BY ORDER OF THE COMMANDER
LITTLE ROCK AIR FORCE BASE

LITTLE ROCK AIR FORCE BASE
INSTRUCTION 15-101

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Weather

WEATHER SUPPORT

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This instruction implements Department of the Air Force Policy Directive 15-1, *Weather Operations*, Air Force Manual 10-206, *Operational Reporting (OPREP)*, Department of the Air Force Instruction 10-2501, *Air Force Emergency Management (EM) Program*, DAFI 10-208, *Continuity of Operations (COOP) Program*, AFMAN 15-111, *Surface Weather Observations*, AFMAN 15-124, *Meteorological Codes*, DAFI 15-129, *Air and Space Weather Operations,* and Air Mobility Command Instruction (AMCI) 15-101, *Weather Operations and Support*. It establishes responsibilities, weather support procedures and provides general information for weather services, including weather observations and forecasts, weather warnings, watches, and advisories (WWA); space weather data, information dissemination, and base-wide reciprocal support. It applies to units assigned to 19th Airlift Wing (AMC), 314th Airlift Wing (AETC), 189th Airlift Wing (ANG), 913th Airlift Group (AFRC) and subordinate units, and units assigned, attached, or supported by Little Rock Air Force Base. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) AFI 33-322, *Records Management and Information Governance Program*, and disposed of IAW the Air Force Records Information System (AFRIMS) Records Disposition Schedule (RDS) located at **https://afrims.cce.af.mil/rds/series**. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the DAF Form 847, *Recommendation for Change of Product*; route DAF Forms 847 from the field through the appropriate functional's chain of command.

SUMMARY OF CHANGES

This publication has been significantly revised to align with the updated DAFI 15-129. Key changes include updated terminology, transition from the Joint Environmental Toolkit (JET) to Air Force Weather Bridging Environmental Intelligence for Responsive Operational Support (AFW-BIFROST) portal, inclusion of the Combat Air Base Squadron (CABS) weather team, and consolidation of content to focus on operational-level support, while tactical procedures are addressed in unit standard operating procedures (SOPs) and memorandums of agreement (MOAs).

Chapter 1

WEATHER UNITS AND SUPPORT ROLES

1.1. Purpose. This document establishes the roles, responsibilities, and procedures for providing weather support to the supported units at Little Rock Air Force Base (LRAFB). It defines the scope of weather services, coordination requirements, and decision authorities to ensure timely, accurate, and consistent weather support. This document enables commanders to effectively manage weather-related risks while ensuring safe and mission-ready operations. IAW host/parent unit procedures, this instruction must be reviewed and revised (as necessary) no greater than biennially. When there is a change of command within the weather flight, the new flight leadership will review this plan and local procedures within 90 days.

1.2. Weather Units and Responsibilities.

1.2.1. 19th Operations Support Squadron Weather Flight (19 OSS/OSW), referred to as the Weather Flight (WF), is the primary source of tailored weather services in support of operations and resource protection at LRAFB. This includes, but is not limited to, Flight Weather Briefs (FWBs), Terminal Aerodrome Forecasts (TAFs), Weather Watches, Warnings and Advisories (WWAs), and Mission Weather Products (MWP), in support of the 19th Airlift Wing (19 AW), the 314th Airlift Wing (314 AW), the 189th Airlift Wing (189 AW), the 913th Airlift Group (913 AG), subordinate units, various headquarter elements, and transient aircrews.

1.2.2. The 19th Combat Air Base Squadron (19 CABS) Weather team works in direct coordination with the LRAFB WF to support training, exercises, and deployment readiness for 19 CABS.

1.2.3. The 26th Operational Weather Squadron (26 OWS) is the regional weather squadron for southeast Continental United States (CONUS) and provide operational-level weather products and information. They will identify potential significant weather events on an Air Force Weather Threat Tracker impacting southeast CONUS, to include LRAFB, which will be assessed and tailored as necessary by the WF.

1.2.4. The 618th Air Operations Center Weather Directorate (618 AOC/WXD) provides FWBs and operational weather support for all Integrated Flight Management (IFM) higher-headquarters (HHQ) missions to and from LRAFB.

1.3. Duty Priorities. The WF has established duty priorities listed in **Table 1.1** based on their order of relative importance to mission accomplishment. WF personnel will use sound risk management principles to determine the need to recall additional personnel to assist in meeting surges in operations.

Table 1.1. 19 OSS/OSW Duty Priority Listing.

Priority	Duties
1	Perform Emergency War Order (EWO) Taskings
2	Execute WF Evacuation / Continuity of Operations Plan
3	Issue/Disseminate Weather Warnings/SWAP actions
4	Respond to Aircraft/Ground Emergencies
5	Respond To PMSV Contacts, Disseminate Urgent PIREPs
6	Augment FMQ-19 (FBWOS) Observation for Mandatory Elements
7	Issue/Disseminate Weather Watches and Advisories
8	Disseminate TAF
9	Disseminate Routine AIREPS/PIREPs
10	MEFP/ Mission Weather Products/ Provide Flight Weather Briefing
11	Collaborate Weather Products with Supported Units / OWS
12	Perform METWATCH/MISSIONWATCH
13	Provide Staff Weather Briefings / Non-Standard Weather Products
14	Weather Functional Training
15	Accomplish Administrative Tasks

1.4. Continuity of Operations (COOP). Support to the installation and flying operations is susceptible to equipment and communication outages. In the event the WF is unable to conduct operations in their primary work center, they will conduct their approved primary, alternate, contingency, and emergency (PACE) plan. If the WF is unable to conduct operations from an alternate operating location, they will coordinate with primary and back-up weather agencies (7th Operations Support Squadron Weather Flight at Dyess AFB, and 26 OWS at Barksdale AFB respectively) to assume all weather support operations until the local issue has been rectified. The WF will immediately notify mission partners of COOP activation to ensure uninterrupted mission support. To ensure maximum readiness, the WF will conduct at least one COOP exercise per year to validate their PACE plan and support agreements with back-up weather agencies.

