BY ORDER OF THE COMMANDER
39TH AIR BASE WING (USAFE)

INCIRLIK AIR BASE INSTRUCTION

15-101

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WEATHER
WEATHER SUPPORT OPERATIONS

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This instruction implements Air Force Policy Directive (AFPD) 15-1, *Air Force Weather Operations*, Air Force Instruction (AFI) 10-206, *Operational Reporting*,

AFI 15-128, *Air Force Weather Roles and Responsibilities*, Air Force Manual (AFMAN) 15-129V1 & 2, *Air and Space Weather Operations*. It establishes responsibilities and weather support procedures. It also provides general information for weather services, including weather observations and forecasts; weather warnings, watches and advisories; information dissemination and base-wide reciprocal support. It applies to units assigned, attached, or supported by the 39th Air Base Wing (39 ABW) and units assigned to Incirlik Air Base (IAB). This publication applies to the Air Force Reserve when supporting the 39 ABW; however, it does not apply to the Air National Guard (ANG). Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the Air Force (AF) Form 847, *Recommendation for Change of Publication*; route AF Form 847s from the field through the appropriate functional chain of command. Request for waivers must be processed through command channels to the publication OPR for consideration. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) AFMAN 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located at **https://www.my.af.mil/afrims/afrims/afrims/rims.cfm**.

SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed**.** This weather support document conforms to Air Force publications and policies and formally aligns the 39th Operations Support Squadron Weather Flight (39 OSS/OSW) as a staff-support function. For the sake of readability, the 39 OSS/OSW will be routinely referred to as the 'Weather Flight' throughout this document.

Chapter 1

GENERAL INFORMATION

1.1. Overview. The Weather Flight serves as the office of primary responsibility for all weather services supporting IAB and its supported units. This instruction establishes requirements and outlines duties and responsibilities of the Weather Flight and for reciprocal support requirements with other IAB agencies.

1.2. Implementation. This instruction covers daily operations to include exercise and contingency operations. Unless superseded by Emergency War Orders, this instruction will be followed during wartime operations

1.3. Concept of Operations. The Weather Flight will provide or arrange all weather services for units assigned to the 39 ABW. The Weather Flight leverages the support of the 21st Operational Weather Squadron (21 OWS) at Kapaun AB, Germany for weather Watches, Warnings and Advisories (WWA), Meteorological Watch (METWATCH) and resource protection services. Delineation of Duties. Air Force Weather provides strategic-, operational- and tactical-level weather support. Weather duties, such as METWATCH and WWA issuance are routinely shared between the Weather Flight and the 21 OWS. The Weather Flight will provide and/or coordinate weather support for IAB.

1.3.1. Airfield Operating Hours. IAB's airfield normally operates continuously. The Weather Flight, using the limited-duty operations concept, is manned around the battle rhythm of IAB's primary mission. Outside of normal operating hours, the Weather Flight will maintain a continuous standby presence. Personnel on-call will enact Severe Weather Action Procedures (SWAP) when required, support missions without previously-coordinated weather support and respond to weather support equipment outages.

1.4. Transient Aircrew Services. In Accordance With (IAW) AFMAN 15-129V2, *Air and Space Weather Operations - Exploitation*, **Paragraph 2.4.2**, the Weather Flight will provide or arrange for weather support to transient aircrews, utilizing weather briefings from the 21 OWS (see **Paragraph 4.2.**). The 28th Operational Weather Squadron at Shaw AFB provides transient aircrew weather briefs in the event of 21 OWS communication outages or evacuations. Aircrews are provided contact information for the OWSs via Airfield Management Operations, Flight Information Publications or directly from the Weather Flight.

1.5. Duty Priorities. The duty priorities of the Weather Flight are outlined in **Table 1.1.** The priorities were developed IAW AFMAN 15-129V2 and exist to balance manpower with mission-critical tasks. Duty priorities focus efforts during peak work periods. Weather Flight personnel will use sound judgment when complying with these duty priorities, especially where there is imminent danger to life and property.

Table 1.1. 39 OSS/OSW Duty Priorities.

Order Of Priority	Duties
1	Complete Emergency War Order Tasking
2	Wartime defense of the duty location, including CBRNE defense measures
3	Execute Weather Flight Evacuation
4	Respond to Aircraft/Ground Emergencies
5	Respond to Pilot-to-Metro Service (PMSV) Contacts
6	Enact Severe Weather Action Procedures (SWAP) Operations, as required
7	Issue all WWAs, as required, when the capability at the 21 OWS does not exist
8	Augment Automated Meteorological Observing System Observations for mandatory elements
9	Provide Staff Weather Support to Protection Level One (PL-1) Assets/Missions/Exercises
10	Notify 21 OWS of Aircraft/Ground Emergencies/Mishaps and Request Data Save
11	Collaborate with 21 OWS / Provide "Eyes Forward"
12	Mission Execution Forecast Process—Produce and disseminate processes
13	Disseminate Urgent Pilot Reports (PIREP) and Relay to 21 OWS during duty hours
14	Disseminate Routine PIREPs during duty hours
15	Provide or Arrange for Requested Weather Briefings/Reports for IAB missions
16	Maintain Weather Skills Proficiency Training and Readiness IAW AFI 15-127
17	Accomplish Administrative Tasks

1.6. Assumption of Duties. Enacted when the 21 OWS is unable to fulfill its primary duties of issuing WWAs and conducting METWATCH for IAB due to evacuation or equipment failure. The Weather Flight will temporarily assume complete weather support for IAB from the 21 OWS, to include all forecasted and observed WWAs, until the 21 OWS is able to resume full-capacity duties.

1.6.1. In the event of a Joint Environmental Toolkit (JET) outage, the 21 OWS remains responsible for WWA dissemination and METWATCH.

1.6.1.1. For OWS outages exceeding 72 hours, the Weather Flight will contact the USAFE Weather Division (USAFE/A3W) who coordinates reach-back or backup weather support for the Weather Flight.

1.7. Alternate Operating Location (AOL). The Weather Flight's AOL is building 682; the telephone number at the AOL is DSN: 314-676-6083. For operational support, Weather Flight personnel will advise the Tower (39 OSS/OSAT), 21 OWS and the IAB Command Post (39 ABW/CP) of relocation.

1.7.1. The capability to monitor the Pilot-to-Metro Service (PMSV) frequency does not exist at the AOL.

1.7.2. The ability to monitor weather satellite and radar, lightning strikes, volcanic eruptions and ash clouds, etc. is directly dependent upon dedicated internet access. When communications outages occur, Weather Flight personnel are significantly hindered from

performing their mission. By using reach-back, telephonic means, the 21 OWS can provide weather information for Weather Flight personnel to use.

1.7.3. At the AOL, Weather Flight personnel are highly dependent upon the availability of the web-based Joint Environmental Toolkit (JET). JET is the primary means of disseminating WWAs IAW the Installation Data Page (IDP).

