

**13 NOVEMBER 2001**

**Weather**

**WEATHER SUPPORT**



**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

---

**NOTICE:** This publication is available digitally on the AFDPO WWW site at:  
<http://www.e-publishing.af.mil>

---

OPR: 436 OSS/OSW (Capt Steve Renner)  
Supersedes DAFBI 15-101, 20 July 1999

Certified by: 436 OSS/CC (Lt Col Neil Smith)  
Pages: 29  
Distribution: F

---

This instruction implements Air Force Policy Directive (AFPD) 15-1, *Atmosphere and Space Environmental Support*, Air Force Instruction 10-229, *Responding to Severe Weather Events*, Air Force Instruction (AFI) 15-118, *Requesting Specialized Weather Support*, AFI 15-114, *Weather Support Evaluation*, Air Force Manual (AFMAN) 15-111, *Surface Aviation Observations*, *US Code*, AFMAN 15-124, *Meteorological Codes*, AFMAN 15-129, *Weather Station Operations*, and establishes responsibilities and weather support procedures. It provides general information for weather services, including weather observations and forecasts; weather warnings, watches, and advisories; and dissemination of information and reciprocal support. It applies to units assigned to the 436th and 512th Airlift Wings and subordinate units, and units assigned or attached to, or supported by, Dover Air Force Base.

**SUMMARY OF REVISIONS**

This revision of Dover Air Force Base Instruction (DAFBI) 15-101 references the change of the AWDS system to AMIS. Also included are changes to specific lead times for weather warnings and watches and deletion of the half-hour local requirement

<b>Chapter 1—GENERAL INFORMATION</b>	<b>4</b>
1.1. General. ....	4
1.2. Concept of Operations: .....	4
1.3. Operational Support Requirements: .....	4
1.4. Alternate Weather Operations Site (AWOS): .....	5
<b>Chapter 2—WEATHER OBSERVING</b>	<b>6</b>
2.1. General. ....	6
2.2. Limitations: .....	6

2.3. Meteorological Equipment Locations and Limitations. .... 6

2.4. Observations. .... 7

**Chapter 3—WEATHER FORECASTING 11**

3.1. General. .... 11

3.2. Limitations. .... 11

3.3. Terminal Aerodrome Forecast (TAF). .... 11

3.4. Weather Briefings. .... 13

3.5. Pilot-to-Metro Service (PMSV). .... 13

3.6. Toxic Corridor Data: .... 13

**Chapter 4—WEATHER WARNINGS, WEATHER WATCHES, AND WEATHER ADVISORIES 14**

4.1. General. .... 14

4.2. Limitations. .... 14

4.3. Weather Warnings: .... 14

4.4. Weather Watches: .... 14

4.5. Weather Advisories: .... 15

4.6. Hurricane Advisory Support. .... 15

**Chapter 5—DISSEMINATION OF WEATHER INFORMATION 17**

5.1. General. .... 17

5.2. Advanced Meteorological Information System (AMIS): .... 17

5.3. Weather Warning, Watch, and Advisory Notification. .... 18

**Chapter 6—SPECIAL MISSION REQUIREMENTS 19**

6.1. General. .... 19

6.2. 436th Airlift Wing Command and Staff (436 AW). .... 19

6.3. 436th Operations Support Squadron Airfield Operations (436 OSS/OSA): .... 19

6.4. 436th Airlift Wing Safety Office (436 AW/SE). .... 19

6.5. 436th Communications Squadron (436 CS): .... 19

6.6. 436th Services Squadron (436 SVS), 436th Civil Engineer Squadron (436 CES),  
436th Logistics Group Maintenance Data (436 LG), 436th  
Contracting/Infrastructure Flight (436 CONS/LGCA). .... 19

6.7. 436th Civil Engineer Squadron Readiness Flight (436 CES/CEX). .... 20

6.8. Support of Transient Aircrews . .... 20

**Chapter 7—RECIPROCAL SUPPORT**

7.1. General. ....	21
7.2. Command Post (436 AW/CP). ....	21
7.3. Airfield Operations (436 OSS/OSA): ....	21
7.4. Crewmembers of the 436/512 AWs. ....	23
7.5. Current Operations (436 OSS/OSO). ....	23
7.6. 436th Communications Squadron (436 CS). ....	23
7.7. 436th Airlift Wing Public Affairs Office (436 AW/PA). ....	23

**Attachment 1—GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION**

**Attachment 2—DOVER AFB WEATHER WARNING, WATCH, ADVISORY  
NOTIFICATION SYSTEM**

## Chapter 1

### GENERAL INFORMATION

**1.1. General.** The 436th Operations Support Squadron (436 OSS), Weather Flight (436 OSS/OSW), provides weather support to 436th Airlift Wing (436 AW) and 512th Airlift Wing (512 AW) units assigned to Dover AFB. This instruction establishes weather support requirements and procedures outlined in Air Force and Air Mobility Command directives, and has been coordinated at the local level to meet mission requirements.

#### 1.2. Concept of Operations:

1.2.1. The 436 OSS/OSW is the Office of Primary Responsibility (OPR) for weather support. The 436 OSS/OSW will provide weather information to all supported base agencies for the purposes of operational and planning decisions and for the protection of government resources. The 436 OSS/OSW tailors weather information to meet the specific needs of supported agencies. Forecasting and observing services are provided 24 hours a day, 7 days a week. Weather services are normally provided for military or military-related operational use only.

1.2.2. There is a minimum of one dual qualified weather forecaster/observer on duty at all times at the Base Weather Station (BWS). Therefore, the list of duty priorities defined below will be followed. The shift supervisor (duty forecaster) will use good judgment in complying with these priorities, especially when there is imminent danger to life and property.

1.2.2.1. Complete weather support activities for Emergency War Orders (EWO) tasking to the 436th and/or 512th Airlift Wings.

1.2.2.2. Respond to aircraft and ground emergencies.

1.2.2.3. Take, record, and disseminate surface weather observations locally/Provide "Eyes Forward" Support to the Operational Weather Squadron (OWS)

1.2.2.4. Respond to Pilot-to-Metro Service (PMSV) radio calls.

1.2.2.5. Perform Coordinated METWATCH Support.

1.2.2.6. Disseminate Pilot Reports (PIREPs).

1.2.2.7. Provide Mission Execution Forecasts (MEFs).

1.2.2.8. Perform Mission Metwatch.

1.2.2.9. Provide Flight Weather Briefings in the order requests are received.

1.2.2.10. Provide non-mission essential support to Dover AFB, state agencies, and government contractors.

**NOTE:** The Advanced Meteorological Information System (AMIS) is used to locally disseminate weather observations, forecasts, warnings, watches, advisories, and PIREPs to customers with AMIS terminals. Due to the time-critical nature of weather information, the weather flight acts as a single-point dissemination agency. The weather flight will not individually notify every agency requesting information.

