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Weather

WEATHER SUPPORT PROCEDURES



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This instruction establishes responsibilities and weather support procedures pertaining to the 92d Air Refueling Wing, and tenant units at Fairchild Air Force Base. It provides general information for weather services, including weather observations and forecasts, weather warnings, watches, and advisories, dissemination of information, and reciprocal support.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

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## Chapter 1

### GENERAL INFORMATION

**1.1. General.** The Base Weather Station (BWS), 92d Operations Support Squadron Weather Flight (92 OSS/OSW) provides weather support to the 92 ARW assigned to Fairchild AFB. This instruction establishes weather support requirements and procedures outlined in Air Force and Air Mobility Command directives and have been coordinated at the local level to meet mission needs.

**1.2. Concept of Operations:**

1.2.1. The 92 OSS/OSW will provide weather information to all supported agencies for the purposes of operational and planning decisions and for the protection of base resources. The 92 OSS/OSW tailors this information, when possible, to the specific needs of supported agencies. Forecasting and observing services are normally provided 24 hours a day, 7 days a week. Limited duty may become necessary during manning shortages and holidays and will be coordinated through the 92 OG/CC. Weather services are normally provided for military; or military related operational use only.

1.2.2. Since there are usually only two weather technicians on duty at the BWS, the following list of priorities will be followed. The shift supervisor will use judgment in complying with these priorities, especially where there is imminent danger to life and/or property.

1.2.2.1. Emergency War Orders (EWO) Tasks.

1.2.2.2. Aircraft and Ground Emergency Tasks.

1.2.2.3. Take and Disseminate Surface Observations Locally.

1.2.2.4. Answer Pilot-to-Metro (PMSV) Radio and Giant Talk Telephone Calls.

1.2.2.5. Disseminate Terminal and Area Weather Warnings or Weather Advisories Locally.

1.2.2.6. Disseminate PIREPS locally.

1.2.2.7. Transmit surface observations, and PIREPS.

1.2.2.8. Issue mission control forecasts.

1.2.2.9. Prepare and issue terminal forecasts.

1.2.2.10. Provide flight weather briefings.

1.2.2.11. Provide other briefings.

1.2.2.12. Other duties.

1.2.3. NOTE: Locally disseminate: Provide weather observations, forecasts, watches/warnings, advisories, and warnings to base operations and agencies possessing Automated Weather Distribution System (AWDS) Functional Areas (FA). Due to limited manning and the time-critical nature of this information, the BWS expects agencies with AWDS FAs, AWDS Product Viewer, and the Weather Web Page to use them to their fullest potential prior to contacting the BWS for weather data. Agencies without AWDS FAs who have a valid and regular need for weather data available on the FA should contact the BWS for assistance in acquiring an FA or getting placed on existing notification trees.

### 1.3. Operational Support Requirements:

#### 1.3.1. Supported agencies will:

1.3.1.1. Establish and coordinate all weather support requirements and procedures with 92 OSS/OSW.

1.3.1.2. Notify 92 OSS/OSW of any changes in weather support requirements.

1.3.1.3. Use AWDS FA and AWDS Product Viewer, to the greatest extent possible as a source of weather data. Data provided for Fairchild AFB includes PIREPS, 24 hour forecasts, current observation, weather advisory, watch, and warning information, and observations and forecasts for 5 alternate recovery bases (Alternate bases can be changed to meet any special requirement. Coordinate directly with 92 OSS/OSW for changes to alternate base choices). NOTE: Due to heavy workload requirements, weather personnel will try to refer callers to their AWDS FA and AWDS Product Viewer terminal for the data listed above, unless the caller doesn't have an AWDS FA terminal, their terminal is inoperative, or the requester does not have adequate experience with the FA terminal meteorological codes to understand the data.

1.3.1.4. Coordinate with 92 OSS/OSW for weather training that may be required, including how to utilize an AWDS FA terminal or AWDS Product Viewer.

#### 1.3.2. Unit Commanders will:

1.3.2.1. Ensure squadron personnel are trained on the use of the AWDS FA and AWDS Product Viewer terminal. This terminal is the primary source of forecasts (winds, hazards, etc.), observations, weather advisories and warnings (see paragraph 1.3.1.).

1.3.2.2. Ensure squadron personnel are kept informed, if necessary, of critical weather elements affecting their operations. This is accomplished by dissemination of weather information received from the organization's AWDS FA terminal.

1.3.2.3. Ensure procedures are established within their organization to adequately respond to disseminated weather information.

1.3.2.4. Provide 92 OSS/OSW with any requests regarding changes or additions to the support requirements in this instruction. 92 OSS/OSW will review this instruction at least annually.

### 1.4. Terms Explained:

1.4.1. Basic Weather Watch - A program designed to provide official weather observations for Fairchild AFB. A certified weather observer takes, records, and disseminates these observations. As a minimum, the weather observer is required to check current weather conditions every 20 minutes and take and transmit a new weather observation at least hourly (AFMAN 15-111, Surface Weather Observations).

1.4.2. 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 (see [Chapter 7](#)).

1.4.3. Terminal - The area within a 5 nautical mile radius of the center of the runway complex.

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

- 1.4.5. Local Observation - An observation taken to report changes in conditions significant to local airfield operations, but does not meet special observation criteria.
- 1.4.6. Pilot-to-Metro Service (PMSV) - A two-way radio service used for exchange of weather information between the Base Weather Station (BWS) and aircraft.
- 1.4.7. AGL - Above ground level.
- 1.4.8. MSL - Mean sea level (height above the average sea level).
- 1.4.9. < - Less than (below).
- 1.4.10.  $\leq$  - Less than or equal to.
- 1.4.11.  $\geq$  - Greater than or equal to.
- 1.4.12. > - Greater than.
- 1.4.13. NEXRAD/WSR - 88D, DOPPLER - Weather Radar.
- 1.4.14. PIREP - Pilot Report.
- 1.4.15. Ceiling - The height of the lowest broken or overcast layer aloft which is predominantly opaque.
- 1.4.16. AFWA (Air Force Weather Agency)
- 1.4.17. NWS - National Weather Service, Department of Commerce.
- 1.4.18. BWS - Base Weather Station.
- 1.4.19. AWDS - Automated Weather Distribution System.
- 1.4.20. RCR - Runway Condition Reading.
- 1.4.21. FA - Functional Area.
- 1.4.22. RSC - Runway Surface Condition.
- 1.4.23. METAR - Scheduled hourly Aviation Routine Weather Report.
- 1.4.24. SPECI - Unscheduled Aviation Weather Report when certain criteria has been met (Special).
- 1.4.25. RVR - Runway Visual Range