1.7.3.1. During JET outages, a backup means of relaying WWAs to base agencies will be utilized (e.g., phone call, radio, runner, etc.). Backup dissemination of WWAs will be made to the following agencies, in this order:

Table 1.2. Order of Dissemination

Order of Dissemination	Phone
ATC Tower	DSN 314-676-3114
39 ABW/CP	DSN 314-676-9920
Airfield Management Operations (AMOPs)	DSN 314-676-6156/6157
Radar Approach Control (RAPCON)	DSN 314-676-6220
39 OSS/OSW	DSN 314-676-6880/6878
Any Flying Units assigned to IAB	Reference Installation Data Page

1.8. Release of Weather Data to Non-Department of Defense (DOD) Agencies and Individuals. Weather information that is of a sensitive or classified nature (e.g., aircraft/ground mishaps, mission weather information, etc.) will only be shared with non-DoD personnel with the expressed approval from the 39 ABW Commander (39 ABW/CC), IAB Public Affairs and/or IAB Staff Judge Advocate's office.

1.9. Coordination between 39 OSS/OSW and the Turkish Meteorological Service. Weather Flight personnel occasionally interact with their civilian, Turkish counterparts. Certain weather information is routinely shared (e.g., climatological information and observation data feeds, etc.).

1.9.1. Weather Flight personnel will coordinate with the Turkish forecaster on duty when forecasting any severe weather, as defined in **Paragraph 6.4.3.4**. of this publication.

1.10. Additional Weather Support. Direct all requests for additional weather support to the 39 OSS Commander (39 OSS/CC). The 39 OSS/CC will arrange or direct services IAW this instruction, United States Air Forces Europe (USAFE), 3rd Air Force (3AF), AFIs, AFMANs and AFPD

Chapter 2

WEATHER FLIGHT ROLES AND RESPONSIBILITIES

2.1. Responsibilities. The Non-Commissioned Officer in Charge (NCOIC) will provide or arrange for all weather support and services to IAB

2.2. Hours of Operation.

2.2.1. The Airfield and Mission Support Elements' hours of operation are 0600L - 2000L, while Staff support operates 0730L-1630L, Monday - Friday. The weather flight will be closed weekends, Federal Holidays, approved family days, and base down days.

2.2.2. Weather Flight personnel will be on duty to support the 39 ABW/CP, Crisis Action Team (CAT), Emergency Operations Center (EOC) or any other mission requiring dedicated weather support.

2.2.3. The 21 OWS provides continuous, dedicated resource protection for IAB through the issuance of forecasted and observed WWAs. The 21 OWS also provides IAB's transient aircraft with flight weather briefings, with updates provided by 39 OSS/OSW personnel.

2.3. On-Call Weather Flight Personnel Recall.

2.3.1. During Weather Flight closure, personnel are recalled to duty by the 21 OWS and 39 ABW/CP when any of the following criteria is met or is forecast to occur.

2.3.1.1. Watch or Warning for Tornadoes

2.3.1.2. Forecasted or observed Funnel Clouds

2.3.1.3. Watch or Warning for winds $\geq$ 50 knots

2.3.1.4. Watch or Warning for hail $\geq$ ¾ inch

2.3.1.5. Forecasted or observed volcanic ash within 25 nautical miles of IAB

2.3.1.6. Pre-coordinated lead weather unit support becomes unavailable

2.3.1.7. Weather information systems communications outages (e.g. JET, AFAS, AN/FMQ-19)

2.3.1.8. Any 39 ABW/CP, CAT or EOC recalls

2.3.1.9. Any weather support requested by the 39 OSS/CC and/or group and wing leadership

2.4. Meteorological Equipment.

2.4.1. Automated Meteorological Station (AN/FMQ-19). The FMQ-19 is an integrated system of multiple weather sensors and data automation components that continually measures environmental conditions to provide responsive, reliable, accurate, real-time weather data. The FMQ-19 measures airfield weather conditions to include, but not limited to: wind direction, wind speed, present weather, runway visual range (RVR), visibility, cloud heights (including coverage), temperature, dew point, station pressure and lightning detection. Host-nation weather personnel have access to weather data provided by the FMQ-19 and they prepare and disseminate the official airfield weather observation for IAB

2.4.2. TMQ-53, Tactical Meteorological Observing Station (TMOS). The TMOS is a deployable automated observing system that is used by the Weather Flight during contingency and exercise operations. It provides all of the aforementioned measurements normally provided by an AN/FMQ-19, excluding RVR. It is a long term backup instrument for the AN/FMQ-19 if such circumstances arise.

2.4.3. Joint Environmental Toolkit (JET) is Air Force Weather's primary communications and computer software system. Weather WWAs and pilot reports are created and transmitted using JET. JET hardware and software transfers weather data to, and receives data from, weather agencies worldwide via the Internet.

2.4.3.1. In the event of a JET outage, the dissemination of weather WWAs from the 21 OWS will be limited to fax, e-mail or phone notification to only the agencies listed in **Table 1.2.** If available, WWAs issued by the 21 OWS will continue to be disseminated using Integrated Weather Warning Capability (IWWC) and/or phone notifications and Weather Flight calls are considered a backup.

2.4.4. PMSV. The Weather Flight is assigned frequency 284.425 MHz (megahertz) for PMSV use. (See **Paragraph 4.5.**).

2.4.5. Local Area Network (LAN). The LAN is a mission-critical tool for the Weather Flight. Information available via the Internet is used to acquire weather data to provide staff weather briefings and forecasts. During LAN interruptions, all weather services are highly degraded.

2.4.6. Voice over Internet Protocol (VoIP) Telephone. VoIP phones rely upon LAN functionality. The Weather Flight has several VoIP phones that are used to relay information. **Table 2.1.** Lists all Weather Flight contact phone numbers.

2.5. Building Power. Building 526 is the primary location for the Weather Flight. Weather information systems rely completely on dedicated power sources. In the event of complete power loss, the Weather Flight will relocate to the AOL.

2.6. Host Nation (HN) Support. The HN provides the official airfield weather observation and Terminal Aerodrome Forecast (TAF) IAW AFMAN 15-129V1, **Table 3.7.**

2.6.1. HN weather personnel observe, then record and disseminate weather observations IAW established World Meteorological Organizations regulations

2.6.2. IAW Air Traffic Control (ATC) duty priorities, ATC personnel participate in a cooperative Weather Watch (CWW) program and *may* also relay significant weather phenomena witnessed to HN weather personnel and/or HN ATC counterparts for inclusion into local airfield weather observations.

2.7. 39 OSS/OSW Limitations.

2.7.1. Optimum forecast and observing support is dependent on fully operational communication and meteorological sensing equipment.

2.7.1.1. Weather Flight personnel are not responsible for the dissemination of the EQYK (the US airfield identifier for Incirlik AB) observation because it is a not the official observation for Incirlik AB.

2.7.2. The official point of observation is located on the flightline side of building 526 and does not allow a clear, unobstructed 360 degree view of the airfield. The observer's view is obstructed to the east/southeast by building 526 and the ATC Tower.