#### 1.3. Operational Support Requirements:

1.3.1. Supported agencies will:

1.3.1.1. Establish and coordinate, through their respective squadrons and groups, all weather support requirements and procedures with the 436 OSS/OSW.

1.3.1.2. Notify the 436 OSS/OSW of any changes in weather support requirements.

1.3.1.3. Coordinate with the 436 OSS/OSW for weather training, when required.

1.3.2. Unit commanders will:

1.3.2.1. Ensure their units are kept informed of critical weather phenomena affecting their operations. This is accomplished by dissemination of weather information through established communication procedures as outlined in **Chapter 5** and **Attachment 2** of this instruction.

1.3.2.2. Ensure procedures are established within their organization to adequately respond to and further disseminate weather information.

1.3.2.3. Review this instruction at least annually for any changes in support requirements. Coordinate changes with 436 OSS/OSW.

**1.4. Alternate Weather Operations Site (AWOS):**

1.4.1. If evacuation of the primary operations site (Bldg 501) becomes necessary, an alternate operations site will be established at Building 1303, Room 102, located approximately 1 mile ESE of the BWS. Building 1303 will then become the official point of observation. Weather Services from this location will be limited. Once in place, telephone contact will be established with Command Post, Air Force Weather Agency (AFWA), the 15 Operational Weather Squadron, and the AMC Tanker Airlift Control Center (TACC). Dissemination of weather information from the alternate site is outlined in paragraph **5.3**.

1.4.2. The AWOS does not have weather instrument indicators. During operations from the AWOS, some surface weather elements will be reported using back-up weather equipment. Elements derived from back-up equipment may be reported as estimated.

1.4.3. In the event both Bldg 501 and 1303 are unusable, the alternate weather operations site may be established at any other suitable location.

## Chapter 2

### WEATHER OBSERVING

**2.1. General.** Weather Observers at Dover AFB maintain a Basic Weather Watch (BWW). Observers record and disseminate official weather observations hourly and when certain special and local weather criteria are met. The official point of observation for Dover AFB is approximately 100 feet north of Building 501.

#### **2.2. Limitations:**

2.2.1. Due to other essential duties, the observer cannot monitor the weather on a continuous basis. However, observers are required to check conditions at least every 20 minutes. When adverse weather conditions are occurring or forecast to occur, more frequent checks are performed.

2.2.2. An unobstructed view exists for most of the airfield complex. However, the touchdown ends of the runways cannot be seen from the official observation point. Buildings restrict visibility in these directions. These limitations are partially compensated for by the Cooperative Weather Watch (CWW) program requiring control tower personnel to alert the observer to changing conditions as described in [Chapter 7](#), Reciprocal Support.

2.2.3. Visibility checkpoints are limited due to building obstructions. The shortage of visibility markers is especially acute during hours of darkness. Also, the high intensity ramp security lights make visual observations difficult at night.

#### **2.3. Meteorological Equipment Locations and Limitations.**

2.3.1. Primary readouts for all meteorological sensors are in Bldg 501 (BWS).

2.3.2. Runway Visual Range (RVR) is measured by the GMQ-32 Transmissometer. Sensors are located adjacent to the approach ends of runways 01 and 19. Coupled with the GMQ-32 is the RVR 400 System. The RVR 400 provides digital readouts of RVR values.

##### 2.3.2.1. RVR System readout locations:

2.3.2.1.1. Base Weather Station, Bldg 501-- one read-out

2.3.2.1.2. Control Tower, Bldg 500 -- one read-out

2.3.2.1.3. RAPCON, Bldg 136 -- three read-outs

2.3.3. Cloud height measurements are taken by Laser Beam Ceilometers (GMQ-34s). The GMQ-34 measures cloud base heights accurately up to 12,000 feet Above Ground Level (AGL). Sensors are located parallel with the approach ends of runways 01 and 19. To measure a cloud base, it must be directly over the laser beam projector. During fog and low stratus cloud conditions, cloud height bases may vary significantly from one end of the runway to the other due to localized moisture sources. Backup for this system is the GMQ-33 (Transportable Cloud Height Detector).

2.3.4. The FMQ-8 Temperature and Dewpoint Sensor is located adjacent to, and near the center-point of runway 01/19. Backup for this sensor are the TMQ-34 (Meteorological Measuring Set), the MOS (Manual Observing Set), and the manual sling psychrometer, all used at ground level outside Bldg 501.

2.3.5. FMQ-13 Wind Measuring Set with elements located as follows:

2.3.5.1. Sensors and transmitters adjacent to the approach ends of runways 01 and 19.

2.3.5.2. Wind measurement readout locations:

2.3.5.2.1. Base Weather Station, Bldg 501: one FMQ-13 Digital Wind Display and one Recorder.

2.3.5.2.2. Air Traffic Control Tower, Bldg 500: two FMQ-13 Digital Wind Displays.

2.3.5.2.3. RAPCON, Bldg 136: three FMQ-13 Digital Wind Displays.

2.3.5.2.4. Command Post, Bldg 203: two FMQ-13 Digital Wind Displays.

2.3.5.3. Backup for these systems consists of a TMQ-34, a hand held anemometer used near ground level outside of Bldg 501, or a Tactical Wind Measuring Set (TMQ-36).

2.3.6. WSR-88 Doppler Weather Radar is located 18 miles south of Dover in the town of Ellendale, DE. A Principal User Processor workstation is located in the BWS. Limitations include:

2.3.6.1. Range of 124 Nautical Miles (NM) for most radar products and an effective range of about 60 NM for detection of tornadic activity.

2.3.7. Digital Barometer Altimeter Setting Indicator (DBASI) located in Bldg 501 provides accurate atmospheric pressure readings. The ML-102 Aneroid Barometer, TMQ-34, or Hand-Held Digital Barometer serve as a backup to the DBASI.

2.3.8. Lightning Detection System (LDS) is located in Bldg 501. The system receives lightning data for the CONUS via the National Lightning Detection Network (NLDN) satellite link.