## Chapter 2

### WEATHER OBSERVING

**2.1. General.** Weather observers take official weather observations hourly and when certain special and local criteria are met (see paragraph 2.4.). The official point of observation for Fairchild AFB is located on the runway side of Bldg 1.

**2.2. Limitations:**

2.2.1. Observers function under the Basic Weather Watch concept. Due to other essential duties, the observer cannot monitor the weather on a continuous basis. The observer checks conditions at least every 20 minutes and takes observations as warranted using criteria in this chapter.

2.2.2. An unobstructed view exists of the runway and its approaches; however, buildings in the west through north through northeast quadrants restrict visibility in these directions. These limitations are partially compensated for by the Cooperative Weather Watch program requiring tower personnel to alert the observer to changing conditions as described in the [Chapter 7](#).

**2.3. Meteorological Equipment Locations and Limitations.** Readouts for all meteorological sensors are in Bldg 1 in the forecasting and observing area. Listed below are locations in which the sensors are located.

2.3.1. GMQ-32, Transmissometer Sensors are located:

2.3.1.1. Off the east side of the 05 end of the runway, along perimeter road.

2.3.1.2. Off the east side of the 23 end of the runway, north of taxiway K.

2.3.2. The FMQ-8, Temperature and Dew point Sensor is located just NE of taxiway C, in the open field between the runway and parallel taxiway P. The backup for this sensor is a manual sling psychrometer used at ground level outside Bldg 1.

2.3.3. FMQ -13, Surface Wind Measuring Set with elements located as follows:

2.3.3.1. FMQ-13, 110 ft Wind Measuring Set. Sensor is located on the top of the Tower. There is no suitable backup for the 110-ft winds.

2.3.3.2. Off the east side of the 05 end of the runway, along perimeter road.

2.3.3.3. Off the east side of the 23 end of the runway, north of taxiway K.

2.3.3.4. Instantaneous digital speed and direction readouts are located:

2.3.3.4.1. Base Weather Station: Two FMQ-13 readout with one printer. Switchable between active and inactive ends of the runway (RWY 23 and 05) and 110 ft above ground.

2.3.3.4.2. Air Traffic Control Tower: Two FMQ-13 readouts. (RWY 23 and 05) one is designated the Backup (takes control in the event of the Internal Master Failure).

2.3.3.5. Backup for these systems consist of a hand held anemometer used near ground level outside of Bldg 1.

2.3.4. GMQ-34, Laser Beam Ceilometer measures cloud base heights accurately up to 12,000 feet. Sensors are located in line with the end of runway 05 and 23. To measure a cloud base, the cloud must be directly over the projector.

2.3.5. WSR-88D, Doppler Weather Radar. Antenna is located approximately 5 statute miles north of Fairchild on Rambo Road. Operated by the National Weather Service. A Principle User

Processor (PUP) terminal is located in the BWS. Limitations to the WSR-88D includes:

2.3.5.1. Due to the relative closeness of the antenna to Fairchild and the low elevation angles the antenna operates on, height and intensity measurements of weather echoes can become suspect. This can cause underestimations of intensities of echoes passing over Fairchild AFB and within 10 nautical miles of the antenna.

2.3.5.2. Accurate measurements of intensities and echo tops are limited to those within 120 nautical miles of Fairchild AFB.

2.3.5.3. Since the National Weather Service operates the antenna, BWS personnel must coordinate with them to change any system settings or scan patterns. This could result in a delay of considerable time in requesting specific products.

2.3.5.4. There is no operationally suitable backup for the WSR-88D radar.

2.3.6. Lightning Detection System readout is located in the base weather station. A computer terminal provides near real-time readouts of lightning strikes in the local area or nationwide. There is no suitable backup for the Lightning Detection System.

**2.4. Observations.** The following are the types and content of weather observations provided and the criteria requiring them.

2.4.1. Record (METAR) Observations. Record observations are taken hourly during the 15 minute period prior to each hour. The content, in the order reported is:

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

2.4.1.2. Wind direction (magnetic) and speed (including gusts and squalls). Direction encoded in three digits, speed encoded in up to three digits (i.e. 100 knots), and gusts/squalls reported in up to three digits.

2.4.1.2.1. Wind direction may be considered variable if, during the 2-minute evaluation period, the wind speed is 6 knots or less and the direction is variable. For example, "VRB05KT" for variable winds at 5 knots.

2.4.1.3. Wind direction variability if wind speed is greater than 6 knots and wind direction varies by more than 60 degrees in the preceding two minutes. Will be encoded in a clockwise direction with the extremes of variability (I.E. Winds varying from 090 degrees to 210 degrees is encoded as 090V210).

2.4.1.4. Prevailing visibility in statute miles.

2.4.1.5. Runway visual range (if required) in hundreds of feet.

2.4.1.6. Weather and/or obstructions to vision (if any).

2.4.1.7. Sky condition (FEW, SCT, BKN, OVC) and cloud heights in hundreds of feet (AGL).

2.4.1.8. Temperature and dew point (degrees C).

2.4.1.9. Altimeter setting in inches, tenths, and hundredths (Hg).

2.4.1.10. Significant remarks which may affect flight safety. Also RCR and braking action, as applicable.

2.4.1.11. Pressure altitude in feet.

2.4.2. Special (SPECI) Observations. Special observations consist of winds, visibility, runway visual range (if applicable), weather, sky condition, altimeter setting, remarks, RCR, and pressure altitude. Special observations are taken whenever any of the following occur:

2.4.2.1. Ceiling. The ceiling 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. 800 feet (Department of Defense, Flight Information Publication (DOD FLIPS)).