2.7.3. Distance of lightning is determined using a combination of lightning detection system, radar observations, and visual observations.

2.7.4. Some services are degraded during and after relocation to the AOL (see **Paragraph 1.7.**).

Chapter 3

STAFF WEATHER SUPPORT

3.1. General. Staff weather support includes, but is not limited to: staff weather briefings, concept briefings, close-watch briefings, pre-deployment briefings, and CAT (Crisis Action Team) and EOC (Emergency Operations Center) briefings. Staff weather support requests are routed through Weather Flight leadership but the duties of providing weather briefings may rest with any member of the Weather Flight. Staff weather services are built to be flexible and are tailored to meet the needs of the customer. Staff weather services are available Monday-Friday during normal duty hours. Outside of normal duty hours, staff briefs may be provided when coordinated at least 72 hours in advance or as mission requirements dictate.

3.1.1. The Weather Flight supports the 39 ABW primarily through the Staff Weather Support function of AFW IAW AFMAN 15-129V2, **Chapter 1.** Weather Flight personnel brief weather products that serve as decision aids at the following venues:

3.1.1.1. Wing Operations Meeting

3.1.1.2. CAT Operations

3.1.1.3. 39th Maintenance Squadron

3.1.1.3.1. Close-Watch briefings

3.1.1.3.2. Pre-maintenance Briefings

3.1.1.4. 39th Civil Engineering Squadron

3.1.1.4.1. Emergency Operations Center (EOC) Operations

3.1.1.4.2. Chemical, Biological, Radiological, Nuclear and High-Yield Explosive (CBRNE) Cell

3.1.1.5. As requested by 39 OSS/CC and/or 39 ABW leadership

3.2. Area of Responsibility (AOR). The Weather Flight and 21 OWS provide weather information that pertains to the five mile radius of IAB; also, an Advisory is issued any time a lightning strike occurs within 10 nautical miles of IAB. Additionally, Weather Flight leadership ensures IAB's geographically separated units are provided weather support via the 21 OWS or through local procedures.

3.3. 39 ABW Standup Brief. Weather Flight personnel brief ABW Leadership using current satellite imagery, weather prognoses (through collaboration with 21 OWS), volcanic ash depictions and tropical weather (when IAB interests are threatened).

3.4. Crisis Action Team (CAT) Weather Brief. The Weather Flight serves as a consulting member within the CAT. The 39 ABW/CP notifies the Weather Flight personnel whenever the CAT will be convened. Once Weather Flight personnel arrive at the CAT, they will provide staff weather support to IAB Leadership enabling command and control decisions. The Weather Flight representative will maintain weather situational awareness respond to all weather requests and requirements.

3.5. EOC Weather Support. The Weather Flight is a consulting member within the EOC and supports the EOC Director and CBRNE Cell. The Weather Flight representative is the principle weather advisor which supports both exercise scenarios and real-world events.

3.6. Close-Watch Brief. A mission-specific brief presented to the 39 ABW/CC and intended to provide situational awareness during high-interest DOD asset movements. Weather Flight personnel develop weather briefings and send them to 39th Maintenance Squadron (39 MXS) who, in turn, coordinate the briefing.

3.7. Mass Deployment/Concept Briefings. Upon request, the Weather Flight will provide a mass weather briefing in the event of any mass deployment of personnel or aircraft from IAB. Given proper notification, the Weather Flight will brief special situations such as: climatology, seasonal weather threats, severe weather potential, etc. The Weather Flight requests 24-hour advance notification of mass briefings, when possible, to prepare.

3.8. Exercise/Contingency Planning and Input. The Weather Flight is part of the IAB planning process with respect to coordinated exercises and planned contingency operations; weather information is provided to decision makers. The Weather Flight provides all IAB planning weather support.

3.9. Climatology Support. The 14th Weather Squadron tracks climate statistics for IAB. The Weather Flight will distribute climatology data to base agencies, upon request.

3.10. Flight Information Publication (FLIP) Updates. The Weather Flight is responsible for ensuring all IAB weather information in the FLIP is accurate. All weather-related updates will be requested through Airfield Management Operations. Information will be updated as soon as a change is confirmed and the FLIP information will be checked for accuracy when published.

3.11. Operational Reports (OPREP-3). 39 ABW/CP will initiate the process of reporting the impact of severe weather to higher headquarters. The Weather Flight will provide the following to the 39 ABW/CP and USAFE/A3W:

3.11.1. Actual weather that impacted IAB

3.11.2. WWAs that were issued for the event

3.11.3. Operational status of weather equipment

3.11.4. Any damage called in to or observed by Weather Flight personnel

Chapter 4

MISSION SERVICES

4.1. General. The Weather Flight does not currently produce a ground or flying Mission Execution Forecast (MEF), this is provided by expeditionary forces. Customers requiring a MEF may coordinate future requests by contacting the Weather Flt NCOIC.

4.2. Flight Weather Briefings (FWB). IAW AFMAN 15-129V2, **Paragraph 2.4.2.**, the Weather Flight will employ the "provide or arrange for" concept when faced with requests from transient aircrews

4.2.1. IAW duty priorities listed in **Table 1.1.**, the Weather Flight will provide a briefing or update an existing briefing form for transient aircrews. If the Weather Flight is unable to provide a transient aircrew a FWB or update an existing briefing, they will:

4.2.1.1. Provide support from the 21 OWS via web-based FWB request/phone call.

4.2.1.2. Under no circumstances deny assistance to an aircrew seeking a FWB.

4.2.2. During non-duty hours Flight Weather Briefings will be provided by the 21 OWS. The Weather Flight will ensure access to the 21 OWS Flight Weather Briefing Cell via stand-alone computer and/or telephone. Aircrew should provide requests to the 21 OWS two hours prior to the briefing request time.

4.2.2.1. Flight Planning Room. In order to accommodate transient aircrew, a flight planning room is provided and located adjacent to the 39 OSS Airfield Management Operations section (39 OSS/OSAB).

4.3. MISSIONWATCH. In the event that the Weather Flight builds and disseminates a MEF, the Weather Flight NCOIC will ensure a systematic method of MISSIONWATCH exists.

4.4. Space Weather. The Weather Flight will brief mission-limiting space weather events during any staff weather briefing focusing on impacts to communications. The Weather Flight will submit any reported space weather impacts to 557th Weather Wing.

4.5. PMSV. When contacted via PMSV frequency 284.425, the Weather Flight will provide timely, relevant and accurate weather data to include observations, forecasts, WWAs and any enroute flight hazards. When Weather Flight personnel are not available, the 21 OWS is available for phone patches (DSN 314-489-2133; Commercial 0631-536-2133) IAW duty priorities.

4.5.1. The Weather Flight will solicit a Pilot Report (PIREP) during PMSV contacts with aircrew. PIREPs are recorded locally and serve as a training tool and to enhance flight safety.