**2.4. Observations.** Surface weather observations are recorded IAW AFMAN 15-111, Surface Aviation Observations, and the Flight Information Publication (FLIP). Observations are encoded using the World Meteorological Organization (WMO) Aviation Routine Weather Reports (METAR) and non-routine aviation weather reports (SPECI). The following are the types and contents of weather observations provided and the criteria requiring them:

2.4.1. Aviation Routine Weather Reports (METAR). METAR observations are taken hourly during the 15 minute period prior to each hour. The content, in the order reported on AMIS is:

2.4.1.1. Location, type of observation, and time (Zulu).

2.4.1.2. Wind direction in degrees magnetic and speed (including gusts) in knots.

2.4.1.3. Prevailing visibility in statute miles.

2.4.1.4. Runway Visual Range (RVR) in feet, if any.

2.4.1.5. Weather and or obstructions to vision, if any.

2.4.1.6. Sky condition and ceiling, if any, in hundreds of feet (AGL).

2.4.1.7. Temperature and dew point in degrees Fahrenheit.

2.4.1.8. Altimeter setting (in whole, tenths, and hundredths of inches of mercury).

2.4.1.9. Applicable observed weather advisory criteria and significant remarks.

2.4.1.10. Pressure altitude in feet.

2.4.1.11. Observation dissemination time and weather observer initials.

2.4.2. Special Observations (SPECI). Non-routine aviation weather reports consist of all elements contained in a METAR observation except for additive data remarks. SPECI observations are taken whenever any of the following occur:

2.4.2.1. Ceiling. The ceiling is observed to form below, decreases to less than, or if below, increases to equal or exceed:

2.4.2.1.1. 3,000 feet (AFMAN 15-111).

2.4.2.1.2. 1,500 feet (AFMAN 15-111).

2.4.2.1.3. 1,000 feet (AFMAN 15-111).

2.4.2.1.4. 700 feet (AFMAN 15-111).

2.4.2.1.5. 600 feet (*Department of Defense, Flight Information Publication, DoD FLIP*).

2.4.2.1.6. 500 feet (DoD FLIP and AFMAN 15-111).

2.4.2.1.7. 400 feet (DoD FLIP).

2.4.2.1.8. 200 feet (DoD FLIP).

2.4.2.2. Sky Condition. A layer of clouds or obscuring phenomenon aloft is observed below the highest published instrument landing minimum, including circling (600 feet), applicable to the airfield, and no layer aloft was reported below this height in the previous METAR or SPECI observation (AFMAN 15-111 and DoD FLIP).

2.4.2.3. Prevailing Visibility. Prevailing visibility decreases to less than, or if below, increases to equal or exceed:

2.4.2.3.1. 3 statute miles (AFMAN 15-111).

2.4.2.3.2. 2 statute miles (AFMAN 15-111 and DoD FLIP).

2.4.2.3.3. 1 1/2 statute miles (DoD FLIP).

2.4.2.3.4. 1 1/4 statute miles (DoD FLIP).

2.4.2.3.5. 1 statute mile (AFMAN 15-111).

2.4.2.3.6. 3/4 statute mile (DoD FLIP).

2.4.2.3.7. 1/2 statute mile (DoD FLIP).

2.4.2.4. Tower Visibility. A SPECI observation is taken upon receipt of control tower visibility when that visibility differs by one or more reportable values from the prevailing visibility and the tower controller's or weather observer's visibility is less than 4 statute miles (AFMAN 15-111).

2.4.2.5. Tornado, Funnel Cloud, or Waterspout (AFMAN 15-111).

2.4.2.5.1. Is observed.

2.4.2.5.2. Disappears from sight.

2.4.2.6. Thunderstorms. A SPECI observation is taken when a thunderstorm is within 5 NM (AFMAN 15-111).

2.4.2.6.1. Begins (a SPECI is not required to report the beginning of a new thunderstorm if one is currently reported in progress at the station).

2.4.2.6.2. Ends (15 minutes after the last occurrence of criteria for observing or reporting a thunderstorm).

2.4.2.7. Precipitation (AFMAN 15-111).

2.4.2.7.1. Begins or ends (any form).

2.4.2.7.2. Freezing precipitation begins, ends, or changes in intensity.

2.4.2.7.3. Ice pellets begin, end, or change in intensity.

2.4.2.7.4. Hail begins or ends.

**NOTE:** Except for freezing rain, freezing drizzle, hail, and ice pellets, a special observation is not required for changes in type (i.e., drizzle changes to snow grains) or the beginning or ending of one type when another type is in progress (i.e., snow changing to rain and snow).

2.4.2.8. Wind Shift. Wind direction changes by 45 degrees or more in less than 15 minutes and the sustained winds or gusts are 10 knots or more throughout the wind shift (AFMAN 15-111).

2.4.2.9. Squall. A sudden onset of strong winds in which the wind speed increases at least 16 knots and is sustained at 22 knots or more for at least one minute.

2.4.2.10. Miscellaneous.

2.4.2.10.1. Real-World Nuclear Accident. When notified of a real-world nuclear accident, the observer will take and disseminate (locally and longline) a SPECI observation consisting of elements normally included in a METAR observation.

2.4.2.10.2. Within 15 minutes of resumption of service, following a break in hourly service, if a METAR observation was not filed as scheduled during that 15-minute period, the observer will take and disseminate a SPECI observation.

2.4.2.10.3. Any other meteorological situation that, in the opinion of the observer, is critical to the safety of aircraft operations.

2.4.3. Single Element Special Observations. Single element SPECI observations will be taken only when a delay in reporting all elements of the SPECI would cause immediate threat to life or property e.g.: (TORNADO SW MOV NE).

2.4.4. Local Observations (L). LOCAL observations are primarily taken to report changes in conditions significant to local airfield operations but do not meet SPECI observation criteria. LOCAL observations are taken for:

2.4.4.1. Aircraft Mishap.

2.4.4.1.1. Taken immediately upon observation or notification at or near Dover AFB, unless there has been an intervening METAR or SPECI observation.

2.4.4.1.2. Consists of all elements normally included in a METAR observation.

2.4.4.1.3. Altimeter Local. This observation can be taken as a Single Element Local Observation at a frequency not to exceed 35 minutes when there has been a change of .01 inches (Hg) since the last locally disseminated value.

**NOTE:** Local observations are not required for in-flight emergencies; however, weather observers will intensify the weather watch during in-flight emergencies to ensure maximum support and most current information is available. If conditions are not representative of the official observation, the observer will record and disseminate a LOCAL observation.

#### 2.4.4.2. Runway Change.

2.4.4.2.1. Taken after notification of a change in the active runway. A 2-minute period of time is required for changed runway sensors to update before this observation is taken

2.4.4.2.2. Consists of all elements normally included in a METAR observation.

#### 2.4.4.3. Runway Visual Range (RVR).

2.4.4.3.1. This observation may be taken and disseminated as a single element LOCAL observation, or included with a METAR or SPECI observation. When RVR for the active runway decreases to less than, or if below, increases to equal or exceed:

2.4.4.3.1.1. 6,000 feet (AFMAN 15-111).

2.4.4.3.1.2. 5,000 feet (AFMAN 15-111).

2.4.4.3.1.3. 4,000 feet (DoD FLIP).

2.4.4.3.1.4. 2,400 feet (AFMAN 15-111).