2.4.2.1.5. 700 feet (AFMAN 15-111).

2.4.2.1.6. 600 feet (DOD FLIPS).

2.4.2.1.7. 500 feet (DOD FLIPS).

2.4.2.1.8. 400 feet (DOD FLIPS).

2.4.2.1.9. 300 feet (DOD FLIPS).

2.4.2.1.10. 200 feet (DOD FLIPS).

2.4.2.2. Sky Condition. A layer of clouds or obscuring phenomenon aloft is present below 800 feet, and was not reported in a preceding METAR or SPECI observation (AFMAN 15-111).

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 miles (AFMAN 15-111).

2.4.2.3.2. 2 3/4 miles (DOD FLIPS).

2.4.2.3.3. 2 1/2 miles (DOD FLIPS)

2.4.2.3.4. 2 1/4 miles (DOD FLIPS).

2.4.2.3.5. 2 miles (AFMAN 15-111, DOD FLIPS).

2.4.2.3.6. 1 3/4 miles (DOD FLIPS)

2.4.2.3.7. 1 1/2 miles (DOD FLIPS, AFMAN 15-111).

2.4.2.3.8. 1 1/4 miles (DOD FLIPS).

2.4.2.3.9. 1 mile (AFMAN 15-111).

2.4.2.3.10. 3/4 mile (DOD FLIPS).

2.4.2.3.11. 1/2 mile (DOD FLIPS).

2.4.2.4. Tower Visibility: Upon receipt of a reportable tower visibility value, when either tower's or weather's visibility is less than 4 miles and they differ by a reportable SPECI criteria value listed in paragraph 2.4.2.3. Tower visibility will be reported in the remarks section of the SPECI with weather's visibility reported in the body of the observation. However, the lower of tower and weather's visibility is the official "airfield" visibility.

2.4.2.5. Tornado or Funnel Cloud: (This is flagged as an Urgent Special Observation.) (AFMAN 15-111).

2.4.2.5.1. Is observed.

2.4.2.5.2. Disappears from sight.

2.4.2.6. Thunderstorms. For reporting purposes, a thunderstorm is considered to have begun and to be occurring at Fairchild AFB when the observer first hears thunder. It may also be considered as occurring when hail is falling or lightning is observed in the immediate vicinity (5 statute miles) of the airfield, and the local noise level is such the resulting thunder cannot be heard. A SPECI observation is taken when a thunderstorm: (AFMAN 15-111)

2.4.2.6.1. Begins.

2.4.2.6.2. Ends (15 minutes after the last occurrence of the above criteria for starting a thunderstorm).

2.4.2.6.3. Precipitation: (AFMAN 15-111)

2.4.2.6.3.1. Begins or ends (any form).

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

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

2.4.2.6.3.4. Hail begins or ends. NOTE: Except for freezing rain, freezing drizzle, hail, or 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).

2.4.2.7. RVR decreases to less than or increases to equal or exceed 2400ft.

2.4.2.8. Wind Squalls or Wind Shifts: (AFMAN 15-111)

2.4.2.8.1. Wind Squalls: When a strong wind characterized by a sudden onset in which the wind speed increases at least 16 knots and is sustained at least 22 knots for at least one minute.

2.4.2.8.2. Wind Shift. Any wind direction change of 45 degrees or more in less than 15 minutes with sustained winds (or gusts) of 10 knots or more throughout the wind shift.

2.4.2.9. Runway Conditions: Upon receipt, transmit runway condition reports as a full element SPECI, or append to a SPECI or METAR observation being taken at the time of notification. Miscellaneous (AFMAN 15-111)

2.4.2.10. Real-World Nuclear Accident. When notified of a real-world nuclear accident, the observer will take and disseminate (locally and longline) a full element SPECI with the remark "AEROB" as the last remark of the observation.

2.4.2.11. Volcanic Ash. Is first observed.

2.4.2.11.1. Within 15 minutes of resumption of service, following a break in hourly service if a record observation was not filed as scheduled during that 15-minute period.

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

2.4.3. Single Element SPECI Observations. Single Element SPECI contain only one element and are not authorized to be taken except for: (AFMAN 15-111)

2.4.3.1. Tornadic Activity.

2.4.3.2. For a meteorological condition that when reporting all elements in a SPECI would cause an immediate threat to life or property.

2.4.4. Local (LOCAL) Observations. Local observations are primarily taken to report changes in conditions significant only to local airfield operations that do not meet special observation criteria. If local criteria are observed during the taking of a record or special observation, they are included as part of that observation. Local observations are taken for: (AFMAN 15-111)

2.4.4.1. Alert aircraft and disseminated as an "ALERT WEATHER OBS".

2.4.4.1.1. Elements included in the observation will include wind speed and direction, temperature (C) pressure altitude and altimeter setting.

2.4.4.2. Aircraft Mishap:

2.4.4.2.1. Immediately upon notification or sighting of an aircraft mishap at or near Fairchild AFB, unless there has been an intervening record observation.

2.4.4.2.2. Consists of all elements normally included in a locally disseminated record observation.

2.4.4.3. Runway Change:

2.4.4.3.1. Taken after notification of a change in the active runway.

2.4.4.3.2. Consists of all elements normally in a locally disseminated observation. NOTE: A two-minute period of time is required for changed runway sensors to update before this observation is taken.

2.4.4.4. Runway Visual Range (RVR): RVR locals will include all elements included in a locally disseminated record observation.

2.4.4.4.1. When RVR for the active runway approach end decreases to less than, or if below, increases to equal or exceed:

2.4.4.4.1.1. 6,000 feet (AFMAN 15-111).

2.4.4.4.1.2. 5,000 feet (AFMAN 15-111).