1.5. WF Hours of Operation and Contact Information.

1.5.1. Hours of Operation: The WF will maintain at least one forecaster in the office 24-hours Monday through Friday. They have an approved weekend standby waiver by the 19 AW Commander which is detailed in **Attachment 7** and outlines weekend support procedures.

1.5.2. Contact Information:

1.5.2.1. DSN: 312-987-6152/6444. Commercial: 501-987-6152/6444.

1.5.2.2. Email Organization Box: **19oss.osw.info@us.af.mil**

1.5.2.3. Flight Commander DSN: 312-987-6939 / Flight Chief DSN: 312-987-1238

Chapter 2

AIRFIELD SUPPORT

2.1. General. Airfield support includes those actions affecting the LRAFB aerodrome (defined within a 5NM radius of the airfield) or LRAFB as a whole. These functions include, but may not be limited to, weather observing, meteorological watch (METWATCH), and resource protection.

2.1.1. Observations. LRAFB has two fixed-based weather observing systems (FBWOS) FMQ-19s located at both ends of the runway which provide automated hourly observations and serve as the official airfield observation unless augmentation requirements are met. Special (SPECI) observations will be automatically disseminated anytime significant or rapidly changing weather conditions occur, not on the hourly schedule. **Attachment 2** lists all SPECI criteria for LRAFB. The LRAFB Radar, Airfield, and Weather Systems Flight is responsible for maintenance of the FMQ-19s. FMQ-19 Augmentation. In the event of missing or erroneous observation data from the FMQ-19, the weather technician will manually add or edit data to the observation and ensure the corrected observation is disseminated properly, often depicted as a COR observation.

2.2. Back-up procedures. In the event of an FMQ-19 malfunction or failure, WF personnel will use manual observing procedures when performing backup operations. When required, the WF will encode and disseminate METAR and SPECI observations IAW AFMAN 15-111. When backing up FMQ-19 wind and pressure sensors, the wind and pressure values will be reported as estimated.

2.3. Terminal Aerodrome Forecasts (TAF). LRAFB TAFs are produced and disseminated by the WF IAW AFMAN 15-124 and DAFI 15-129. TAFs are valid for 30 hours, apply to the area within 5NM of the LRAFB complex, and are issued at 0700, 1500, and 2300 zulu time.

2.4. Resource Protection Products. Special Weather Statements (SWS) and WWAs are special notices used to alert decision makers that hazardous weather is occurring or there is potential for hazardous weather to occur within the area of operations. **Attachment 3** provides all LRAFB WWAs with their desired lead times (DLT).

2.4.1. Special Weather Statement (SWS). The WF will email SWS outlooks to Team Little Rock leaders when they identify potential for significant weather events to include: Severe Thunderstorms, Tornados, Damaging Winds, Heavy Snow, and Freezing Precipitation (thresholds are outlined in **Attachment 3**). A SWS can also be requested by LRAFB leadership for any weather event they deem concerning.

2.4.2. Weather Watch. A special notice to notify installation personnel and supported units of **a potential for** environmental conditions of such intensity as to pose a hazard to life or property. Watches are issued for the criteria defined in **Attachment 3** and are valid for a 5NM radius from the center of the LRAFB runway complex.

2.4.3. Weather Warning. A special notice to inform installation personnel and supported units 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 are issued for the criteria defined in **Attachment 3** and are valid for a 5NM radius from the center of the LRAFB runway complex. Desired Lead Times (DLT). Each Watch and Warning will have an associated DLT which the WF will strive to meet when disseminating the alert to ensure decision makers have sufficient time to take proactive and operational actions before the forecasted event occurs.

2.4.4. Observed Weather Warnings. Lightning warnings are the only observed warning issued for LRAFB. Lightning warnings are issued when lightning is observed with 5NM, either visually, via the National Lightning Detection Network, or by the FMQ-19/TMQ-53. Lightning warnings are cancelled when lightning has not been observed with the past 15 minutes, and radar indicates thunderstorms are no longer occurring within 5NM.

2.4.5. Weather Advisories. A notice to inform end users when an established environmental condition affecting operations is occurring or is expected to occur at LRAFB. Advisories are issued for the criteria defined in **Attachment 3** and are valid for a 5NM radius from the center of the LRAFB runway complex.

2.4.6. Operating Area WWAs. Watches and warnings are issued by the WF for Blackjack drop zone (DZ) and All-American landing zone (LZ) and DZ. These WWAs are issued for the criteria defined in **Attachment 3** and are valid for a 5NM radius from the center of the operating area.

2.5. Dissemination Process.

2.5.1. All observations and TAFs will be disseminated via the AFW-BIFROST portal, which will deliver the information to the required viewing platforms. If the AFW-BIFROST webpage is not operational, the WF will follow their respective observation and/or TAF PACE plan to ensure information is delivered.

2.5.2. Tornado Warning. The WF will issue a Tornado Warning for LRAFB when a tornado has been confirmed either visually or radar-indicated and is tracking to move through the 5NM radius of the runway complex. The 19 AW/CP has the primary responsibility for sounding the giant voice tornado warning and base sirens when directed by the WF. It is important to note that Pulaski County tornado sirens can be heard on parts of the base. As they have different issuing criteria there will be times when Pulaski sirens are activated when the base sirens are not and vice-versa. In cases like these, proceed according with the base sirens.

2.6. Pilot-to-Metro (PMSV) Support. Weather information is available via PMSV on frequency 239.8 MHz. The duty forecaster monitors PMSV traffic for all aircraft contacts. When the LRAFB PMSV is out-of-service, ATC will relay information to the WF. PMSV will not be monitored during standby weekends.

2.7. Emergency Action(s) Response.

2.7.1. Aircraft Mishap. When notified of an aircraft mishap, the WF initiates a save of applicable data used in the development of any weather products provided. The lead weather agency that provided the official weather forecast for that operation will be the lead weather unit completing the official data save. Archived weather data is available to investigating agencies upon request.