Chapter 5

AIRFIELD SERVICES

5.1. Airfield Services. Airfield Services includes weather observing, meteorological watch and PMSV.

5.2. Weather Observations. HN personnel observe, then record and disseminate the official airfield weather observation (LTAG). Weather Flight personnel ensure that the FMQ-19 is properly functioning for the use of HN weather personnel. ATC personnel will use the FMQ-19 readout for up-to-the-minute wind data and as a backup to the HN weather observation, if unavailable.

5.2.1. The U.S. Air Force (USAF) provides a second unofficial observation (EQYK) which is used for informational purposes only. This observation does not supplement or substitute for the LTAG observation. This information may be used for emergency operations and resource protection. The EQYK observation is taken 24 hours a day and is only available through JET.

5.2.1.1. **NOTE: Immediate reporting of a tornado or funnel cloud takes precedence over other criteria**

5.2.2. The FMQ-19 has known limitations. It is unable to detect the weather phenomena listed in **Paragraph 5.2.1.1.**—**Paragraph 5.2.1.6.** Weather Flight personnel who observe these elements will ensure 21 OWS and HN weather personnel are notified for resource protection measures and archive purposes.

5.2.2.1. Tornadoes

5.2.2.2. Funnel Clouds

5.2.2.3. Hail (3/4 in or greater)

5.2.2.4. Volcanic Ash

5.2.2.5. Sandstorms

5.2.2.6. Snow Depth (Only during Weather Flight operating hours)

5.2.3. Weather Flight personnel will maintain situational awareness of local weather conditions and the FMQ-19 operational status during duty hours. Weather Flight personnel will respond to FMQ-19 malfunctions or outages during non-duty hours.

5.3. Terminal Aerodrome Forecast (TAF)

5.3.1. HN weather forecasters develop and disseminate the TAF for IAB. HN weather practices follow rules outlined by the World Meteorological Organization. TAF details are:

5.3.1.1. The International Civil Aviation Organization (ICAO) designation for IAB is: LTAG.

5.3.1.2. The LTAG TAF is issued at: 0600Z, 1400Z and 2200Z.

5.3.1.3. The LTAG TAF is accessible via the Internet on open source websites.

5.3.2. USAF TAF. As directed by AFMAN 15-129 V1, **Table 3.7.**, a TAF will be produced by the USAF if mission requirements dictate. The TAF will be produced by the 21 OWS under the ICAO EQYK. This TAF will only be available on JET, the 21 OWS website, and AFW-WEBS.

5.3.2.1. The Weather Flight is not responsible for TAF coordination. All TAF coordination is accomplished between the 21 OWS and base expeditionary forces

5.4. WWAs. The 21 OWS has the responsibility to issue *all* forecast and observed WWAs for IAB. The Weather Flight performs the "eyes forward" function and relays pertinent weather information to the 21 OWS, when observed. Additionally, Weather Flight personnel engage in meteorological discussions at least once daily with the 21 OWS and during severe weather events.

5.4.1. **Note:** Deviation from AFMAN 15-129V1, **Table 4.2.** Line 9 and AFMAN 15-129V2, **Paragraph 2.18.**

5.5. Cooperative Weather Watch (CWW). The Weather Flight is not responsible for the official airfield observation; therefore, some requirements stipulated in AFMAN 15-111, **Paragraph 2.15.** do not apply. IAW AFMAN 15-111, **Paragraph 2.15.1.** and the "eyes forward" concept (AFMAN 15-129V2 **Paragraph 3.1.2.**), the Weather Flight will relay changes in observed tower visibility versus surface prevailing visibility to the 21 OWS when tower visibility is less than 4 statute miles and different from the surface prevailing visibility.

5.6. Meteorological Watch (METWATCH). The term METWATCH is used to provide an organized approach for weather personnel to maintain situational awareness of both current and future meteorological situations with the primary focus on un-forecasted changes in the weather. 21 OWS will perform a continuous METWATCH for IAB, with the Weather Flight providing "eyes forward" support as defined by AFMAN 15-129V2, **Paragraph 3.1.2.** Changes in the status of weather elements result in notification disseminated from the 21 OWS or Weather Flight to base agencies.

5.6.1. The METWATCH process encompasses:

5.6.1.1. WWA Criteria (**Table 5.1.**—**Table 5.3.**)

5.7. Observed Weather Advisories. A weather message issued when a particular weather event first occurs and no advanced notice of the weather phenomenon is required.

5.7.1.1. Observed weather Advisories are issued when first observed and are valid Until Further Notice (UFN). Once the criterion is no longer met, the Advisory will be cancelled.

Table 5.1. Weather Advisory Criteria

CRITERIA	Desired Lead Time
Visibility ≤ 1200 Meters	When Observed
Visibility ≤ 800 Meters	When Observed
Lightning within 10 Nautical Miles	When Observed
EXERCISE Lightning within 10 Nautical Miles	When Observed
Low Level Wind Shear (PIREPs)	When Observed
Crosswind 10-15 Knots	When Observed
Crosswind 16-30 Knots	When Observed
Crosswind 30-34 Knots	When Observed
Crosswind ≥ 35 Knots	When Observed
Winds 20-34 Knots	When Observed
Icing any intensity occurring within 5nm not associated with Thunderstorms	When Observed
Airframe Frost potential exists	When Observed

5.8. Forecast Weather Watch. A Forecast Watch alerts IAB units to the *potential* of weather conditions that may threaten life and property. When a Watch is issued, units should prepare to take protective actions in the event the Watch is upgraded to a Warning. See **Attachment 6** for example watch format.

5.8.1. A Watch can never substitute for a Warning. Warnings, as required, are issued regardless of whether or not a Watch had previously been issued.

5.8.2. Forecast Watches are issued when the *potential exists* for the development of certain weather phenomena as listed in **Table 5.2.**

5.8.2.1. When the *potential* no longer exists, the Watch will be cancelled.

5.8.2.2. If weather conditions worsen, a Watch may be upgraded to a Warning.

Table 5.2. Forecast Weather watch Criteria

CRITERIA	Desired Lead Time
Tornado within 5 Nautical Miles	As Potential Warrants
Severe Thunderstorm (Winds ≥ 50 Knots and/or Hail ≥ ¾")	4 Hours
Moderate Thunderstorm (Winds ≥ 35 and < 50 Knots and/or Hail ≥ ¼" but < ¾")	4 Hours
Damaging Winds ≥ 50 Knots not associated with Thunderstorms	4 Hours
Lightning within 5 Nautical Miles	30 Minutes
Hail ≥ ¼" but < ¾"	As Potential Warrants
Heavy Snow (≥ 2" in 12 hours)	As Potential Warrants
Heavy Rain (≥ 2" in 12 hours)	As Potential Warrants
Freezing Precipitation	As Potential Warrants

5.9. Weather Warning. A special notice to notify installation personnel when an established weather condition of such intensity as to pose a hazard to life or property is occurring or is expected to occur. Warnings provide concise environmental threat information and are used to enable resource protection decisions. See **Attachment 6** for example Warning format.