2.4.4.3.1.5. 1,800 feet (DoD FLIP).

2.4.4.3.1.6. 1,600 feet (DoD FLIP).

2.4.4.3.1.7. 1,200 feet (DoD FLIP).

2.4.4.3.2. When visibility conditions for reporting RVR are first observed and when the conditions are observed to no longer exist.

2.4.4.3.3. Runway Visual Range is first determined as unavailable (RVRNO) for the runway in use and when it is first determined that the "RVRNO" report is no longer applicable, provided conditions for reporting RVR exist.

2.4.4.4. Miscellaneous. Any meteorological situation that, in the opinion of the observer, is operationally significant.

## Chapter 3

### WEATHER FORECASTING

**3.1. General.** Terminal Aerodrome Forecasts (TAFs) are routinely issued for Dover AFB.

**3.2. Limitations.** Forecasting for elements or locations not contained in this instruction is neither implied nor should it be inferred.

**3.3. Terminal Aerodrome Forecast (TAF).** 24-hour forecasts for Dover AFB are issued three times daily at 00Z, 08Z, and 16Z. Operationally significant forecast elements outside the aerodrome are referenced and related to geographical features whenever possible. The term vicinity (VC) may be used and normally refers to the area between 5 and 10 statute miles from the center of the runway. TAF's are disseminated via the AMIS.

3.3.1. Contents of the forecast will be in the following order, as presented on AWDS:

3.3.1.1. Heading - KDOV FCST.

3.3.1.2. Valid times for forecast (Zulu).

3.3.1.3. Text:

3.3.1.3.1. Wind direction in degrees magnetic and speed (including maximum gusts) in knots.

3.3.1.3.2. Prevailing visibility in statute miles with weather and obstructions to vision, if any.

3.3.1.3.3. Cloud heights (AGL) and coverage (e.g., few sky condition [FEW], scattered sky condition [SCT], broken sky condition [BKN], overcast sky condition [OVC], obscured sky condition [VV]).

3.3.1.3.4. Intensity, type, and levels of icing, not associated with thunderstorm activity, surface to 10,000ft MSL for CAT II aircraft.

3.3.1.3.5. Intensity and levels of turbulence, not associated with thunderstorm activity, surface to 10,000ft MSL for CAT II aircraft.

3.3.1.3.6. Lowest altimeter setting for the forecast period.

3.3.1.3.7. Remarks.

3.3.2. Specification Criteria. The forecast will specify the time of forecast occurrence to the nearest hour, the duration, and the intensity, where applicable, when one or more of the following weather elements is expected to occur within the valid period of the forecast: (AFMAN 15-124)

3.3.2.1. Ceiling or visibility decreases to less than, or if below, increases to equal or exceed:

3.3.2.1.1. Ceiling: 3,000, 1,500, 1,000, 200 feet.

3.3.2.1.2. Visibility: 3, 2, 1/2 statute miles.

3.3.2.2. A change in wind speed of 10 knots or more.

3.3.2.3. A change in wind direction of 30 degrees or more when the wind speed (including gusts) is expected to be greater than 15 knots.

3.3.2.4. Any precipitation.

3.3.2.5. Thunderstorms.

3.3.2.6. Dover AFB weather advisory criteria for surface winds  $\geq 25$  knots (see [Chapter 4](#)).

3.3.2.7. Any Dover AFB weather warning criteria (see [Chapter 4](#)).

3.3.2.8. Icing and/or turbulence and/or Low Level Wind Shear (LLWS) not associated with thunderstorms.

3.3.2.9. Any other meteorological condition which adequately describes expected weather.

3.3.3. Amendments. Changes to the forecast are disseminated locally in the same format and contents as the original forecast. The amended forecast is valid from the time it is issued through the end of the original forecast period. Forecasts are amended when specified criteria are expected to last 30 minutes or longer, and not correctly forecast by the next whole hour. An amended forecast will be issued when any of the following is not specified in the original forecast:

3.3.3.1. A ceiling and/or visibility out of category condition exists or is expected to occur:

3.3.3.1.1. Ceiling and/or visibility equal to or greater than 3,000 feet and/or 3 statute miles.

3.3.3.1.2. Ceiling and/or visibility equal to or greater than 1,000 feet and/or 2 statute miles, but less than 3,000 feet and/or 3 statute miles.

3.3.3.1.3. Ceiling and/or visibility equal to or greater than 200 feet and/or 1/2 statute mile, but less than 1,000 feet and/or 2 statute miles.

3.3.3.1.4. Ceiling and/or visibility less than 200 feet and/or 1/2 statute mile.

3.3.3.2. Surface winds are out of category or are expected to occur:

3.3.3.2.1. The forecast wind speed is in error by 10 knots or more, including gusts.

3.3.3.2.2. The wind direction is in error by 30 degrees or more when the wind speed (including gusts) are, or are expected to be, greater than 15 knots.

3.3.3.3. Precipitation when:

3.3.3.3.1. Unforecast freezing precipitation begins or ends.

3.3.3.3.2. The beginning or ending of precipitation causing a local weather warning or weather advisory to be issued, canceled, or amended.

3.3.3.3.3. The forecaster considers the occurrence or nonoccurrence of precipitation to be operationally significant.

3.3.3.4. The beginning or ending of turbulence or icing, not associated with thunderstorms, from surface to 10,000ft (MSL) which first meets, exceeds, or decreases below moderate or greater thresholds (for CAT II aircraft) and was not specified in the forecast.

3.3.3.5. LLWS (not associated with thunderstorms) occurs, or is expected to begin, and was not previously forecast. Is forecast but is not expected to occur during the forecast period.

3.3.3.6. When other weather warning criteria:

3.3.3.6.1. Occur, or are expected to occur, during the forecast period, but were not specified in the forecast.

3.3.3.6.2. Are specified in the forecast, but are no longer occurring or expected to occur during the forecast period.

3.3.3.7. The forecaster does not consider the forecast to be representative of existing or expected conditions.

**3.4. Weather Briefings.** The 436 OSS/OSW provides weather briefings to a number of customers on a scheduled and unscheduled basis. These briefings provide commanders and staff, operations, and aircrew personnel with valuable weather information for planning and decision making. Wing staff, Crisis Action Team (CAT), Battle staff, aircrew, pre-deployment, and seasonal flight safety briefings are provided routinely upon request.

3.4.1. Flight weather briefings will, whenever possible, be provided in person at the BWS. Briefings will be conducted IAW AMCPAM 15-1 and AFMAN 15-125. Special mission preflight briefings (i.e., higher headquarters directed) are normally provided as requested. One week advance notice should be given to the weather flight for special mission preflight briefings, when at all possible.