2.7.2. Severe Weather Action Plan (SWAP). The SWAP ensures sufficient manpower is available to meet the increased demand for timely weather information during significant weather events. The WF duty forecaster initiates the SWAP when any of the criteria in **Table 2.1**, are forecast to occur. If WF Leadership determines that travel for SWAP personnel is a life risk (Freezing precipitation or Tornado), then SWAP will not be activated.

Table 2.1. Conditions Requiring SWAP Activation.

SWAP ACTIVATION Criteria
Watch for Tornado(s)
Warning for Tornado(s)
Warning for Severe Thunderstorms (Hail > ¾ inch and/or Winds ≥ 50 kts)
Warning for Winds ≥ 50 kts
Warning for Heavy Snow
Warning for Freezing Precipitation

2.7.3. Chemical, Biological, Radiological, and Nuclear (CBRN). The WF works closely with Emergency Management (EM) to ensure supported commanders receive the relevant information needed to obtain a timely and accurate picture of the environmental situation. Upon request, the WF will provide surface observations representative of the location and time of the CBRN event and Chemical Downwind Messages.

Chapter 3

GUIDANCE AND PROCEEDURES

3.1. General. This chapter focuses on routine products and services provided to aviation units. The primary weather support and mission limiting thresholds are outlined throughout **Attachment 5**. Support to non-flying missions is discussed in **Chapter 4**.

3.2. Mission Weather Product (MWP). MWPs fuse theater scale products with local mission requirements to provide timely, accurate, and relevant environmental information for planning and execution

3.2.1. 19 OSS/OSW MWP. The WF creates a mission execution forecast (MEF) twice a day as the official 19 OSS/OSW MWP. The MEF is the standard tailored briefing for all missions operating in the state of Arkansas and will be posted in the WF SharePoint ™. Flying operations utilize the MEF as the official operating forecast

3.2.2. AFW-BIFROST mission management is the primary command and control (C2) system for flying units to submit and receive DD Form 175-1 Flight Weather Briefings by the WF. For flying missions outside the state of Arkansas that are non-IFM mission, the WF will complete a 175-1. Minimum desired lead time for 175-1 requests is 2 hours. However, weather technicians will complete all requests as soon as possible depending on duty priorities.

3.2.3. For all IFM missions, the 618 AOC/WXD will complete weather briefings via Global Decision Support System (GDSS).

3.3. MISSIONWATCH. MISSIONWATCH is a deliberate process for monitoring terrestrial weather or the space environment for specific mission-limiting factors that may adversely impact mission execution. The MISSIONWATCH process is intended to identify previously unidentified environmental threats and alert decision-makers at the operational unit and/or airborne mission commanders, enabling dynamic changes to mission profiles that may mitigate the environmental threat and optimize the chance of mission success.

3.3.1. WF Briefed Sorties. The WF performs a continuous MISSIONWATCH for all WF briefed missions. When MWPs differ from observed conditions to the extent that it has the potential to impact operations, the WF will issue MWP amendments/updates as soon as the mission allows.

3.3.2. 618 AOC/WXD Briefed Sorties: 618 AOC/WXD performs a continuous MISSIONWATCH and weather risk assessment for all 618 AOC/WXD briefed sorties. 618 AOC/WXD uses the Weather Threat Assessment (WTA) tool to relay information on missions considered “at risk” based on the Operational Risk Management Thresholds identified in GDSS.

3.4. Post-Mission Analysis/Feedback. Aircrews using WF created products should contact the WF with post-mission information and/or follow-up support. The WF utilizes mission-partner feedback to improve internal processes and enhance training, forecast proficiency, and product accuracy. Formal/informal feedback methods can be completed using the WF feedback form on the 19 OSS/OSW Sharepoint ™, phone call or email to WF, or face-to-face feedback after mission completion.

3.5. Transient Aircrew Support. Transient aircrews may request flight weather briefings (175-1s) in person, through AFW-BIFROST mission management, or by phone using the contact information in **para 1.5.2**. IAW DAFI 15-129 para 4.3.2.2., the WF will provide FWB support, upon request, to DAF/Army transient aircrews departing the local airfield, and will coordinate MISSIONWATCH responsibilities with the aircrew's designated or aligned weather unit. If WF workload prevents support (see **Table 1.1** for WF duty priorities), the WF may direct aircrews to the 26 OWS briefing cell or contact the OWS on their behalf to arrange support. The 26 OWS briefing cell is available at DSN 331-2651/2652/2633 or commercial at (318)-529-2651/2652/2633. **Note:** WFs are not required to maintain personnel on duty solely to brief transient aircrews.

3.6. Unmanned Aircraft Systems (UAS)/Drone Support. The WF will provide tailored weather support for LRAFB drone operations as requested.

3.7. Space Weather Impacts. LRAFB has a wide-variety of operations affected by various space-weather parameters (High Frequency and Ultra High Frequency communication, radar, GPS, etc.). The WF provides space impacts on their MWPs. Requests for additional space weather information can be provided by the WF.

Chapter 4

STAFF SERVICES

4.1. General. Staff services are typically accomplished by WF leadership and include integrating meteorological data into staff functions (i.e., briefings), ensuring the WF is trained and equipped for day-to-day operations, and cultivating relationships with base agencies to ensure WF support is optimal.

4.2. Staff Meteorological Functions. Staff meteorological functions aid leadership in identifying and understanding specific weather and environmental impacts. Specialized weather information can be provided to support any non-flying mission upon request. The WF is available to assist commanders in determining weather support requirements and impacts to operations. Examples of staff meteorological functions provided are:

4.2.1. 19 AW Staff Briefings. Staff weather briefings for 19 AW (Battle Rhythm Update Briefing) are provided, as required. Standard information includes a 5-day LRAFB weather outlook with a focus on mission impacts, as well any severe weather forecasts, including tropical storms impacts, to either LRAFB and/or primary evacuation locations.

4.2.2. Crisis Action Team (CAT) Briefings. The WF provides real-world weather support as required for CAT Level 3 briefings, or when directed. The WF can be recalled for a weather brief during any CAT level. The 19 CABS weather team will supplement CAT weather briefs during exercises and pre-deployment training. Each briefing is tailored to provide the appropriate weather intelligence required by the 19 AW, the 314 AW, the 189 AW, and/or 913 AG leadership.