5.9.1. Warnings may be issued regardless of whether or not a watch had previously been issued.

5.9.2. When a weather phenomenon no longer poses a direct, imminent threat to IAB assets and personnel, the Warning will be downgraded or cancelled.

5.9.3. **Note:** Lightning warnings are cancelled 15 minutes after the last occurrence IAW AFMAN 15-111, **Paragraph 8.6.4.3.**

Table 5.3. Weather Warning Criteria

CRITERIA	Desired Lead Time
Lightning within 5 Nautical Miles	When Observed
Tornado forecast within 5 Nautical Miles	15 Minutes
Severe Thunderstorm (Winds ≥ 50 Knots and/or Hail ≥ ¾")	30 Minutes
Moderate Thunderstorm (Winds ≥ 35 Knots but < 50 Knots and/or Hail ≥ ¼" but < ¾")	30 Minutes
Damaging Winds ≥ 50 Knots	1 Hour
Strong Winds ≥ 35 Knots but < 50 Knots	1 Hour
Heavy Snow (≥ 2" in 12 hours)	1 Hour
Heavy Rain (≥ 2" in 12 hours)	1 Hour
Freezing Precipitation	1 Hour

5.10. Dissemination. Dissemination of WWAs, downgrades/upgrades, extensions and cancellations are procedurally done via JET and IWWC.

5.10.1. The 39 ABW/CP is the primary agency responsible for disseminating IAB WWAs.

5.11. WWA Numbering. Numbers are assigned to WWAs sequentially, by month and the number of the Warning. For example, Warning number 11-001 would be the first Warning issued in November. This is done automatically by IWWC; recipients cannot edit the numbers.

5.11.1. The Weather Flight, upon request, will train local agencies on decoding official airfield observations and TAFs. They will also explain the difference between a Watch, Warning and Advisory.

5.12. Chemical/Effective Downwind messages.

5.12.1. 557th Weather Wing maintains a web page link to the computer-generated Chemical Downwind Message (CDM) and Effective Downwind Message (EDM). Weather Flight personnel ensure CBRNE personnel have the products they require to accomplish their mission.

5.12.1.1. In the event the information is not available, the Weather Flight retains the ability to calculate and construct CDM messages and will provide a wind forecast in lieu of the CDM or EDM.

5.12.2. Weather Flight personnel will provide weather data to 39 Civil Engineering Squadron (39 CES) and Bioenvironmental Flight, upon request.

Chapter 6

RESOURCE PROTECTION

6.1. General. This section details actions undertaken by the Weather Flight and 21 OWS to provide resource protection to IAB through the utilization of weather WWAs.

6.2. Delineation of Duties. The 21 OWS is responsible for issuing *all* forecast and observed WWAs for IAB. The Weather Flight provides "eyes forward" for the 21 OWS. In the event of imminent threat to life and property, the Weather Flight will issue warnings normally issued by the 21 OWS. In these cases, the Weather Flight will inform the 21 OWS when time permits and IAW duty priorities. **Note:** Deviation from AFMAN 15-129V1, **Table 4.2.**, line 9 and AFMAN 15-129V2, **Paragraph 2.18.**

6.2.1. Expanded Eyes Forward. Expanded "eyes forward" support will be provided whenever Severe Weather Action Procedures (SWAP) are utilized. Weather Flight personnel will focus on the specific severe weather the SWAP was initiated for.

6.2.2. For the purpose of informing 39 ABW Leadership with weather situation awareness, Weather Flight personnel notify the 39 OSS/CC or 39 OSS/DO when the following are issued:

6.2.2.1. Watch or Warning for Tornado.

6.2.2.2. Watch or Warning for Severe Thunderstorm.

6.2.2.3. Watch or Warning for Damaging Winds $\geq$ 50 knots.

6.2.2.4. Warning for Moderate Thunderstorm.

6.2.3. Weather Flight personnel will enact a continuous weather watch of developing weather conditions to aid in performing enhanced METWATCH procedures prior to and during the onset of severe weather (i.e., tornadoes, winds $\geq$ 50 knots and/or hail $\geq$ 3/4 inch).

6.3. Unit Requirements. Units are responsible for coordinating modifications/adding to existing WWA support. Requirements must be justified and routed through the 39 OSS/CC.

6.3.1. Customers requesting changes in existing WWA support must validate the requirement and provide a list of protective actions taken when the WWA is issued.

6.3.2. Approved changes to existing WWAs for IAB are coordinated through the 21 OWS for inclusion into existing processes. Subsequently, the changes will be implemented to provide the appropriate level of resource protection.

6.3.3. Requested weather warning criteria not already defined in AFMAN 15-129V1 are limited to weather phenomena that threaten life or property, or cause the supported unit to take protective action (reference AFMAN 15-129V2, **Paragraph 2.18.1.1.**).

6.4. Severe Weather Action Procedures

6.4.1. The purpose of SWAP is to provide a means for the Weather Flight to systematically and collectively manage additional strains and decision-making processes that accompany severe weather. SWAP is a cooperative effort between the 21 OWS and the Weather Flight.

Each agency has specific roles and responsibilities as defined by AFI 15-128 and AFMAN 15-129.

6.4.2. When directed by Weather Flight leadership, 21 OWS or 39 ABW/CP, the Weather Flight will activate the Severe Weather Action Team (SWAT). The SWAT will provide IAB with clear, timely notifications of impending severe weather. The SWAT Leader will recall personnel (as needed) to intensify the METWATCH and eyes forward capabilities.

6.4.3. SWAP will be implemented and the SWAT will be activated when the following is forecast to occur or is actively occurring:

6.4.3.1. Severe Watch or Warning has been issued for IAB.

6.4.3.2. Anytime the 21 OWS deems SWAP implementation is required in the interest of resource protection and/or safety of ongoing operations at IAB.

6.4.3.3. When severe weather has been observed on or within five nautical miles of IAB

6.4.3.4. Severe weather is defined as:

6.4.3.4.1. Tornadoes or Funnel Clouds.

6.4.3.4.2. Damaging Winds $\geq$ 50 Knots.

6.4.3.4.3. Hail $\geq$ 3/4 Inch.

6.4.4. When issued with sufficient desired lead time, the SWAT will respond two hours prior to the expected onset of severe weather or as soon as possible if within the two-hour window.

6.4.5. Any qualified Weather Flight personnel may determine if the potential for severe weather is strong enough to warrant SWAT activation.