3.4.1.1. Written weather briefings will be prepared using DD Form 175-1, Flight Weather Briefing or AMC Form 181, AMC Mission Weather Briefing.

3.4.1.2. Aircrews may receive verbal briefings upon their request. Verbal weather briefings will be logged on AF Form 3125, General Purpose (Aircrew Briefing Log [436 OSS/OSW Overprint]).

**3.5. Pilot-to-Metro Service (PMSV).** The BWS operates a PMSV on the frequency of 342.5 MHz (UHF). It is the primary means of disseminating weather information to airborne aircraft. Base Operations and the Control Tower will be notified of any PMSV outage and the expected time of return to service. During outages of 1 hour or less, control tower personnel will monitor the PMSV frequency (if equipment limitations and workload permit).

### **3.6. Toxic Corridor Data:**

3.6.1. Upon notification by Base Operations, Command Post, or Disaster Control Group of any incident which involves a toxic spill, 436 OSS/OSW will provide weather input to the Command Post, Bioenvironmental Engineers, Disaster Control Group, or the On-scene commander upon request.

3.6.2. Significant changes in weather conditions, particularly wind direction and speed will be relayed to the Command Post, Bioenvironmental Engineers, Disaster Control Group, or the On-scene commander immediately.

## Chapter 4

### WEATHER WARNINGS, WEATHER WATCHES, AND WEATHER ADVISORIES

**4.1. General.** Certain weather conditions endanger property or life, pose a safety hazard, or adversely affect a supported agency's operations. The 436 OSS/OSW will monitor observations and forecasts for these conditions and advise support agencies when these conditions are observed or forecast. Weather warnings, watches, and advisories are the vehicles through which supported agencies are notified of these critical weather conditions.

**NOTE:** Except when Lightning watches and warnings are valid, only one warning, which may contain more than one warning criteria, will be in effect at any given time.

**4.2. Limitations.** Reports received from all 436 AW field personnel are considered unofficial weather observations.

#### 4.3. Weather Warnings:

4.3.1. Weather warnings are issued for a 5 NM radius from the center of the runway at Dover AFB. These products are issued whenever the following weather elements are expected at the Dover AFB:

4.3.1.1. Tornado: 15 minutes lead-time.

4.3.1.2. Severe Thunderstorm (surface wind  $\geq$  50 knots and/or hail  $\geq$  3/4 inch): 120 minutes lead-time.

4.3.1.3. Surface Wind  $\geq$  50 knots (not associated with thunderstorms): 120 minutes lead-time.

4.3.1.4. Surface Wind 35 - 49 knots (with or without thunderstorms): 60 minutes lead-time.

4.3.1.5. Freezing Precipitation: 60 minutes lead-time

4.3.1.6. Heavy Snow (2 inches or more in 12 hours): 1 hour lead-time.

4.3.1.7. Lightning within 5NM (will be preceded by a weather watch for lightning): As observed.

4.3.2. Warnings are numbered consecutively using 5 digits. The first 2 digits indicate the month and the last three digits indicate the warning sequence number.

4.3.3. A warning will not be issued if there is an unforecast event that has stopped and is not expected to recur.

4.3.4. Dissemination of warnings will be IAW [Attachment 2](#). Warnings are issued via AMIS with an urgent alert and followed by a hotline call to Command Post to ensure receipt.

#### 4.4. Weather Watches:

4.4.1. Weather watches are issued for a 5 nautical mile radius from the center of the runway at Dover AFB. These products are issued whenever atmospheric conditions are forecast to become favorable for the development of severe weather. If weather conditions do favor severe weather, or if severe weather is imminent, the watch will be upgraded to a warning. Weather watch criteria are as follows:

4.4.1.1. Tornado Watch. 240 minute lead-time

4.4.1.2. Severe Thunderstorm Watch (surface wind  $\geq$  50 knots and or hail  $\geq$  3/4 inch). 240 minute lead-time.

4.4.1.3. Winter Storm Watch (heavy snowfall  $\geq$  2" in 12 hours and/or any accumulation of freezing precipitation. 240 minute.

4.4.1.4. High Wind Watch (non-convective surface winds 50 knots or greater) 240 minute lead-time.

4.4.1.5. Lightning Watch (potential for lightning expected within 5NM). Minimum lead-time is 30 minutes.

4.4.2. Dissemination of weather watches will be IAW **Attachment 2**. Watches are issued via AMIS with an urgent alert and followed by a call to Command Post to ensure receipt. Watches are numbered in the same manner as warnings.

#### 4.5. Weather Advisories:

4.5.1. Weather advisories are issued whenever the following weather elements are expected at Dover AFB. As defined below, some advisories are forecast, and may require lead-time notification, while others are observed, meaning they are issued when conditions are observed to exist:

4.5.1.1. Surface Winds forecast 25 knots or greater, but less than 35 knots: 60 minute lead-time.

4.5.1.2. Equivalent Wind Chill Temperature of  $-25^{\circ}\text{F}$  or less: 60-minute lead-time.

4.5.1.3. Snowfall (any accumulation of more than a trace, but less than 2 inches): 30-minute lead-time.

4.5.1.4. Low Level Windshear (LLWS) below 2000 feet: As observed.

4.5.2. Dissemination of weather advisories will be IAW **Attachment 2**. Advisories are issued via AMIS with an urgent alert and followed by a call to Command Post to ensure receipt. Advisories are numbered in the same manner as watches and warnings.

**4.6. Hurricane Advisory Support.** Base Weather receives the National Hurricane Center tropical cyclone forecasts. These forecasts are issued as military and public advisories, which include information describing the initial and forecast locations, movement, intensity, and horizontal dimensions of significant winds. Forecasts, which could change Hurricane Conditions, will be relayed to Command Post and/or the 436 AW Crisis Action Team.

4.6.1. Summary of Hurricane Conditions (HURCON):

4.6.1.1. Condition IV: When a hurricane is within 750 NM of DAFB or 50-knot winds, including gusts, are within 72 hours of DAFB.

4.6.1.2. Condition III: When a hurricane is within 400 NM of DAFB or 50-knot winds, including gusts, are within 48 hours of DAFB.

4.6.1.3. Condition II: When a hurricane is within 200 NM of DAFB or 50-knot winds, including gusts, are within 24 hours of DAFB.

4.6.1.4. Condition I: When a hurricane is within 100 NM of DAFB or 50-knot winds, including gusts, are within 12 hours of DAFB.

4.6.1.5. Forecast hurricane conditions are for Dover AFB official use only and are not for release to the general public.