4.2.3. Pre-deployment Planning Briefings. The WF and/or 19 CABS weather team can provide pre-deployment weather briefings as requested. Briefing content is tailored to meet mission partner requirements and can include weather impacts at the deployed location.

4.2.4. Climatology Services. The WF can provide a variety of climatology products upon request. Example products include but are not limited to historical surface observations, long-range outlooks, global cloud cover, and upper-level wind climatology.

4.2.5. Tropical Weather. The WF will provide the national hurricane center (NHC) forecast for any tropical weather threats in the southwest Atlantic, Caribbean Sea, and Gulf of America via the daily standup slides. The WF will provide support for the CAT briefings, and all invested agencies, before, during, and after a reception/beddown forces at LRAFB.

4.3. Staff Integration Functions. The WF will embed weather expertise into installation and wing staff processes to inform planning, operations, risk-management, and decision-making. Specific procedures/functions for integration with base agencies are outlined below.

4.3.1. LRAFB Leadership. The WF will issue Weather Outlooks for significant weather events meeting LRWX conditions levels III-VII as referenced in **Attachment 4**, **Table A4.3**, or when requested by LRAFB leadership. The WF will strive to send an initial outlook at least 72-hours in advance and will provide daily updates to highlight significant changes and operational impacts for decision makers to execute asset and resource protection plans through the forecasted event.

4.3.2. 19th AW/Inspector General (IG). The WF assists and participates in periodic tabletop exercises tailored to upcoming seasonal weather or other environmental concerns and educates base leaders on the purpose and applicability of WWAs.

4.3.3. WF will document all After Action Reports (AARs) following participation in major exercises and deployments and forward them to AMC for inclusion into Joint Lessons Learned Information System (JLLIS).

4.3.4. 19th AW/Public Affairs (19 AW/PA). The WF provides tours of the WF facility for community groups and others when coordinated by Public Affairs, as well as providing community training on Tornado & local hazardous weather.

4.3.5. 19th OSS/Airfield Operations Flight (19 OSS/AOF). The WF and AOF have several reciprocal support functions which are documented in their MOA which is re-validated once a year.

4.3.6. 19th Civil Engineer Squadron (19 CES). The WF includes the 19 CES on all weather outlooks as discussed in **para 4.3.1** to ensure airfield and base facilities are proactively safeguarded.

4.3.7. All Supported Flying Units (19 AW, 314 AW, 189 AW, 913 AG, 29 WPS). The WF provides services as outlined throughout this publication.

4.4. Reciprocal Support.

4.4.1. 19 AW/CP

4.4.1.1. Ensure dissemination of all WWAs as outlined in **Chapter 2** of this document.

4.4.1.2. Immediately notify the WF forecaster-on-duty of any aircraft or ground mishaps (weather-related or not) requiring OPREP-3 reporting or local reporting requirements IAW AFMAN 10-206.

4.4.1.3. Upon notification of potential for severe weather, utilize applicable Quick Reaction Checklists (QRC) to alert wing leadership and various base agencies

4.4.1.4. Activate base giant voice when a lightning or tornado watch and/or warning are issued. Activate tornado siren upon notification from WF. Disseminate all warnings via email and/or AtHoc.

4.4.2. 19th Communication Squadron (19 CS). Ensure WF information and technology (IT) infrastructure are assigned repair priorities. Ensure at least one operational DSN line is always maintained and usable.

4.4.3. 19th Security Forces Squadron (19 SFS). Promptly inform the WF of any hazardous weather reported by Security Forces personnel (e.g., tornado, hail, etc.).

4.4.4. All Supported Flying Units.

4.4.4.1. Notify the WF of required additional planned weather alternates and any special considerations affecting the duration of the mission.

4.4.4.2. Notify the WF of required additional support as soon as it becomes known to include monitoring of alternate observations/forecast and tracking of weather conditions affecting local flying operations.

4.4.4.3. Provide timely notification of changes to scheduled operations affecting weather support requirements as soon as the change is identified.

4.4.4.4. Provide pilot reports(PIREPs) either directly to the WF or through the PMSV, Tower, or 19 AW/CP.

4.4.4.5. Provide feedback on weather briefings via email or survey to the WF or 618 AOC/WXD.

4.4.4.6. Provide the WF with a minimum of 2 weeks' advanced notification of any requirements for training conducted by the WF or any changes in requirements to previously scheduled weather training.

4.4.5. 19 AMDS/SGPB (Bioenvironmental Flight). Provide the base populace with the Wet Bulb Globe Temperature (WBGT) as required. Issue Yellow/Red/Black flag advisories when necessary.

4.4.6. 19th Maintenance Group (19 MXG). Monitor weather conditions via AFW-BIFROST sensor data display. Perform maintenance actions IAW LRAFBI 21-103 and supporting checklist when limiting weather conditions are observed.

4.4.7. 19 CES/CEX (Emergency Management). Notify WF leadership when a new Installation Emergency Management Plan 10-2 is being created for proper coordination as required by the DAFI 15-129 and DAFI 10-2501.

4.4.8. 61 AS. Provide access to AOL and notify WF whenever AOL will be inaccessible.

Chapter 5

WEATHER EQUIPMENT

5.1. General. This chapter provides a brief description of the meteorological and communications equipment used by the WF. Additionally, it provides information on backup systems, maintenance, and restoring priorities.

5.2. Meteorological Equipment. The WF uses the FMQ-19 and WSR-88D weather radar to determine the current state of the atmosphere. These critical systems provide mission partners the most timely, accurate, and relevant weather intelligence possible. Note: TMQ-53 and Advanced Micro Weather Sensor (AMWS) are automated tactical observing systems that are used by the WF during contingency and exercise operations. The TMQ-53 provides a capability that is very similar to the FMQ-19, and the AMWS is a more compact version of the two, providing similar capabilities but with some restrictions.