2.4.4.4.1.3. 4,000 feet (DOD FLIPS)

2.4.4.4.1.4. 1,600 feet. (DOD FLIPS)

2.4.4.4.2. When RVR is first determined to be unavailable Runway Visual Range Not Operating (RVRNO) for the runway in use, and when is first determined that the "NO" report is no longer applicable, provided conditions for reporting RVR exist.

2.4.4.4.3. Disseminated as a single element local unless it is appended to another required observation.

2.4.4.5. Half-Hourly Altimeter Local. This observation will be taken at a frequency not to exceed 35 minutes since last disseminated altimeter setting. Disseminated as a single element local.

2.4.4.6. Prevailing Visibility. When prevailing visibility decreases to less than, or if below, increases to equal or exceed 1/8 mile (AFI 31-101).

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

## 2.5. Alternate Observation Site:

2.5.1. In the event evacuation of the primary observation site (Bldg 1) becomes necessary, an alternate forecast and observation site will be established. When possible, the alternate site will be established in the Life Support Building. The site is located across from the 92 OSS building. Building 2065 will then become the official point of observation. All values of reported elements will be estimated from this location due to the unavailability of weather sensors and limited equipment on hand. At the alternate observation site, the sole duty of the observer will be taking and transmitting weather observations. Weather observation dissemination from the alternate site is outlined in paragraph 5.4.

2.5.2. In the event that building 2065 is unusable, the alternate observation site may be established at any other suitable location. Minimum desired requirements for the alternate site are availability of power (2/110V outlets), telephone line, easy access to the outside, and a view of the flightline area. Currently the secondary site is the tower.

## Chapter 3

### WEATHER FORECASTING

**3.1. General.** The 92 OSS/OSW routinely issues terminal forecasts for Fairchild AFB.

**3.2. Limitations.** The 92 OSS/OSW will provide forecasting support as required by this instruction and other governing directives. Supported agencies must be aware of the limitations imposed by the state-of-the-art in current meteorological techniques.

**3.3. Terminal Aerodrome Forecast (TAF).** The 92 OSS/OSW issues 24 hour forecasts for Fairchild AFB, four times daily. Operationally significant forecast elements outside this area are related to geographical features whenever possible. The term vicinity (VC) may be used and normally refers to the area between 5 and 10 nautical miles from the aerodrome complex center. The forecaster will disseminate the TAF locally via the AWDS.

3.3.1. Contents of the forecast will be in the following order:

3.3.1.1. Heading - KSKA FCST

3.3.1.2. Valid times for forecast.

3.3.1.3. Text:

3.3.1.3.1. Coverage and cloud heights (AGL) (e.g., FEW, SCT, BKN, OVC).

3.3.1.3.2. Prevailing visibility and weather, and obstructions to vision (if any).

3.3.1.3.3. Wind direction (magnetic) and speed (knots).

3.3.1.3.4. Lowest altimeter settings.

3.3.1.3.5. Intensity, type, levels (AGL), of aircraft icing.

3.3.1.3.6. Intensity, levels (AGL), of turbulence.

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 intensity, where applicable, when one or more of the following weather elements is expected to occur within the valid period of the forecast:

3.3.2.1. An increase in ceiling or visibility to a condition equal to or higher than or a decrease to a condition lower than:

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

3.3.2.1.2. Visibility: 3; 2; 1/2 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 predominant wind speed or gusts, after the change is expected to be greater than 15 knots.

3.3.2.4. Any precipitation.

3.3.2.5. Any FAFB terminal weather advisory criteria (see [Chapter 4](#)).

- 3.3.2.6. Any FAFB terminal weather warning criteria (see **Chapter 4**).
- 3.3.2.7. Any icing and/or turbulence under 10,000 ft MSL for Category II aircraft.
- 3.3.2.8. Low level wind shear (WS) not associated with thunderstorms.
- 3.3.2.9. Thunderstorm beginning and ending.
- 3.3.2.10. 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's issued through the end of the forecast period. Provided the conditions are expected to last 30 minutes or longer, 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 miles.

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

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

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

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

3.3.3.2.1. The wind direction is in error by 30 degrees or more when the predominant wind speed or gusts is, or is expected to be greater than 15 knots.

3.3.3.3. An unforecast occurrence results in a Fairchild AFB forecast weather warning or advisory being issued, extended, or canceled.

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

3.3.3.5. Adding not previously mentioned, or deleting light or greater icing below 10,000 feet MSL not associated with thunderstorms.

3.3.3.6. Adding or deleting moderate or greater turbulence below 10,000 feet MSL not associated with thunderstorms.

3.3.3.7. Beginning or ending of precipitation generates or cancels a weather warning or advisory or is considered to be operationally significant by the duty forecaster.

3.3.3.8. Temporary (TEMPO) groups. Will be amended any time they become predominant or do not occur within the first hour specified in the TEMPO group.

#### **3.4. Flight Weather Packages:**

3.4.1. Flight weather packages will be provided to aircrews IAW AMCP 15-1 and AFMAN 15-125, Weather Station Operations.

3.4.2. Alert weather packages will be provided to alert crews twice daily as coordinated with the 92 ARW/XP when on alert status. The alert package will include the following:

- 3.4.2.1. Alert Weather Cover Sheet (92 OSS/OSW Overprint).
- 3.4.2.2. 18 or 36 Hr 300MB progs.
- 3.4.2.3. 24 or 36 Hr contrails progs.
- 3.4.2.4. 24 or 36 Hr hazards progs.
- 3.4.2.5. 24 or 36 Hr Horizontal Weather Depiction.

**3.5. Weather Briefings.** The 92 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. Crisis Action Team, Mobility Concept, alert, stand-up, planning, aircrew, climatological, survival school, and seasonal briefings are provided routinely upon request.

3.5.1. Flight weather briefings will be provided in person at the BWS. Briefings will be conducted IAW AMCP 15-1 and AFMAN 15-125. Special mission out-of-station preflight briefings (i.e., higher headquarters directed) should be requested with a minimum of 2 weeks advance notice when at all possible.