6.4.6. When responding to severe weather, Weather Flight personnel will perform the following:

6.4.6.1. Ensure appropriate WWAs have been issued and received by the following:

6.4.6.1.1. 39 ABW/CP

6.4.6.1.2. ATC Tower

6.4.6.1.3. RAPCON

6.4.6.1.4. Airfield Management Operations (39 OSS/OSAB)

6.4.6.1.5. Flying units assigned/deployed to IAB

6.4.6.2. Contact 21 OWS and engage in meteorological discussions.

6.4.6.3. Notify Weather Flight Leadership of the following:

6.4.6.3.1. The current status of threatening severe weather.

6.4.6.3.2. The need for additional Weather Flight personnel to enhance METWATCH.

6.4.7. At a minimum, the Weather Flight and 21 OWS will conduct and document a semi-annual exercise of coordinated SWAP. Any actual severe weather event meets the intent of an exercise

6.4.8. When any of the criteria listed in **Paragraph 5.2.1.1.—Paragraph 5.2.1.5.** is forecast to occur or is occurring, the 21 OWS and/or the 39 ABW/CP will notify on-call Weather Flight personnel.

6.5. Tropical Weather Advisories.

6.5.1. Tropical storms that may impact or degrade the mission of IAB will be monitored by Weather Flight personnel. Weather Flight personnel monitor tropical storm advisories issued by the Joint Typhoon Weather Center (JTWC), National Hurricane Center (NHC) and the 21 OWS and will alert IAB Leadership to any storm that may cause concern to decision makers.

6.5.2. The Weather Flight cannot deviate from official, tropical system forecast track(s) from the JTWC, NHC, or 21 OWS, per AFMAN 15-129. Due to the uncertainty of forecast tracks beyond 48 hours, they should only be used for planning purposes only.

6.5.3. Weather Flight personnel will include forecast tracks that may impact IAB missions or personnel into all staff briefings. If no briefing is scheduled to occur and the situation warrants immediate attention, Weather Flight personnel will alert the 39 OSS/CC to the weather threat(s)

Chapter 7

RECIPROCAL SUPPORT

7.1. General. The Weather Flight requires daily support in order to accomplish its mission. This chapter outlines the support required by other agencies on and off IAB. Support to the Weather Flight by certain agencies is mandated by USAF and/or local policies that may not appear in this chapter.

7.2. 39 OSS Airfield Operations Flight (39 OSS/OSA)

7.2.1. 39 OSS/OSAM, ATCALS (Air Traffic Control and Landing Systems) will:

7.2.1.1. Provide or arrange for the installation and repair of weather communication, meteorological-sensing equipment.

7.2.1.2. Utilize restoration procedures when restoring weather equipment following outages IAW Tower, RAPCON, ATCALS, Airfield Management (TRAAM) Coordination letter, **Attachment 1,** Equipment Restoral Priorities.

7.2.1.3. Provide contact information for 24-hour equipment outage focal point and will serve as the single point of contact for repair and maintenance of meteorological equipment.

7.2.1.4. Notify the responsible service agent for outages and perform necessary follow-up actions as required until full service is restored.

7.2.1.5. Pre-coordinate required maintenance on weather systems and/or equipment.

7.2.1.6. Assist in performing tactical meteorological observing system barometry calibration.

7.2.1.7. Advise Weather Flight NCOIC of any significant changes in technical orders or policies that may affect weather operations.

7.2.1.8. Respond to Weather Flight requests to elevate system(s) restoration priority based upon Weather Flight duty priorities

7.2.2. 39 OSS/OSAT will:

7.2.2.1. IAW duty priorities and during hours of Weather Flight operation, relay PIREPs to the Weather Flight (see **Paragraph 2.6.1.**).

7.2.2.2. IAW duty priorities and during periods of Weather Flight closure, pass severe PIREPs and Low-Level Wind Shear PIREPs to standby Weather Flight personnel as soon as possible.

7.2.2.2.1. Weather Flight personnel will relay severe PIREPs and Low Level Wind Shear PIREPs to the 21 OWS for inclusion into weather messages and briefings upon receipt.

7.2.2.3. Notify Weather Flight personnel when significant weather phenomena are observed that may cause damage to assets or injury to personnel. This includes:

7.2.2.3.1. Tornadoes and/or Funnel Clouds

7.2.2.3.2. Hail

7.2.2.3.3. Winds $\geq$ 35 knots (e.g., tree branches breaking, walking progress impeded, slight structural damage, trees uprooted, considerable and widespread damage)

7.2.2.3.4. Lightning

7.2.2.4. Notify Weather Flight and Airfield Management personnel of decreasing visibility.

7.2.2.5. Broadcast an ATIS (Automatic Terminal Information Service) message when PMSV frequency 284.425 is not serviceable.

7.2.2.6. Initiate a daily performance check of the Weather Flight/ATC hotline.

7.2.2.7. Provide ATC Tower orientation of newly-assigned weather personnel.

7.2.2.8. Provide Weather Flight personnel access to the ATC Tower for the observance of significant weather, upon request.

7.2.2.9. During Weather Flight hours of operation, notify Weather Flight personnel of a change in active runway

7.2.3. 39 OSS/OSAB (Airfield Management Operations) will:

7.2.3.1. Notify Weather Flight personnel of aircraft/ground mishaps and in-flight emergencies.

7.2.3.2. Receive notifications of WWAs from the 21 OWS via JET or other backup means (e.g., telephone call, fax, etc.).

7.2.3.3. Notify agencies via the Secondary Crash Net when a Warning has been issued for IAB.

7.2.3.4. Issue Notice(s) to Airmen on behalf of the Weather Flight, upon request.

7.2.3.5. Route Weather Flight FLIP change requests to the appropriate agency for action.

7.2.3.6. Notify the Weather Flight NCOIC of the delivery of newly-released FLIPs.

7.2.3.7. Provide airfield indoctrination and orientation to all newly-assigned Weather Flight personnel.

7.3. 39 ABW/CP will:

7.3.1. Provide facility orientation tours to newly-assigned Weather Flight personnel.

7.3.2. Disseminate weather WWAs immediately to base personnel and agencies (including tenant and geographically-separated units).

7.3.3. Notify the Weather Flight of any report of suspected weather-related damages or injuries.

7.3.3.1. Request weather information for inclusion in Operational Reports (i.e., OPREP-3).

7.3.4. Provide access to the CAT in support of real-world requirements and exercise scenarios.

7.4. 39th Security Forces Squadron (SFS) will:

7.4.1. Contact Weather Flight and or 39 ABW/CP personnel to report the observance of the following:

7.4.1.1. Tornadoes and/or funnel clouds

7.4.1.2. Hail

7.4.1.3. Damaging winds (e.g., trees uprooted, considerable and widespread damage)

7.4.1.4. Observed or suspected weather damage

7.5. 39th CES will:

7.5.1. Provide and/or arrange for maintenance of real property in support of meteorological equipment

7.5.2. Provide advance notification of programmed power changes/interruptions to include testing of the emergency power generator for building 526

7.6. 39th Communication Squadron (39 CS) will:

7.6.1. Provide or arrange for the installation and repair of computer systems and LANs for which it has maintenance responsibility. The 39 CS is not responsible for obtaining any commercial "off-the-shelf" equipment/software used by the Weather Flight.

7.6.2. Provide contact information for 24-hour communication outage focal point.

7.6.2.1. Notify the responsible service agent for outages and perform necessary follow-up actions as required until full service is restored.