5.3. Communication Equipment. The following systems are the backbone of the WF communications network.

5.3.1. AFW-BIFROST. As discussed throughout this document, AFW-BIFROST is the primary system for disseminating forecasts, observations, WWAs, and 175-1 flight weather briefings.

5.3.2. PMSV Radio. The PMSV Radio allows the WF to communicate time sensitive weather information with aircrews, both on the ground and in the air.

5.3.3. Phones/Hotlines. Phones and hotlines serve primarily for rapidly passing along critical, time-sensitive information, verification for BiFrost WWA notification, as well as to serve for backup services.

5.3.4. Nonclassified Internet Protocol Router Network (NIPRNet) The WF relies heavily on NIPRNet to improve the timeliness and accuracy of weather intelligence to our mission partners.

5.4. Maintenance.

5.4.1. Organizations providing preventive maintenance and repair of weather and communications equipment are listed in **Table 5.1**.

Table 5.1. Equipment Maintenance List.

Organization	Equipment
19 OSS/OSAM (RAWS)	FMQ-19, TMQ-53, AMWS, PMSV
Little Rock National Weather Service	WSR-88D Radar
557 WW Fielded Systems Support Center	AFW BIFROST Server
19 CS/SCXP (Plans and Readiness)	Phones/Hotlines
19 CS/SCOI (Network Infrastructure)	NIPRNet/Internet Connectivity

5.4.2. Restoration Priorities. Priorities for restoring critical systems exist in the event of natural disasters or any other anomaly, simultaneously impacting systems base-wide. **Significant** indicates a situation where the equipment is completely inoperative, while **minimal** means the equipment is in limited operation. Response times for weather equipment are listed in **Attachment 6**, **Table A6.1** (priorities may be adjusted based on forecasted weather).

5.5. Building Power. In the event of a commercial power interruption, Building 216 automatically switches to generator backup power.

BRET ECHARD, Colonel, USAF
Commander, 19AW

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

DAFPD 15-1, *Air Force Weather Operations*, 28 May 2024

AFMAN 10-206, *Operational Reporting (OPREP)*, 18 June 2020

DAFI 10-2501, *Emergency Management Program*, 16 October 2020

AFMAN 11-2C-130HV3, *C-130H Operations Procedures*, 05 December 2023

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AFMAN 11-202V3, *Flight Operations*, 10 January 2022

AFMAN 11-202V3-AMCSUP, *Flight Operations*, 29 July 2024

AFI 11-208*, Department of Defense Notice to Airmen (NOTAM) System,* 12 February 2018

AFMAN 13-204V3, *Air Traffic Control*, 26 April 2024

DAFMAN 13-217, *Drop Zone, Landing Zone, and Helicopter Landing Zone Operations,* 22 April 2021

DAFI 10-2503, *Chemical, Biological, Radiological, or Nuclear (CBRN) Defense Program*, 06 October 2023

AFMAN 15-111, *Surface Weather Observations*, 12 March 2019

AFMAN 15-124, *Meteorological Codes*, 16 January 2019

DAFI 15-129, *Air and Space Weather Operations*, 19 November 2025

AMCI 15-101, *Weather Operations and Support*, 28 December 2023

LRAFBI 21-103, *Severe Weather Alert and Adverse Weather Flight Line Securing and Operation Procedures*, 22 June 2021

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms AFI—Air Force Instruction

AFMAN—Air Force Manual

AFB—Air Force Base

AOL—Alternate Operating Location

AMC—Air Mobility Command

AMWS—Advance Micro Weather Sensor

ATC—Air Traffic Control

AW—Airlift Wing

CAT—Crisis Action Team

CBRN—Chemical, Biological, Radiological, and Nuclear

CC—Commander

CES—Civil Engineer Squadron

CONUS—Continental United States

CP—Command Post

CS—Communications Squadron

DAFPD—Department of the Air Force Policy Directive

EM—Emergency Management

EWO—Emergency War Orders

FLIP—Flight Information Publication

FTU—Formal Training Unit

FBWOS—Fixed Based Weather Observing System

GDSS—Global Decision Support System

IAW—In Accordance With

ICAO—International Civil Aviation Organization

KT—Knots

METAR—Meteorological Terminal Aviation Routine Report

METSAT—Meteorological Satellite

METWATCH—Meteorological Watch

MOA—Memorandum of Agreement

MOU—Memorandum of Understanding

MWP—Mission Weather Product

NIPRNet—Nonclassified internet protocol router network

NOTAM—Notice to Airmen

NWS—National Weather Service

OL-D—Operating Location-D

OPR—Office of Primary Responsibility

OSAA—Airfield Management

OSAT—Tower

OSAM—RADAR Airfield and Weather Systems

OSS—Operations Support Squadron

OWS—Operational Weather Squadron

PA—Pressure Altitude

PIREP—Pilot Report

PK WND—Peak Wind

PMSV—Pilot-to-Metro Service

POC—Point of Contact

RDS—Records Disposition Schedule

RP—Resource Protection

RVR—Runway Visual Range

RWY—Runway

SFS—Security Forces Squadron

SM—Statute Mile(s)

SOP—Standard Operating Procedure

SPECI—Special

SWAP—Severe Weather Action Plan

SWS—Special Weather Statement

TAF—Terminal Aerodrome Forecast

TWR—Tower

VFR—Visual Flight Rules

VHF—Very High Frequency

VIS—Visibility

WF—Weather Flight

WSR-88D—Weather Surveillance Radar, 1988 Doppler

WWA—Watches, Warnings, and Advisories

Attachment 2

SPECIAL WEATHER OBSERVATION CRITERIA

A2.1. A Special weather observation is taken and disseminated for listed criteria:

A2.1.1. Visibility. When the prevailing visibility decreases below or, if below, increases to equal or exceeds any of the thresholds listed below:

Table A2.1. Visibility Thresholds.

Visibility (Statue Miles)	3	**2 1/2**	**2 1/4**	2	**1 3/4**	1 1/2	1 3/8	**1 1/4**	1	**7/8**	3/4	1/2	1/4	1/8
Note: Items in bold/underline indicate criteria found in the high and low altitude FLIPs.														