3.5.1.1. Written weather briefings will be prepared using DD Form 175-1, Flight Weather Briefing, AMC Form 181, AMC Mission Weather Briefing, or FAFB Form 205, Flight Weather Brief.

3.5.1.2. Aircrews may receive verbal briefings upon their request. Verbal weather briefings will be recorded on a FAFB Form 212, Aircrew Briefing Log (92 OSS/OSW Overprint).

3.5.2. When the 92 ARW is on alert status, assumption of alert (AOA) briefings will be provided in person, if at all possible. During conditions of increased readiness or during Operational Readiness Inspections (ORI) when aircraft are generated, generated force sortie (GFS), and AOA briefings will be provided at 92 ARW/XP. These briefings will cover data contained in the current alert weather package.

**3.6. Pilot-to-Metro Service (PMSV).** The BWS operates a PMSV on the frequency of 375.2 (Ref: AFMAN 15-125 9.6.9.1) MHz (UHF). It is the primary means of disseminating weather information to airborne aircraft. Airfield Operations and the Control Tower will be notified of any PMSV outage and the expected time of return of service. During such outages, control tower personnel will relay all PIREPS to the duty forecaster. Pilot Reports (PIREPS) will be disseminated via the AWDS.

**3.7. Alternate Forecast Support.** Normally, in the event evacuation of the BWS becomes necessary; the 92 OSS/OSW duty forecaster will accompany the observer to the Alternate Observing Site (see Chapter 2.5.), at Life Support (Bldg 2065). Forecasting support from this location will be limited. Once in place, the forecaster will establish telephone contact with Command Post, AFGWC, OSS, and the AMC TACC.

**3.8. Toxic Corridor Calculation:**

3.8.1. Upon notification by Base Operations, Command Post, or Disaster Control Group of any incident which involves a toxic spill or base emergency, 92 OSS/OSW will calculate a toxic corridor (worst case) and provide it to the 92 CES/CEX who will report it to the DCG at 7-5530.

3.8.2. The first notification will usually not contain all necessary information (type substance, release rate, amount, etc.) to compute a corridor length. Therefore, a corridor width (based on wind direction

and variability and given as the two sides of the corridor in true degrees) and an estimated length (worst case) in feet (based on wind speed) will be computed and relayed immediately to the requesting agency.

3.8.3. An accurate corridor length (in feet) will be computed and relayed once the necessary information is obtained. Necessary information includes:

3.8.3.1. Chemical name.

3.8.3.2. Amount released, or release rate, and type of release (continuous, instantaneous, or continuous buoyant plume).

3.8.4. Significant changes to the corridor will be relayed to requesting agency as necessary.

3.8.5. Toxic Corridors are computed in accordance with the AFTOX-Air Force chemical dispersion model. NOTE: When wind speed is less than 4 knots the toxic corridors may be given as a circle around the spill. This will be given as a radius of the circle in feet.

## Chapter 4

### WEATHER WARNINGS 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 92 OSS/OSW will monitor observations and forecasts for these conditions and advise support agencies when these conditions are observed or forecasted. Weather warnings and advisories are the vehicles through which supported agencies are notified of these critical weather conditions. (NOTE: Each warning is a separate entity and only one warning will be in effect at one time for Fairchild or Cusick).

#### **4.2. Terms Explained:**

4.2.1. **Weather Watch.** A weather watch is a special notice provided to customers to alert them that atmospheric conditions are favorable for development of a specified weather phenomenon (i.e. winter storm).

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

4.2.2.1. **Observed Weather Advisory -** An advisory issued when critical weather conditions are observed to occur.

4.2.3. **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.

4.2.4. **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).

#### **4.3. Weather Watch Criteria:**

4.3.1. A Watch for Fairchild AFB will cover an area within a 5 nautical mile radius of the center of the runway complex. There is no specified lead-time with exception of the lightning watch. Issue a Watch when the potential for the following criteria is met:

4.3.1.1. Tornado (AFM 15-125)

4.3.1.2. Surface wind  $\geq$  65 knots (T.O. 1C-135R).

4.3.1.3. Surface wind  $\geq$  45 knots but  $<$  65 knots (T.O. 1H-1(UH-1N).

4.3.1.4. Surface wind  $\geq$  35 knots but  $<$  45 knots (T.O. 1C-135(K)R 2-2).

4.3.1.5. Hail  $\geq$  1/2 inch (AFM 15-125 and MCI 11-235).

4.3.1.6. Freezing precipitation (T.O. 1C-135(K)R-1).

4.3.1.7. Snow accumulation  $\geq$  2 inches in 12 hours.

4.3.1.8. Lightning strike potential within 5NM of Fairchild AFB (30-min lead-time).

4.3.1.9. Rain  $\geq$  2 inches in 12 hours.

**4.4. Weather Warning Criteria:**

4.4.1. Warnings for Fairchild AFB will cover an area within a 5 nautical mile radius of the center of the runway complex. Desired lead-times are listed after each criteria.

4.4.1.1. Heavy snow (accumulation  $\geq$  2 inches in 12 hours) or heavy rain (accumulation  $>$  2 inches in 12 hours) 3 hour lead-time from the time of 2 inch accumulation. (T.O. 1C-135(K)R-1 and AFM 15-125).

4.4.1.2. Observed Lightning/Thunderstorm within 5 nautical miles.

4.4.1.3. Tornado-15 minutes lead-time. (Customer required).

4.4.1.4. Surface wind  $\geq$  65 knots - 120-min lead time (T.O.1C-135R-1).

4.4.1.5. Surface wind  $\geq$  45 knots but  $<$  65 knots-120 minute lead-time (T.O.1H-1(U)N-1).

4.4.1.6. Surface wind  $\geq$  35 knots but  $<$  45 knots - 60 min lead-time (Customer required).

4.4.1.7. Hail  $\geq$  1/2 inch - 120 min lead-time (AFM 15-125).

4.4.1.8. Freezing Precipitation - 60-min lead-time (AFM 15-125).

4.4.1.9. Warnings are numbered using the month of issuance followed by the number of warnings issued that month. The fifth warning issued in July would be numbered 07-005.