7.6.3. Respond to Weather Flight requests to elevate system(s) restoration priority based upon Weather Flight mission requirements.

7.7. All Weather Support Recipients will:

7.7.1. Validate and route formal requests for weather support through the 39 OSS/CC.

7.7.2. Coordinate requested changes to this document to Weather Flt NCOIC. IAW AFMAN 15-129V2, this document is reviewed biennially, or as required by significant operational changes and/or local policy.

DAVIS S. EAGLIN, Colonel, USAF
Commander, 39th Air Base Wing

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

39 ABW IEMP 10-2, *Installation Emergency Management Plan* 10-2, 19 November 2013

AFI 10-206, *Operational Reporting*, 05 June 2017

AFI 13-204 Volume 3, *Airfield Operations Procedures and Programs*, 24 April 2018

AFI 15-128, *Air Force Weather Roles and Responsibilities*, 7 February 2011

AFMAN 15-111, *Surface Weather Observations*, 27 February 2013

AFMAN 15-124, *Meteorological Codes*, 28 February 2013

AFMAN 15-129 Volume 1, *Air and Space Weather Operations-Characterization*, 6 December 2011

AFMAN 15-129 Volume 2, *Air and Space Weather Operations-Exploitation*, 7 December 2011

AFMAN 33-363_USAFESUP, *Management of Records*, 25 November 2008

AFPD 15-1, *Weather Operations*, 12 November 2015

ICAO Doc 4444 Annex 3, *Air Traffic Management*, 10 November 2016

Incirlik Weather Flight Data Sheet, maintained jointly between 21st OWS & 39th Operations Squadron, 10 July 2013

Prescribed Forms

AF Form 847, *Recommendation for Change of Publication,*

DD 175-1, Flight Weather Briefing,

Abbreviations and Acronyms

21 OWS—21st Operational Weather Squadron

28 OSW—28th Operational Weather Squadron

39 ABW—39th Air Base Wing

39 ABW/CP—39th Air Base Wing Command Post

39 CES—39th Civil Engineering Squadron

39 CS—39th Communications Squadron

39 MXS—39th Maintenance Squadron

39 OSS/CC—39th Operations Support Squadron Commander

39 OSS/DO—39th Operations Support Squadron Director of Operations

39 OSS/OSA—39th Operations Support Squadron Airfield Operations Flight

39 OSS/OSAB—39th Operations Support Squadron Airfield Management

39 OSS/OSAM—39th Operations Support Squadron Air Traffic Control and Landing Systems Flight

39 OSS/OSAR—39th Operations Support Squadron Radar Approach Control

39 OSS/OSAT—39th Operations Support Squadron Tower

39 OSS/OSW—39th Operations Support Squadron Weather Flight

AB—Air Base

AF—Air Force

AFAS—Airfield Automation System

AFI—Air Force Instruction

AFPD—Air Force Policy Directive

AFMAN—Air Force Manual

AFRIMS—Air Force Records Information Management System

AN/FMQ-19—Automated Weather Observing System

ANG—Air National Guard

AOL—Alternate Operating Location

ATC—Air Traffic Control

ATCALS—Air Traffic Control and Landing Systems

ATIS—Automatic Terminal Information Service

CAT—Crisis Action Team

CBRNE—Chemical, Biological, Radiological, Nuclear & High-yield Explosive—.

CDM—Chemical Downwind Message

CP—Command Post

CWW—Cooperative Weather Watch

EDM—Effective Downwind Message

EOC—Emergency Operations Center

FLIP—Flight Information Publication

FWB—Flight Weather Brief

HN—Host Nation

IAB—Incirlik Air Base

IAW—In accordance with

IDP—Installation Data Plan

IWWC—Integrated Weather Warning Capability

JET—Joint Environmental Toolkit

JTWC—Joint Typhoon Warning Center

LAN—Local Area Network

LTAG—Official Incirlik Airbase Station Identifier

MEF—Mission Execution Forecast

MHz—Megahertz

NCOIC—Noncommissioned Officer in Charge

NHC—National Hurricane Center

OPREP-3—Operational Report 3

OPR—Office Primary Responsibility

PIREP—Pilot Report

PMSV—Pilot to Metro Service

RDS—Records Disposition Schedule

RVR—Runway Visual Range

SWAP—Severe Weather Action Procedures

SWAT—Severe Weather Action Team

TAF—Terminal Aerodrome Forecast

TMQ-53/TMOS—Tactical Meteorological Operations System

TRAAM—Tower, RAPCON, ATCALS, Airfield Management

UFN—Until Further Notice

USAF—United States Air Force

USAFE—United States Air Forces Europe

VoIP—Voice over Internet Protocol

WF—Weather Flight

WWAs—Watches, Warnings and Advisories

Terms

Advisory—A specific notice to operational agencies of environmental phenomena impacting operations.

Air Force Weather Agency—A facility at Offutt AFB that provides centralized weather guidance, support and data for Air Force Weather units.

Alternate Operating Location—The location the Weather Flight relocates to when building 526 is evacuated.

Cooperative Weather Watch—A method of collective observing shared by the weather observer and tower personnel to enhance the mission of resource protection. The weather observer collates information from other sources and disseminates as needed.

Flight Information Publication (FLIP)—Booklet containing aircraft approach, landing and takeoff guidance at various airfields, to include IAB; also lists weather restrictions on airfields.

METAR—A regular observation, taken and disseminated locally and long-line.

METWATCH—Meteorological Watch. A method of observing and forecasting which monitors conditions at IAB for any hazards that might create an impediment to local operations or pose a threat to life or assets.

Mission Execution Forecast (MEF)—A MEF is how flight weather information is passed to the flying customer. It can take the form of a verbal briefing, a DD Form 175-1 or other forms.

MISSIONWATCH—A method of observing and forecasting which monitors environmental conditions for any hazards that might create an impediment to flying and/or ground operations.

Operational Weather Squadron (OWS)—An around-the-clock regional forecast and weather watch center. Commonly referred to as a "hub", IAB's servicing OWS is the 21 OWS located at Kapaun Air Station, Germany.

Pilot Report (PIREP)—A report containing weather data passed from aircrew.

SPECI—A "Special" (weather) observation taken to report the occurrence of certain, perhaps mission-limiting weather criteria.

Terminal Aerodrome Forecast (TAF)—A 30-hour weather forecast product.

Warning—A notification of a weather condition *imminent or in progress* that is a threat to human life and property.

Watch—A notification of weather conditions that are *favorable for formation* and that pose a threat to human life and property.

Attachment 2

WEATHER OBSERVATION (METAR), PIREP, WWA & TAF FORMATS.

Table A2.1. Weather Observation (METAR), PIREP, WWA & TAF Formats.

1. General. This attachment provides METAR, PIREP, WWA and TAF formats.

2. METAR FORMAT

a. Basic elements in order of transmission

LTAG 111550Z 16017G25KT 6000 BR SCT020 BKN080 OVC250 19/14
(1) (2) (3) (4) (5) (6)

Q1011 RMK NOSIG
(7) (8)

(1) Location and date/time group (UTC) of observation.