4.6.1.6. Hurricane conditions will be implemented IAW the 436 AW Disaster Preparedness OPlan 32-1.

## Chapter 5

### DISSEMINATION OF WEATHER INFORMATION

**5.1. General.** The 436 OSS/OSW will assist supported agencies in maintaining an efficient and effective means of disseminating weather support information. Procedures developed to this end must ensure weather personnel do not spend more time communicating than monitoring weather conditions. All units receiving weather support must be involved in a continuous program of evaluation and improvement of the weather dissemination system, including inter-unit dissemination. Weather dissemination procedures must ensure that those who need it receive the information.

#### **5.2. Advanced Meteorological Information System (AMIS):**

5.2.1. AMIS is the primary means of disseminating weather information on Dover AFB. AMIS terminals are located at:

- 5.2.1.1. 436 AW/CP Dover Command Post.
- 5.2.1.2. 436 OSS/OSAT Control Tower.
- 5.2.1.3. 436 OSS/OSAR RAPCON.
- 5.2.1.4. 436 OSS/OSAA Base Operations.
- 5.2.1.5. 512 AW/OSF
- 5.2.1.6. Flight Training Center.
- 5.2.1.7. 3 AS/DO.

5.2.2. The AMIS is used to disseminate the following information:

- 5.2.2.1. Weather observations.
- 5.2.2.2. TAFs and amendments.
- 5.2.2.3. Weather warnings, watches, and advisories.
- 5.2.2.4. Pilot reports (PIREPs).
- 5.2.2.5. Airfield advisory (AIRAD) to include Runway Condition Reading (RCR) and Runway Surface Condition (RSC).

5.2.3. The following applies to all AMIS transmissions:

- 5.2.3.1. All wind directions are in degrees magnetic.
- 5.2.3.2. Wind speeds are in knots.
- 5.2.3.3. All weather observation and TAF heights are AGL. PIREP heights are MSL. Other products, such as weather advisories, reference MSL and AGL as appropriate, but are normally in reference to MSL.
- 5.2.3.4. All distances are statute miles except observed lightning warnings, advisories, and PIREPs which use references to nautical miles.

5.2.3.5. All times are in Universal Time Coordinate (UTC, also known as ZULU) unless the time is appended with an L in which case it is local time.

5.2.4. Those units possessing an AMIS terminal must monitor their system for operational status. Each agency experiencing an outage of their AMIS terminal will report it to the BWS (ext. 4165) so back-up communication procedures may be initiated when required or necessary and maintenance actions can be taken.

5.2.5. The telephone will be used as a back up for the AMIS. When the telephone is used, a read back of disseminated weather information is required.

**5.3. Weather Warning, Watch, and Advisory Notification.** As prescribed in **Chapter 4**, weather warnings, watches, and advisories will be entered into the AMIS. Additionally, the BWS will notify the Flight Simulator, Base Pools, and Golf Course via dedicated phone lines. Dover AFB Command Post and Base Operations will further disseminate warnings, watches, and advisories they receive IAW **Attachment 2**. Advisories for snow accumulation and warnings for snow and/or freezing rain will be faxed to CE snow removal (6122) by the BWS.

## Chapter 6

### SPECIAL MISSION REQUIREMENTS

**6.1. General.** This chapter provides information to units at Dover AFB requiring unique support. Any special support requirements not covered here should be coordinated with 436 OSS/OSW.

**6.2. 436th Airlift Wing Command and Staff (436 AW).** The 436 OSS/OSW will provide weather briefings at scheduled 436 AW Senior Staff meetings or upon request. The 436 OSS/OSW will also respond to recalls as required by the 436 AW.

**6.3. 436th Operations Support Squadron Airfield Operations (436 OSS/OSA):**

6.3.1. The 436 OSS/OSW will provide initial weather operations orientation and limited weather observation certification to all new Air Traffic Controllers. Training will also be provided for certification of air traffic control personnel to take limited weather observations and to participate in the Cooperative Weather Watch Program, in accordance with AFI 13-203. The 436 OSS/OSW will coordinate all new procedures or changes to existing procedures through 436 OSS/OSA.

6.3.2. Base Operations will provide RCR and RSC for the runway.

**6.4. 436th Airlift Wing Safety Office (436 AW/SE).** The 436 OSS/OSW will provide meteorological data and/or personnel to assist in the investigation of ground or aircraft mishaps as required.

**6.5. 436th Communications Squadron (436 CS):**

6.5.1. The 436 OSS/OSW will notify Communications Maintenance Control (436 CS/SCMQ) of communications and support equipment outage, interruptions, and restorations. The duty observer will open and close all applicable job control numbers regarding meteorological and communications support equipment with 436 CS.

6.5.2. The 436 OSS/OSW will assist 436 CS/SCMQ with any mission impact reports and coordinate scheduled maintenance to minimize the impact on weather operations.

**6.6. 436th Services Squadron (436 SVS), 436th Civil Engineer Squadron (436 CES), 436th Logistics Group Maintenance Data (436 LG), 436th Contracting/Infrastructure Flight (436 CONS/LGCA).** The weather flight will provide these agencies with a summary of the previous month's weather information. This summary will include:

6.6.1. Daily and average monthly maximum and minimum temperatures.

6.6.2. Snowfall and snow depth.

6.6.3. Cooling degree-days and heating degree-days.

6.6.4. Daily peak wind direction and speed.

6.6.5. Total daily, monthly, and yearly precipitation.

6.6.6. Daily occurrence of thunderstorms.

6.6.7. Sky condition and weather types.

**6.7. 436th Civil Engineer Squadron Readiness Flight (436 CES/CEX).** Readiness Flight is the primary agency for calculating and monitoring effective downwind fallout data. The 436 OSS/OSW will assist the Readiness Flight by having the Effective Downwind Fallout message (message heading designator DFUS XX KWBC) available for pick up by the 436 CES/CEX staff. It is the responsibility of the Readiness Flight to pick up or arrange delivery of the required information. The 436 OSS/OSW will provide the initial downwind vector information during recall or Battle Staff formation. Readiness Flight will be responsible for any further monitoring and/or updating.

**6.8. Support of Transient Aircrews .** The 436 OSS/OSW will provide full meteorological support 24 hours a day/7 days a week to all military and military contract aircrews transitioning through Dover AFB.

## Chapter 7

### RECIPROCAL SUPPORT

**7.1. General.** The 436 OSS/OSW requires reciprocal support from various base agencies. The support requirements outlined herein are essential to 436 OSS/OSW providing timely and accurate weather support to Dover AFB and external customers.

**7.2. Command Post (436 AW/CP).** The 436 AW/CP will:

7.2.1. Notify 436 OSS/OSW with as much advance notice as possible of any wing events or incidents that may involve or require weather support i.e., CAT/Battle Staff activation or Base exercise.