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

4.4.3. Warnings are issued via AWDS with an urgent alert alarm.

4.4.4. Dissemination of warnings will be via the AWDS.

4.4.5. In the event the AWDS becomes inoperable, warnings will be disseminated VIA hotline or telephone to the Fairchild AFB Command Post, Tower and Airfield Operations for further dissemination to base agencies as specified in Dissemination of Weather Information chapter.

**4.5. Weather Advisory Criteria:**

4.5.1. Dissemination will be via the AWDS. Backup procedures are the same as warnings listed in paragraph 4.4.7. above.

4.5.2. Fairchild AFB Observed Weather Advisories are issued via AWDS with an urgent alert alarm (for the first occurrence only) when the following criteria are observed to occur:

4.5.2.1. Weather personnel will issue a Weather Advisory via AWDS when 110-foot tower winds are observed or forecast to reach or exceed 70 knots. (92 OSS/OSA/DO letter dated 21 Apr 97)

4.5.2.2. Surface winds  $\geq$  25 knots but  $<$  35 knots (1C-135 (K) R-2-4 JG-2).

4.5.2.3. Surface winds  $\geq$  20 knots but  $<$  25 knots (T.O. 1C-135R-1).

4.5.2.4. Wind Direction and speed which result in a crosswind  $\geq$ 10 knots,  $\geq$ 15 knots, or  $\geq$ 25 knots (MCI 11L235 and AMCR 55-6).

4.5.2.5. Ceiling  $<$  200 feet and/or visibility  $<$  1/2 mile (DOD FLIP).

4.5.2.6. Visibility  $<$ 1/8 mile (SPOI 31-102).

- 4.5.2.7. Light or greater icing observed below 10,000 MSL within 50 nautical miles of FAFB. Expected intensity and flight levels will be specified (T.O. 1C-135(K)R-1, T.O. 1H-1 (u) N-1)
- 4.5.2.8. Moderate or greater turbulence observed below 10,000 MSL within 50 nautical miles of FAFB. Based on Category II aircraft. Flight levels will be specified (T.O. 1C-135(K)R-1 and T.O. 1H-1(UH-1N).
- 4.5.2.9. Low level wind shear (WS) observed at or below 2000 feet AGL within 5 nautical miles of FAFB (T.O. 1C-135(K)R-1).
- 4.5.2.10. A gust spread of  $\geq 20$  KTS has been observed at Fairchild AFB (T.O.1H-1(U)N-1).
- 4.5.2.11. Freezing fog is observed (Base Support).
- 4.5.3. Cusick Observed Weather Advisory - Issued via AWDS with an urgent alert alarm (for the first occurrence only) when the following criteria are observed to occur:
  - 4.5.3.1. Lightning/Thunderstorms within 25NM of Cusick Training Area (Base Support).
  - 4.5.3.2. Lightning/Thunderstorm within 25NM of Fairchild.
  - 4.5.3.3. Lightning/Thunderstorm within 10NM of Fairchild.

## Chapter 5

### DISSEMINATION OF WEATHER INFORMATION

**5.1. General.** The 92 OSS/OSW will assist supported agencies in maintaining an efficient, effective means of disseminating weather support information. Procedures developed to this end must ensure that 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 the information is received by those who need it. Due to limited manning and the time-critical nature of this information, the BWS expects agencies with AWDS FAs to use them to their fullest potential prior to contacting the BWS for weather data. Agencies without AWDS FA should contact the base weather station for assistance in acquiring a FA or getting placed on existing notification trees.

#### **5.2. Automated Weather Distribution System.**

5.2.1. The primary means of disseminating weather information is via the AWDS. The only transmit unit is in the BWS. Those units who do not have a FA but require various weather information (warnings/advisories) should contact the closest FA user in their organization for inclusion on their notification system. FAFB receive units are located at:

5.2.1.1. 92 ARW/CP Fairchild Command Post Operation Management Center/Building 2140.

5.2.1.2. 141 WA ANG/Building 445/Operations Center.

5.2.1.3. 92 OSS/OSAA/Building 1/Base Ops/Room 124.

5.2.1.4. 141 WA ANG/Building 445/Operations Center.

5.2.1.5. 92 OSS/OSAA/Building 1/Base Ops/Room 124.

5.2.1.6. 96 ARS/Building 2040/Room 118.

5.2.1.7. 92 SFS/Building 2071/Central Security Control 3 (CSC).

5.2.1.8. 92 ARW/CPM Fairchild Command Post Maintenance Aircraft Coordination Center / Building 2140.

5.2.1.9. 92 OSS/OSAT Air Traffic Control Tower/Building 1204/CAB.

5.2.1.10. 36 RQF HeliOps/Building 2036/Room 1.

5.2.1.11. 92 ARS/Building 2005/FCIF Room 84.

5.2.1.12. 97 ARS/Building 2080/Room 47.

5.2.1.13. 92 CES/CEF (Fire Station)/Building 3/Alarm Center.

5.2.1.14. 92 CES/CEOHH (Snow Barn)/Building 2025/Control Center.

5.2.1.15. 93 ARS/Building 2097/Flight Planning Room.

5.2.2. The AWDS system is used to disseminate the following information:

5.2.2.1. Weather observation.

5.2.2.2. Terminal and Aerodrome forecasts and amendments.

5.2.2.3. Terminal and area Weather Warning.

5.2.2.4. Weather advisories.

5.2.2.5. Pilot reports (PIREPS).

5.2.2.6. RCR and RSC data.

5.2.3. The following applies to all AWDS transmissions:

5.2.3.1. All wind directions are magnetic.

5.2.3.2. All heights are above ground level (AGL) except PIREPS which are reported in heights above mean sea level (MSL).

5.2.3.3. All distances will be statute miles (except observed thunderstorm advisories and PIREPS which are nautical miles).