(2) Wind direction, speed (knots) and gusts when applicable.

(3) Visibility in meters.

(4) Present weather and /or obstruction to visibility (if necessary).

(5) Sky condition (cloud bases in hundreds of feet AGL).

(6) Air temperature (^{o}C)/dew-point temperature (^{o}C).

(7) Barometric pressure adjusted to sea level (millibars).

(8) Remarks (if any).

3. SPECI FORMAT: Coded the same as METARs. Disseminated outside of normally-scheduled issue times, as required

a. Long-line example:

LTAG SPECI 1434Z 35013KT 9999 BKN015 OVC033 19/12

4. PIREP FORMAT

a. Basic Elements in Order of Transmission:

LTAG PIREP TIME 2104 LTAG 045013 FL260 TP C17
(1) (2) (3) (4)
SK UNKN OVC 250 WX FV9999 TA M24 WND 245050KT TURBC LGT ICG NEG
(5)

RMRK OCNL LGT CHOP

(1) Header and time: PIREP received by LTAG Weather Station at 2104 UTC.

(2) Aircraft location: 13 nautical miles northeast (045-degree radial) of IAB.

(3) Flight level: 26,000 feet.

(4) Aircraft type: C-17.

(5) Text (clouds (base /tops), flight level visibility, temperature, winds, turbulence, icing, remarks. Sky condition (SK): Flying above an overcast cloud layer with base unknown and tops at 25,000 feet. Visibility at flight level (FV): unrestricted (9999 meters). Ambiant air température (TA): minus 24ºC. Wind: From 245 degrees at 50 knots. Turbulence: Light. Icing: None. (NEG) Remarks: Occasional light chop (turbulence).

Example:
LTAG PIREP TIME 2104 LTAG 045013 FL250 TP C17 SK UNKN OVC 250 WX FV9999 TA M24 WND 245050KT TURBC LGT ICG NEG RMRK OCNL LGT CHOP

5. <u>WEATHER ADVISORY FORMAT</u>:
Example:

Weather Advisory 03-001 for Incirlik Air Base (EQYK)
VALID 9/2346Z (10/0246L) to UFN
Visibility >= 500 meters is observed at Incirlik Air Base

(1) Line 1: EQYK (this is the dissemination identifier used for all DoD-issued weather watches, warnings and advisories) header and advisory number.

(2) Line 2: Valid times in UTC (LST or LDT) or Until Further Notice (UFN).

(3) Line 3 to end: Weather Advisory Criteria.

6. <u>WATCH AND WARNING FORMAT:</u>
Watch Examples:

WEATHER WATCH #05-B36

VALID 21/1900Z (21/2200L) TO 22/0100Z (22/0400L)
POTENTIAL EXISTS FOR LIGHTNING WITHIN 5NM OF INCIRLIK AIR BASE.
A WARNING WILL BE ISSUED IF REQUIRED.

INCIRLIK AIR BASE WEATHER WATCH #11-A60
VALID 03/1500Z (03/1800L) TO 03/2300Z (04/0200L)
POTENTIAL EXISTS FOR DAMAGING SURFACE WINDS 50KTS OR GREATER AT INCIRLIK AIR BASE. A WARNING WILL BE ISSUED IF REQUIRED.

Warning Examples:

WEATHER WARNING #05-B38
VALID 21/2233Z (22/0133L) TO UFN
LIGHTNING OBSERVED WITHIN 5NM OF INCIRLIK AIR BASE.
THIS UPGRADES WEATHER WATCH #05-B-36

INCIRLIK AIR BASE WEATHER WARNING #11-A65
VALID 03/1600Z (03/1900L) TO 03/2300Z (04/0200L)
DAMAGING SURFACE WINDS 50KTS OR GREATER AT INCIRLIK AIR BASE. MAX WIND GUST EXPECTED IS 55KTS.
THIS UPGRADES WEATHER WATCH #11-A60

(1) Line 1: IAB header and Watch or Warning number.

(2) Line 2: Valid time in UTC (CST or CDT) to UTC (CST or CDT).

(3) Line 3 to end: Type of Watch or Warning explained followed by remarks, if any.

7. TAF FORMAT:

a. Basic Elements in Order of Transmission:

TAF LTAG 100440Z 1006/1106 11005KT 6000 HZ SCT035
(1) (2) (3) (4) (5) (6) (7)

Note: Elements “3” through “6” repeat on separate lines if forecasters expect changes in the initial weather conditions during the forecast period. At the beginning of each new line,

"BECMG" indicates a gradual change between the two hours listed, "FM" indicates rapid change within half an hour beginning at the time listed, or "TEMPO" indicates intermittent fluctuations from forecast conditions. PROB30 or PROB40 indicate the percentage chance for the phenomenon to occur.

(1) Heading (station identifier).

(2) Issue date/time in UTC.

(3) Valid date/time in UTC.

(4) Winds (radial direction and speed in knots).

(5) Visibility in meters.

(6) Present weather and/or obstructions to visibility (if none, no entry will appear).

(7) Sky condition (cloud bases in hundreds of feet Above Ground Level, or AGL).

b. Example:

TAF LTAG 150440Z 1506/1612 VRB05KT 5000 BR SCT030
BECMG 1506/1508 03009KT 9999 NSW SCT030 BKN080 OVC250
FM 1000 34015G25KT 9999 SCT080 SCT250
PROB40
TEMPO 1510/1514 34025G35KT 6000 BLDU

(1) Line 1: TAF (Terminal Aerodrome Forecast) LTAG (Incirlik AB) 150440Z (issued at 0440Z on the 15th) 1506/1612 (valid from 0600Z on the 15th until 1200Z on the 16th); VRB05KT (wind: variable at 5 knots); 5000 BR (visibility: 3 miles with mist); SCT030 (sky condition: scattered clouds at 3,000 feet AGL)

(2) Line 2: BECMG 1506/1508 (becoming, between 0500Z and 0800Z); 03009KT (wind: NE at 9 knots); 9999 NSW (visibility: unrestricted and no significant weather); SCT030 BKN080 OVC250 (sky condition: scattered clouds at 3,000 feet, a broken ceiling at 8,000 feet, and an overcast deck at 25,000 feet)

(3) Line 3: FM1000 (from 1000Z, rapid change within 30 minutes); 34015G25KT (wind: NW at 15 knots gusting to 25 knots); 9999 (visibility unrestricted and no weather); SCT080 SCT250 (sky condition: scattered clouds at 8,000 and 25,000 feet)

(4) Line 4: PROB40 (40% probability of line 5 occurring)

(5) Line 5: TEMPO 1510/1514 (Temporary condition, 1000Z-1400Z, conditions will not last more than 30 minutes during any hour of the TEMPO forecast line); 34025G35KT (wind: NW at 25 knots gusting to 35 knots); 6000 BLDU (visibility: 4 miles with blowing dust