7.2.2. Disseminate weather warnings, watches, and advisories to supported agencies as outlined in [Attachment 2](#).

7.2.3. Relay weather information concerning toxic substance spills to the appropriate agency as soon as available.

7.2.4. Immediately notify the 436 OSS/OSW of reported damage to government property resulting from weather phenomena.

**7.3. Airfield Operations (436 OSS/OSA):**

7.3.1. The 436 OSS/OSAA will:

7.3.1.1. Notify 436 OSS/OSW of:

7.3.1.1.1. Aircraft and ground emergencies, mishaps, and accidents promptly.

7.3.1.1.2. Runway changes and conditions (RSC/RCR).

7.3.1.2. Provide notice to 436 OSS/OSW of any toxic chemical spill (actual or exercise) to include location and any additional information as it becomes available.

7.3.1.3. Notify 436 OSS/OSW of all impending arrivals and/or diversions of distinguished visitors (DV).

7.3.1.4. Provide further dissemination of weather warnings, watches, and advisories IAW [Attachment 2](#).

7.3.1.5. Publish 436 OSS/OSW hours of operation and PMSV frequency in FLIPs and provide two copies of these pamphlets as well as two copies of the Air Almanac (as published) to the BWS.

7.3.1.6. Coordinate with 436 OSS/OSW in advance of the need to switch Bldg 501 from commercial electrical power to generator power and back again.

7.3.1.7. Ensure the 436 OSS/OSW is included in all notifications via the secondary crash net.

7.3.2. Air Traffic Control (436 OSS/OSAT). Weather support by the Control Tower will be accomplished as a secondary function, with respect to the primary function of Air Traffic Control. As a minimum the Control Tower will:

7.3.2.1. Solicit PIREPs when any of the following criteria exist:

- 7.3.2.1.1. Ceilings are at or below 5000 feet (AGL).
- 7.3.2.1.2. Visibility is at or below 5 statute miles.
- 7.3.2.1.3. Thunderstorms are in the vicinity.
- 7.3.2.1.4. Moderate or greater turbulence is observed or forecast.
- 7.3.2.1.5. Icing is observed or forecast.
- 7.3.2.1.6. Wind shear is observed or forecast.
- 7.3.2.1.7. Braking action advisories are in effect.
- 7.3.2.1.8. Relay all PIREPs with weather information to the duty forecaster or observer.
- 7.3.2.1.9. These requirements do not supersede FAA requirements specified in FAAO 7110.65L.
- 7.3.2.2. Relay to the duty observer all runway, wind sensor, and light setting changes.
- 7.3.2.3. Upon request by 436 OSS/OSW, perform a PMSV radio check.
- 7.3.2.4. Notify 436 OSS/OSW when wind equipment:
  - 7.3.2.4.1. Is inoperative.
  - 7.3.2.4.2. Readings differ from visual references, for example blowing dust on the airfield with wind equipment reading less than 15 knots.
- 7.3.2.5. Provide wind sensor change to the inactive end of the runway upon request of 436 OSS/OSW.
- 7.3.2.6. Monitor 436 OSS/OSW PMSV frequency 342.5 during PMSV outages in the BWS of one hour or less.
- 7.3.2.7. Provide Air Traffic Control indoctrination training to 436 OSS/OSW personnel upon request.
- 7.3.2.8. Participate in the Cooperative Weather Watch Program. This requires notification of 436 OSS/OSW duty observer when any of the following weather conditions occur and are not in the latest available observation:
  - 7.3.2.8.1. Precipitation starts or stops.
  - 7.3.2.8.2. Wind gusts of 25 knots or greater, when no gusts are forecast.
  - 7.3.2.8.3. Thunderstorms and/or lightning is initially observed.
  - 7.3.2.8.4. Low clouds or weather approaching from any direction.
  - 7.3.2.8.5. Sightings of funnel clouds, waterspouts, or tornadoes.
  - 7.3.2.8.6. Any weather phenomena that might be considered significant.
- 7.3.2.9. Provide tower visibility when control tower personnel observe the prevailing visibility decrease to less than 4 statute miles or increase to 4 statute miles or more. Report all changes when the prevailing visibility, at the usual point of observation, or at tower level, is less than 4 statute miles.

7.3.2.10. Coordinate limited weather observing training for Control Tower personnel with 436 OSS/OSW.

**7.4. Crewmembers of the 436/512 AWs.** The crewmembers of the 436/512 AWs will:

7.4.1. Provide pilot reports (PIREPs) of any significant or unexpected weather encountered in flight, via PMSV, Air Traffic Control, or debrief to 436 OSS/OSW.

7.4.2. Coordinate and provide time for weather presentations during flying safety meeting.

**7.5. Current Operations (436 OSS/OSO).** The 436 OSS/OSO will provide 436 OSS/OSW with a copy of daily mission schedules, updates, and notification of any special support required.

**7.6. 436th Communications Squadron (436 CS).** The 436 CS will:

7.6.1. Provide a 24-hour control center for equipment outage reporting and tracking. The control center requires the following information from the caller to establish a workorder:

7.6.1.1. Caller's Name and Rank

7.6.1.2. Caller's Location

7.6.1.3. Caller's Phone Number

7.6.1.4. Equipment/System Name

7.6.1.5. Problem

7.6.2. Assign a tracking number and provide it to the caller.

7.6.3. Immediately attempt to notify the appropriate maintenance personnel and pass them the information.

7.6.4. Respond to the caller by telephone or in-person within 30 minutes.

7.6.5. Prioritize restoration of weather equipment according to customer request and available resources.

7.6.6. Call 436 OSS/OSW every (normal duty day) morning to verify outages and relay status of open work orders.

7.6.7. Provide 436 OSS/OSW access to weather equipment sensors.

7.6.8. Provide 436 OSS/OSW access to weather equipment technical orders.

7.6.9. Coordinate with 436 OSS/OSW to schedule Preventative Maintenance Inspections (PMIs) on weather equipment. Depending on the weather scenario, the 436 OSS/OSW reserves the prerogative to delay or deny access to weather equipment.

7.6.10. Coordinate all mission impacts for inoperable equipment with the 436 OSS/OSW.

7.6.11. Inform the 436 OSS/OSW of any changes in weather equipment status.

**7.7. 436th Airlift Wing Public Affairs Office (436 AW/PA).** The 436 AW/PA will:

7.7.1. Act as a liaison office between the weather station and all non-military agencies and/or individuals.

7.7.2. Receive, process, and forward all valid requests for weather data (records, forecasts, climatology, etc.) from non-military sources to the 436 CS/SCSD office for processing under the Freedom of Information Act (FOIA).

7.7.3. Coordinate all requests for weather station tours, and our off-base weather presentations for non-military activities with the 436 OSS/OSW.

