which having personnel outside. The same procedure will be used when the severe weather abates. Agencies to be notified include:

- 4.1.1. Dispatch/Debrief Section (DDS) who will then notify the Flight Line Supervisor.
- 4.1.2. Supervisor of Flying (SOF) and Ramp Coordinator, who will then notify all aircrew.
- 4.1.3. Airborne aircraft that would be affected.
- 4.1.4. The 39 Aerial Port Squadron (APS).
- 4.1.5. The 302 Civil Engineering Squadron (CES).
- 4.1.6. The 302 Security Police Squadron (SPS) during Unit Training Assembly (UTA).
- 4.1.7. It is incumbent upon those units not listed above, to notify the appropriate agency when operating outside. They will then receive severe weather information.
- 4.1.8. Supervisors will normally direct all outside operations to cease and all personnel to seek shelter. A hardened facility is needed for tornadoes while aircraft and enclosed vehicles with metal tops and bodies may suffice with lightning. Upon notification that severe weather is no longer a factor, outside operations may resume.
- 4.1.9. All work with flares and chaff will cease upon receipt of lightning Warning or Watch.

5. Mission Essential Activities. Since most all of our operations are training and accomplished during peacetime, an 'essential' designation should be rare. However, missions or tasks may be deemed 'essential' and require accepting a risk associated with severe weather. Decisions to accept such a risk cannot be

made lightly and must incorporate ORM. When any severe weather parameter is exceeded, compelling cause to continue must be present. All activities will then be conducted to expose the fewest people to risk, all prudent control measures must be implemented, and the risk must be accepted at the appropriate level.

5.1. When actual security operations (as opposed to training) is required, posting may continue during severe weather. Guards should be protected with shelters/vehicles if at all possible.

5.2. When known, essential missions should be identified during operations and maintenance coordination meeting. The 731st Local Operating Procedures and/or the Aircrew Flimsy will provide flight crew guidelines to enhance their safety during severe weather.

6. Ground Activities. When severe weather conditions are present (paragraph 3.), outdoor activities will normally cease and shelter will be sought. The Production Superintendent, Supervisor of Flying (SOF), or other appropriate supervisor shall determine the degree of endangerment and then weigh those risks when the mission is essential.

6.1. The Expediter and the SOF will notify personnel on the flight line when severe weather is anticipated. An air horn blast means that immediate compliance is required and shelter should be sought. The same significance is implicit with the base siren. The expediter will notify the Dispatch/Debrief section when the flight line has been cleared and all personnel are accounted for.

6.2. Marshalling and other associated tasks of aircraft launch and recovery will not normally be performed until hazardous conditions pass. Aircrew should then exercise extreme caution.

7. Safety. At no time shall an individual be required to place himself/herself in jeopardy to continue other than essential operations. It is incumbent upon all personnel to ensure the safety of themselves and their fellow workers.

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Commander