5.2.3.4. Wind speeds are in knots.

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 standard time.

5.2.4. Those units possessing an AWDS receiver must monitor their system for operational status. Each agency experiencing an outage of their AWDS receiver will report it to BWS (5166/5514) so maintenance action may be initiated.

**5.3. Backup Dissemination Procedures:** In the event there is an AWDS outage and weather information cannot be passed VIA AWDS FA terminals, the BWS will disseminate weather data via hotline, commercial telephone, or in person to, Base Operations, Tower, and Command Post. Any other organization with an AWDS FA who has a critical need for weather information during an AWDS FA outage must coordinate with one of the three organizations listed above to ensure receipt of weather data during an AWDS FA outage.

5.3.1. When the telephone is used, a read back of disseminated weather information will be used.

**5.4. Information from the Alternate Facility.** In the event of evacuation of the BWS, observations, centrally produced weather warnings, and worst-case toxic corridors will be disseminated via telephone from the alternate observing site to the Fairchild Command Post (4051), and Tower (4545). The Command Post will, in return, relay information to key wing, squadron and maintenance personnel.

**5.5. Weather Warning and Advisory Notification.** As prescribed in **Chapter 4**, 92 OSS/OSW will enter weather warnings and advisories into the AWDS. Organizations with an AWDS FA will further disseminate as coordinated with subordinate organizations.

## Chapter 6

### SPECIAL MISSION REQUIREMENTS

**6.1. General.** The previous chapters covered support requirements for the majority of the operations on Fairchild AFB. Information on units requiring unique support are outlined in this chapter. Any special support requirements not covered here should be coordinated with 92 OSS/OSW.

**6.2. 92 ARW/CC, and Staffs.** The 92 OSS/OSW will provide weather briefings at scheduled 92 ARW Senior Staff meetings or upon request. The 92 OSS/OSW will also respond to any recall as required by the 92 ARW Commander.

**6.3. 92 ARW Safety.** The 92 OSS/OSW will provide meteorological data and/or personnel to assist in the investigation of ground, or aircraft mishaps, as required.

**6.4. HeliOps (36 RQF):**

6.4.1. The 92 OSS/OSW will provide briefings, as requested, of current and forecast conditions within the Cusick complex and at the base. Takeoff temperature and pressure altitude data is provided via AWDS FA.

6.4.2. Upon request, 92 OSS/OSW will provide, manning permitting, any special operational, climatological, or flight safety briefings. Two weeks advance notice is requested if at all possible.

**6.5. 92 CS:**

6.5.1. The 92 OSS/OSW will notify 92 CS/SCMJ of all communications and support equipment outage, interruptions, and restorals. The duty observer will open and close all job control numbers regarding meteorological and communications support equipment with 92 CS/SCMJ.

6.5.2. The 92 OSS/OSW will assist 92 CS/SCMW with any mission impact reports and coordinate scheduled maintenance to minimize the impact on weather operations.

**6.6. 92 CES, 141 CES, 92 CONS, Corps of Engineers.** Base Weather 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. 92d Civil Engineering Squadron Readiness Flight (92 CES/CEX).** CE Readiness Flight is the primary agency for the calculating and monitoring of effective downwind fallout data. The 92 OSS/OSW

will assist Readiness Flight by having the Effective Downwind Fallout message (message heading designator FUUS 45 KGWC) available for pick up by the 92 CES/CEX staff. It is the responsibility of the office of Readiness Flight to pick up or arrange delivery of the required information. The office of Readiness Flight will be responsible for any further monitoring and/or updating.

**6.8.** 92d Operations Support Squadron Air Traffic Control (92 OSS/OSAT):

6.8.1. The 92 OSS/OSW will provide training and certification of air traffic control personnel to take limited weather observations and to participate in the Cooperative Weather Watch as described in the chapter on Reciprocal Support.

6.8.2. The 92 OSS/OSW will provide RVR for inactive end of runway upon request of Control Tower (roll out RVR).

**6.9.** Navy Acoustic Research Detachment:

6.9.1. The 92 OSS/OSW provide, upon request, a forecast for any significant weather during the scheduled acoustic research operation.

6.9.1.1. The forecast will include, but is not limited to, wind speed and direction, any precipitation and its intensity, and temperature.

## Chapter 7

### RECIPROCAL SUPPORT

**7.1. General.** The support provided by 92 OSS/OSW requires reciprocal support from various base agencies, particularly where the required support is beyond 92 OSS/OSW capabilities. The support requirements outlined herein are essential to 92 OSS/OSW providing timely, accurate weather support to Fairchild AFB.

**7.2. Command Post (92 ARW/CP) will:**

7.2.1. Notify 92 OSS/OSW of any wing events or incidents that may involve or require weather support.

7.2.2. Disseminate weather watches, warnings, and advisories to supported agencies as coordinated with subordinate organizations.

7.2.3. Relay information concerning toxic substance spills (i.e., location, chemical name, source strength in pounds per minute or total amount in pounds, etc.), as soon as available, to the 92 OSS/OSW weather technician.

7.2.4. Immediately notify 92 OSS/OSW weather technician of OPREP-3 reported damage to government property resulting from weather phenomena and for the actual severe weather occurrences: winds greater than 50 knots (including gusts),  $\frac{3}{4}$  inch or greater hail and tornadoes regardless of damage occurring or not.

7.2.5. Provide time during training meetings for 92 OSS/OSW to present information and training on weather subjects in which Command Post are involved.

7.2.6. Store 92 OSS/OSW's classified documents if the base weather station must evacuate. Also provide 24-hour access to that material until access at the BWS is once again available.

**7.3. Base Operations (92 OSS/OSAA) will:**

7.3.1. Notify 92 OSS/OSW duty personnel of:

7.3.1.1. Aircraft and ground emergencies, mishaps, and accidents promptly, via the base crash net.

7.3.1.2. Changes in THREATCONs, contingency actions, security postures, and advanced states of readiness.

7.3.2. Provide notice to 92 OSS/OSW weather technician of any toxic chemical spill (actual or exercise) to include location and any additional information as it becomes available.