SCOTT E. WUESTOFF, Colonel, USAF  
Commander

**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFI 10-229, *Responding to Severe Weather Events*  
AFI 13-203, *Air Traffic Control*  
AFI 13-213, *Airfield Management*  
AFPD 15-1, *Atmosphere and Space Environmental Support*  
AFI 15-114, *Weather Support Evaluation*  
AFI 15-118, *Requesting Specialized Weather Support*  
DOD FLIP, *Department of Defense, Flight Information Publication*  
AFMAN 15-111, *Surface Aviation Observations (SAO), US Code*  
AFMAN 15-124, *Meteorological Codes*  
AFMAN 15-129, *Weather Station Operations*  
AMCI 15-101, *AMC Weather Operations*  
436 AW *Basic Unit Supplement (BUS) and Quick Reaction Checklists (QRCs)*  
DAFB OPLAN 3822-97, *Disaster Preparedness Peacetime Operations Plan*

***Abbreviations and Acronyms***

**AFI**—Air Force Instruction  
**AFPD**—Air Force Policy Directive  
**AFTOX**—Air Force Toxic Chemical Dispersion Model  
**AFWA**—Air Force Weather Agency (Offutt AFB NE)  
**AGL**—Above Ground Level  
**AMIS**—Advanced Meteorological Information System  
**BKN**—Broken Sky Condition  
**Bldg**—Building  
**BWS**—Base Weather Station  
**C**—Degrees Celsius  
**DV**—Distinguished Visitor  
**F**—Degrees Fahrenheit  
**FA**—Functional Area  
**FAA**—Federal Aviation Administration

**FCST**—Forecast

**FEW**—Few Sky Condition

**FLIP**—Flight Information Publication

**FROPA**—Frontal Passage

**Hg**—Atomic Symbol for Mercury

**L**—Local

**LDS**—Lightning Detection System

**LWDS**—Local Weather Data Set

**LLWS**—Low Level Wind Shear

**Dover AFB**—Dover Air Force Base

**Dover AFBI**—Dover Air Force Base Instruction

**METAR**—Surface Observation (Meteorological Aviation Routine Report)

**MHz**—Mega Hertz (unit for the measurement of frequency)

**MSL**—Mean Sea Level (height above the average sea level)

**NEXRAD**—Next Generation Weather Radar. (The NEXRAD is now termed the WSR-88D)

**NM**—Nautical Mile. (Unit for measuring distance)

**NOTAMS**—Notice to Airman

**NWS**—National Weather Service (Department of Commerce)

**ORI**—Operational Readiness Inspection

**OVC**—Overcast Sky Condition

**PIREP**—Pilot Report

**PMSV**—Pilot-to-Metro Service

**RCR**—Runway Conditions Reading

**RSC**—Runway Surface Conditions Reading

**RVR**—Runway Visual Range

**RVRNO**—Runway Visual Range No Report

**SCT**—Scattered Sky Condition

**SPECI**—METAR Special Observation

**TAF**—Terminal Aerodrome Forecast

**TEMPO**—Temporary Conditions

**THREATCON**—Threat Condition

**UTC**—Universal Time Coordinate

VC—Vicinity

VV—Obscured Sky Condition

> Greater than

< Less than (below)

< Less than or equal to

> Greater than or equal to

### *Terms*

**Basic Weather Watch**—a program designed to provide official weather observations for Dover AFB. A certified weather observer takes and disseminates these observations. Under this program the observer has other duties to perform in a prioritized listing. Therefore, the observer cannot continuously monitor weather conditions, but checks at intervals not to exceed 20 minutes since the last observation. As a minimum, the weather observer is required to take and transmit a new weather observation hourly.

**Ceiling**—the height of the lowest broken or overcast layer aloft which is predominantly opaque.

**Celsius**—a metric unit used to measure temperature.

**Cooperative Weather Watch**—a program in which Air Traffic Control (ATC) personnel assist in the basic weather watch by alerting weather personnel to changing weather conditions.

**Desired Lead-time** —the amount of advance notice a supported agency needs to react to an advisory or warning (within the limits of state-of-the-art forecast capabilities).

**Fahrenheit**—an English Standard unit to measure temperature.

**Local Observation**—observation taken to report changes in conditions significant to local airfield operations, but does not meet special observation criteria. Local observations are not transmitted into the Automated Weather Network for use by other meteorological offices.

**Pilot-to-Metro Service (PMSV)**—a two-way radio service used for exchange of weather information between the Base Weather Station (BWS) and aircraft.

**Prevailing Visibility**—the greatest distance that can be seen throughout at least half of the horizon circle (360-degree circle based at the horizon).

**Severe Thunderstorm**—a thunderstorm with winds 50 knots or greater and/or hail equal to or greater than 3/4 inch.

**Terminal**—the area within a 5 nautical mile radius of the center of the runway.

**Vicinity**—the area between 5 and 10 statute miles from the center of the runway.

**Weather Advisory**—a special notice provided to a supported agency when an established weather condition that could affect its operation is occurring or is expected to occur.

**Weather Warning**—a special notice provided to a supported agency when an established weather condition of such intensity as to pose a hazard to property or life is occurring or is expected to occur. A weather warning is issued for situations that require the supported agency to take protective action.

**Weather Watch**—a weather watch is a special notice provided to customers to alert them that

atmospheric conditions are favorable for tornadoes, severe thunderstorms, or winter storm conditions. A warning will follow a watch when and if severe weather activity appears imminent.

**ZULU**—a system of time, also known as Greenwich Mean Time or Universal Time Coordinate. This is the time measured on the prime meridian (0° longitude) in Greenwich, England

Attachment 2

DOVER AFB WEATHER WARNING, WATCH, ADVISORY NOTIFICATION SYSTEM

436 OSS/OSW issues via AMIS \*  
then notifies the following agencies:

Telephones:

**Command Post**

who notifies \_\_\_\_\_ Base Operations

I who notifies:

- |                            |                    |
|----------------------------|--------------------|
| 436AW/CC or CONTROL CTR    | I                  |
| 436 OG/CC or CONTROL CTR   | 3AS                |
| 436 LG/CC or CONTROL CTR   | 9AS                |
| 436 SPTG/CC or CONTROL CTR | 436 APS/TRO (ATOF) |
| 436 MG/CC or CONTROL CTR   |                    |

BASE OPERATOR

LOGISTICS FUELS BRANCH

HOSPITAL MINOR PROCEDURES UNIT (MPU)

SPECIAL HANDLING (APS)

(Duty Forecaster notifies Base Pools, Golf Course, and Flight Simulator for Lightning within 5NM)

**MAINTENANCE**

ARCHER 2

BLUE 3

RED 3

EXCEL 3

ARCHER 10

TRANSIENT ALERT

PMEL

**512 AW**

SOCC

DCC

LG

\*Agencies notified by AMIS include those stated in para **5.2.1.**