A2.1.2. Ceiling. When the ceiling goes below or, if below, increases to equal or exceeds any of the thresholds listed below:

Table A2.2. Ceiling Thresholds.

Height (feet)	3,000	2,000	1,500	1,000	800	700	600	500	300	200	100	
Note: Items in bold/underlined indicate criteria found in the high and low altitude FLIPs												

A2.1.3. Sky Condition. A layer of clouds (it does not have to be a ceiling) or obscuring phenomena aloft is observed below 800 feet and no layer was reported below this height in the previous METAR or SPECI.

A2.1.4. Wind.

A2.1.4.1. Wind Shift. A directional change of 45 degrees or more in less than 15 minutes with sustained winds of 10 knots or more throughout the wind shift.

A2.1.4.2. Squall. A strong wind characterized by a sudden onset in wind speed increasing at least 16 knots and sustained at 22 knots or more for at least 1 minute.

A2.1.5. Volcanic Ash. Eruption or volcanic ash cloud first noted.

A2.1.6. Thunderstorm.

A2.1.6.1. Begins (Note: A Special observation is not required to report the beginning of a new thunderstorm if one is currently reported as in progress at the airfield).

A2.1.6.2. Ends (Note: 15 minutes after the last occurrence of criteria for a thunderstorm; an audible sound of thunder, lightning within five (5)NM of the airfield etc.).

A2.1.7. Precipitation.

A2.1.7.1. Hail begins or ends.

A2.1.7.2. Freezing precipitation begins, ends, or changes intensity.

A2.1.7.3. Ice pellets begin, end, or change in intensity.

A2.1.7.4. Any other type of precipitation begins or ends. Note: Except for freezing rain, freezing drizzle, hail, and ice pellets, a Special observation is not required for changes in type (e.g., drizzle changing to snow grains) or the beginning or ending of one type while another is in progress (e.g., snow changing to rain and snow).

A2.1.8. Tornado, Funnel Cloud, or Waterspout. When a tornado is first observed, disappears from sight, or ends.

A2.1.9. Runway Visual Range (RVR). WF provides RVR output according to the specifications listed in **Table A2.3**.

Table A2.3. RVR Reporting.

Runway Visual Range (RVR)
- Prevailing visibility first observed ≤ 1SM/1600 meters, again when prevailing visibility goes above 1SM/1600 meters.
- RVR for active runway decrease to less than or, if below, increase to equal or exceed: - 6,000 feet (P1500 meters) - **5,500 feet** - 5,000 feet (1500 meters) - **4,500 feet** - 4,000 feet (1300 meters) - 2,400 feet (0750 meters) - 2,000 feet (0600 meters) - 1,600 feet (0400 meters) - 1,200 feet (0400 meters) - 1,000 feet (0320 meters) - 600 feet (0200 meters)
- All published RVR minima applicable to the runway in use.
- RVR is first determined as unavailable (RVRNO) for the runway is use, and when it is first determined that the RVRNO report is no longer applicable, provided conditions for reporting RVR exist.
Note: Items in bold/underlined indicate criteria found in the high and low altitude FLIPs

A2.1.10. Tower Visibility. When notified by ATC that the tower prevailing visibility has decreased to less than or, if below, increased to equal or exceed 1, 2, or 3 statute miles and the tower prevailing visibility differs from the surface prevailing visibility.

A2.1.11. Upon Resumption of Observing Services. Take, disseminate, and record a SPECI within 15 minutes after returning to duty following a break in hourly coverage, if a METAR was not filed as scheduled during the 15-minute period.

A2.1.12. Aircraft Mishap. When notified of an aircraft mishap, the WF checks the latest AN/FMQ-19 observation (i.e., METAR/SPECI/OMO (one minute observation)) and performs augmentation/back-up if required. When operating in a back-up mode the WF immediately takes a SPECI observation IAW AFMAN 15-111.

A2.1.13. Any other meteorological situation that, in the weather technician's opinion, is critical.

Attachment 3

LRAFB (KLRF) WEATHER WATCHES, WARNINGS, AND ADVISORIES

Figure A3.1. LRAFB (KLRF) Weather Watches, Warnings, And Advisories.