7.3.3. Provide further dissemination of weather warnings and advisories as coordinated with subordinate organizations.

7.3.4. Publish 92 OSS/OSW hours of operation and PMSV frequency in the flight information for pilots (FLIP) and provide copies of these pamphlets to the BWS.

7.3.5. Coordinate with 92 OSS/OSW in advance of the need to switch Bldg 1 from commercial electrical power to generator power and back again. Coordinate with 92 OSS/OSW on building changes.

7.3.6. Ensure the BWS is included in all notifications via the secondary crash net.

7.3.7. Notify 92 OSS/OSW of runway changes, Runway Condition Readings (RCR) and braking action.

**7.4.** Current Operations Flight (92 OSS/OSO) will: Provide 92 OSS/OSW with a copy of weekly training schedule, daily flight plans, and notification of any special support required.

**7.5.** 92 ARS, 93 ARS, 96 ARS, 97 ARS, and 141 ARW will:

7.5.1. Provide pilot reports (PIREPS) of any significant or unexpected weather encountered in flight, via PMSV or debrief to 92 OSS/OSW.

7.5.2. Coordinate and provide time during flying safety meetings for weather presentations on selected subjects.

7.5.3. Coordinate any special requests for weather support with the 92 OSS/OSW. A two-week minimum lead-time is requested.

**7.6.** HeliOps (36 RQF) will:

7.6.1. Provide pilot reports (PIREPS) of any significant or unexpected weather encountered in flight, via PMSV or debrief to 92 OSS/OSW.

7.6.2. Coordinate and provide time during flying safety meetings for weather presentations on selected subjects.

**7.7.** Air Traffic Control (92 OSS/OSAT):

7.7.1. Weather support by the Air Control Tower will be accomplished as a secondary function, with respect to the primary function of Air Traffic Control. Air Control Tower will:

7.7.1.1. Relay all pilot reports of weather information to the 92 OSS/OSW duty forecaster or observer.

7.7.1.2. Relay all runway and wind sensor changes to 92 OSS/OSW weather technicians.

7.7.1.3. Relay all light setting changes when the airfield is experiencing visibility less than 3 miles to 92 OSS/OSW duty observer.

7.7.1.4. Upon request by 92 OSS/OSW, perform a PMSV radio check.

7.7.1.5. Notify 92 OSS/OSW when wind equipment:

7.7.1.5.1. Is inoperative.

7.7.1.5.2. Readings differ from visual references.

7.7.1.6. Provide wind sensor change to the inactive end of the runway upon request of 92 OSS/OSW.

7.7.1.7. When possible, monitor 92 OSS/OSW PMSV frequency during outages. Inform PMSV contacts of Metro's outage and that they should contact an alternate location (i.e. Mountain Home or McChord Metro), or contact Fairchild Metro via phone patch.

7.7.1.8. Provide Air Traffic Control indoctrination training to 92 OSS/OSW personnel upon request.

7.7.1.9. Participate in the Cooperative Weather Watch Program. This requires notification of 92 OSS/OSW duty observer when any of the following weather conditions occur and are not in the latest available observation:

7.7.1.9.1. Precipitation starts or stops.

7.7.1.9.2. Wind gusts of 25 knots or greater, when no gusts are forecast.

7.7.1.9.3. Thunderstorms and/or lightning are initially observed.

7.7.1.9.4. Lower clouds or weather approaching from any direction.

7.7.1.9.5. Anytime special criteria for prevailing visibility listed in **Chapter 2** is met and different than that currently being reported by base weather.

7.7.1.9.6. Any weather phenomena that might be considered significant.

7.7.1.10. Coordinate limited weather observing training for Control Tower personnel with 92 OSS/OSW.

#### **7.8. 92 CS will:**

7.8.1. Maintain priority listing for restoration of weather equipment. This list will be coordinated between 92 OSS/OSW and 92 CS and incorporated into 92 CS operating instructions. The 92 OSS/OSW may alter this precedence with coordination from 92 CS if the meteorological situation warrants. Upon notification of a meteorological or communications outage of any type, 92 CS/SCMJ will take the appropriate maintenance action in accordance with the priority listing, unless previously coordinated.

7.8.2. Provide access to the meteorological equipment sensors to 92 OSS/OSW.

7.8.3. Provide DSN telephone access at deployed location.

7.8.4. Provide access to weather equipment technical orders to 92 OSS/OSW.

7.8.5. Coordinate all scheduled maintenance on meteorological equipment with 92 OSS/OSW. If weather conditions dictate caution, weather equipment will not be taken down for scheduled maintenance.

7.8.6. Coordinate all mission impacts for inoperable weather equipment with 92 OSS/OSW. The 92 OSS/OSW will determine mission impacts while the 92 CS will be responsible for submitting the mission impact reports (MIREP).

#### **7.9. 92 ARW Public Affairs Office (92 ARW/PA) will:**

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

7.9.2. Receive, process, and forward all valid requests for weather services (media and information requests, lectures, visits, etc.) from non-military sources to the BWS.

#### **7.10. The Navy Acoustic Research Detachment will:**

7.10.1. Provide the 92 OSS/OSW with 24-hour notice of required weather support.

7.10.2. When possible, provide the 92 OSS/OSW with current weather conditions to aid in the Lake Pend Oreille area forecasts. Include any information available on temperature, wind speed and direction, and precipitation type and intensity.

7.10.3. Once a year, provide an orientation tour of the Navy Acoustic Research Facility to give 92 OSS/OSW personnel a better understanding of the local terrain effects as well as special weather sensitive concerns of the Navy Acoustic personnel.

**7.11.** 92 ARW/XP will: (REF: 3.5.2. During AOA, GFS, and ORI briefings)

7.11.1. Provide 92 OSS/OSW access to one (1) DSN phone line and access to base LAN/Internet.

TIMOTHY C.JONES, Colonel, USAF  
Commander