Criteria List - KLRF		
WWA Type	Criteria	DLT (mins)
Warning	Blizzard (Visibility <= 1/4 SM And Surface Wind Speed >= 30KTS Or Wind Gust Speed >= 30KTS And Snow Exists Within 3 Hours	60
Warning	Heavy Dust Storm (Dust Particles Exists And Visibility < 5/8 SM)	60
Warning	Freezing Precipitation (Freezing Precipitation Exists)	60
Warning	Observed Lightning Within 5 NM	0
Warning	Heavy Rain (Rain >= 2 IN Within 12 Hours)	60
Warning	Heavy Snow Accumulation Expected Within 12 Hours (Snow >=2 IN Within 12 Hours)	60
Warning	Severe Thunderstorms (Surface Wind Speed >= 50 KTS Or Hail >=3/4 IN)	60
Warning	Moderate Thunderstorms (Surface Wind Speed >= 35 KTS And Wind Speed < 50 KTS) Or (Hail >= 1/4 IN And Hail < 3/4 IN)	60
Warning	Tornadic Activity Within 5NM	15
Warning	Damaging Winds (Surface Wind Speed >= 50 KTS)	60
Warning	Strong Winds (Surface Wind Speed >= 35 KTS And Surface Wind Speed < 50 KTS)	60
Warning	TEST (THIS IS A TEST OF OUR WWA DISSEMINATION SYSTEM)	60
Watch	Blizzard (Visibility <= 1/4 SM And Surface Wind Speed >= 30KTS Or Wind Gust Speed >= 30KTS And Snow Exists Within 3 Hours	0
Watch	Heavy Dust Storm (Dust Particles Exists And Visibility < 5/8 SM)	0
Watch	Freezing Precipitation (Freezing Precipitation Exists)	0
Watch	Lightning (Lightning Distance <= 5 NM)	30
Watch	Heavy Rain (Rain >= 2 IN Within 12 Hours)	0
Watch	Heavy Snow (Snow >=2 IN Within 12 Hours)	0
Watch	Moderate Thunderstorms (Surface Wind Speed >= 35 KTS And Wind Speed < 50 KTS) Or (Hail >= 1/4 IN And Hail < 3/4 IN)	0
Watch	Severe Thunderstorms (Surface Wind Speed >= 50 KTS Or Hail >=3/4 IN)	0
Watch	Tornado	0
Watch	Strong Winds (Surface Wind Speed >= 35 KTS And Surface Wind Speed < 50 KTS)	0
Watch	Damaging Winds (Surface Wind Speed >= 50 KTS)	0
Advisory	Observed Ceiling (Ceiling <= 1500 FT Or Visibility <= 3 SM)	0
Advisory	Observed Lightning (Lightning Distance <= 15 NM)	0
Advisory	Snow (Snow Accumulation >= 1/1000 IN)	0
Advisory	Observed Visibility (Visibility < 1/8 SM)	0
Advisory	Observed Wind Chill (Wind Chill <= 32 F)	0
Advisory	Observed Winds (Surface Wind Speed >= 25 KTS)	0
Advisory	Observed Winds (Crosswind Speed >= 22 KTS in WET RUNWAY)	0
Advisory	Observed Winds (Surface Wind Speed >= 10 KTS) (Tail Wind)	0
Advisory	Observed Winds (Crosswind Speed >= 35 KTS in DRY RUNWAY)	0
Advisory	ObservedWinds (Surface Wind Speed >= 70 KTS)	0
Advisory	Observed Low-Level Wind Shear	0
Criteria List - BLACKJACK DZ (LRF 1) / ALL AMERICAN DZ (LRF 3)		
WWA Type	Criteria	DLT (mins)
Warning	Freezing Precipitation (Freezing Precipitation Exists)	60
Warning	Observed Lightning (Lightning Distance <= 5 NM)	0
Warning	Snow (Snow Exists)	60
Warning	Tornado	15
Watch	Freezing Precipitation (Freezing Precipitation Exists)	0
Watch	Lightning (Lightning Distance <= 5 NM)	30
Watch	Snow (Snow Exists)	0
Watch	Tornado	0

Attachment 4

MISSION PARTNER RESPONSE MATRIX

Table A4.1. 19 AW Supported Flying Units Response.

Weather Phenomena	Lead Time	Impact	Customer Action
Tornado	15 min	Personal injury/death Equipment damage	Seek shelter
Hail (3/4” or more)	60 min	Personal injury/death Equipment damage	Seek shelter; hangar or divert aircraft
Freezing Precipitation	60 min	Delay or cease operations	Cease flying; hangar or protect aircraft
Surface winds ≥ 75 knots	4-5 hours	Personal injury/death Equipment damage	Evacuate Aircraft IAW Table A4.2
Surface winds ≥ 50 knots	60 min	Flight hazard Equipment damage	Cease unnecessary flying; secure or hangar aircraft; secure light objects outside
Surface winds 35-49 knots	60 min	Flight hazard Equipment damage	Cease unnecessary flying; secure or hangar aircraft. Additional aircraft inspections required prior to flight
Heavy Rain/Snow accumulation GTE 2” in LTE 12 hours	60 min	Delay operations	Activate snow removal plan Hangar aircraft if possible
Lightning w/in 5 NM of Little Rock AFB	Observed	Personal injury/death Delay operations	Cease flight-line work; clear pool/golf course
Surface winds ≥ 45 knots (Wind direction within 90° from the front of the aircraft)	Observed	Flight Hazard	Cease Idle Engine Operations
Surface winds ≥ 60 knots (Wind direction within 45° from the front of the aircraft)	Observed	Flight Hazard	Cease Idle Engine Operations
Crosswinds ≥ 35 knots (Dry runway)	Observed	Flight hazard	Cease/delay take-off for C-130H/J
Crosswinds ≥ 22 knots (Wet runway)	Observed	Flight hazard	Cease/delay take-off for C-130H/J

Surface Visibility < ¼ mile	Observed	Equipment damage/Personal injury	Ground vehicles shall operate IAW local guidance; (AFI 91-203 para 24.13.9)
Ambient or Equivalent Chill Temp of less than or equal to 32°F or 00°C	Observed	Personal injury Slow/delay outside work	Work/Rest IAW local guidance; (AFPAM 48-151 Table A4.1/2)

Table A4.2. 19 AW WX EVAC Timeline Example.

19th AW WX EVAC Timeline				
Step	**Description**	**Time F/T Event**	**Time to next event**	**Expected Day Time**
18	Normal Weather Forecast - Take notice	N+ 120	24:00	16/May/2020 16:00
17	Normal Weather Forecast - Take notice - Standard Sig Wx Messaging	N+ 96	24:00	17/May/2020 16:00
16	Normal Weather Forecast - Take notice - Standard Sig Wx Messaging - Notify WG-MXG-OG/CCs	N+ 72	24:00	18/May/2020 16:00
15	**Stage 1 Plan**- 19 OSS/WX Notify assigned WG and Group Reps	N+ 48	8:00	19/May/2020 16:00
14	Tasked Mission Coordination - OSO HHQ Adjustments	N+ 40	4:00	20/May/2020 00:00
13	**Stage 2 Mission Generation**- Prep aircraft and crew coordination	N+ 36	12:00	20/May/2020 04:00
12	**Stage 3 Execution -**WX Updated Product WG/Group/CCs teleconference	N+ 24	2:00	20/May/2020 16:00
11	Prep Order to SQ Units UCC Standups	N+ 22	1:00	20/May/2020 18:00
10	Aircrew Mass Enter Crew Rest - MX enacts hangar plan	N+ 21	1:00	20/May/2020 19:00
9	Crew Rest (First launch crew NLT thank N+ 20, Last Launch NLT N+16)	N+ 20	11:00	20/May/2020 20:00
8	WG/CC and CAT Primary Launch Decision Point - Notification decision pushed to units	N+ 09	1:00	21/May/2020 07:00
7	Alert Sequence	N+ 08	1:00	21/May/2020 07:00
6	WG/CC Final Launch Decision Point	N+ 07	0:30	21/May/2020 08:00
5	NLT point for CAT/UCC to push notification final launch decision	N+ 06+30	0:15	21/May/2020 08:30
4	Crews Step - Note: Positive Launch Recommended from Rock Ops	N+ 06+15	0:30	21/May/2020 08:45
3	Load aircraft as required	N+ 05+45	1:00	21/May/2020 09:15
2	Launch of first aircraft, last at N+ 0+45 (4 hour window for 20 planes means a T/O every 12 min)	N+ 04+45	4:45	21/May/2020 10:15
1	Storm Winds > 35 knots and predicted to be sustained	N	0:00	21/May/2020 15:00

Table A4.3. 19 AW WX Conditions.

WEATHER CONDITIONS			
Status	**Alert Level**	**Details**	**Impact**
LRWX Con VII	Weather Warning	Tornado, Hurricane (sustained winds ≥ 75KT)	Potential for extreme damage or loss of life - evacuate or shelter in place
LRWX Con VI	Weather Warning	Tropical Storm, Sustained winds greater than 50KT and/or hail larger than 3/4" in diameter	Potential for severe damage or loss of life - cease flight line ops - consider evacuation
LRWX Con V	Weather Warning	Lightning w/in 5, Heavy Snow (≥ 2 inches w/in 12 hrs.), Freezing Precipitation	Potential for moderate damage or loss of life - cease flight line ops
LRWX Con IV	Weather Warning	Crosswinds ≥ 35KT	Potential for damage and high risk of injury - cease flight line ops
LRWX Con III	Weather Warning	Surface winds 35-49kt &/or Heavy rain (≥ 2 inches w/in 12 hrs.)	Potential for light damage and moderate risk of injury - Emergency flight/mx operations
LRWX Con II	Advisory	Crosswinds ≥ 22KT w/ wet runway &/or Surface Vis <1/4 mile & or Ambient temps	Increased risk of damage to equipment or personnel injury - limits flight line ops
LRWX Con I	Normal Conditions		Normal Operations

Attachment 5

FLYING UNITS SUPPORTED & MISSION LIMITING ENVIRONMENTAL CONDITIONS

Table A5.1. Flying Units Supported.

Organization	Mission	MWP Provider
19 AW (C-130J) 41 AS, 61 AS	Mission Ready Airmen Delivering Premiere C-130 Airlift and Installation Excellence	IFM - 618 AOC/WXD Non-IFM - WF
314 AW (AETC FTU) 62 AS (C-130J FTU)	Provide the World's Best C-130 Combat Airlift Training	WF
29 WPS (ACC WIC)	The C-130 Weapons Instructor Course graduates officers trained in the art of battle-space dominance. These Weapons Officers are tactical experts, instructor-of-instructors and build, teach, lead through all aspects of C-130 employment at the tactical and operational levels. They are at the transformation forefront of combat tactics and joint integration across all domains in CDO environments and inspire excellence as a leader of Airmen. The Weapons Officer's ultimate role is to transform and inspire our Nation's combat power.	WF
189 AW (C-130H)	Provide C-130 aircrew training and worldwide airlift capability. Provide expeditionary combat support. Provide support to civil authorities during or after natural disasters or other emergencies.	WF
913 AG (C-130J) 327 AS Transient Aircraft	To provide combat ready tactical airlift and support resources globally.	IFM – 618 AOC/WXD Non-IFM - WF

A5.1. Mission Limiting Thresholds.

A5.1.1. Airframe-Specific Weather Limitations**.** Tables **A5.2** – **A5.7** provide the general airframe weather limitations based on AFMAN 11-202V3, *Flight Operations* and AFTTP 3-1 and AFTTP 3-3, and the limitations from aircraft specific AFI 11-2.

Table A5.2. USAF General Flight Rules Weather Limitations.

(Ref: AFMAN 11-202V3)		
Weather Condition	Impact	Customer Action
Cig/Vis < 2,000 / 3	Alternate required	Add fuel to allow divert
Cig/Vis < 1000 / 2 or < 500 / 1 above lower compatible approach mins (whichever is higher)	Terminal not suitable for alternate	Select another alternate

Table A5.3. C-130J Weather Sensitivities.

(Ref: AFMAN 11-2C-130JV3, AFMAN 11-231, DAFMAN13-217)				
Mission Profile	**Ceiling (FT)**	**Visibility (SM)**	**RVR (FT)**	**Remarks**
Takeoff	X	X	X	Lowest suitable approach minimums (see FLIP)
Touch and Go (Without IP)	600	2		
Touch and Go (With IP)	300	3/4	4000	
Stop and Go Landing	300	3/4	4000	
NVG Departure (unqualified crew)	1500	3		
NVG Departure (qualified crew)	X	X	X	May use standard takeoff minimums
CAT II ILS	IAW FLIP	IAW FLIP	1200	Max Crosswind: 10kts 200-1/2 for 15kt crosswind
Day Simulated Engine Failure (IMC conditions)	≥ Circling Mins (See FLIP)	≥ Circling Mins (See FLIP)		
Night Simulated Engine Failure (IMC conditions)	1000	2		Or circling mins (see FLIP), whichever is higher
Day No-Flap Landing (IMC conditions / Short-body aircraft only)	≥ Circling Mins (See FLIP)	≥ Circling Mins (See FLIP)		
No flap landing Nighttime (IMC conditions / Short-body aircraft only)	1000	2		or circling mins (See FLIP), whichever is higher

Formation Takeoff / Landing	200	1	5000	Minimums for the lowest suitable approach but not lower than previous columns
Peace Time Drops Personnel and Equipment	300	1/2		SATB can be dropped below 300-1/2 with DZCO approval. Use Army CIG/VIS for Jt Training
Crosswinds: 35 knots for a dry runway and 22 knots for a wet runway NOTE: Crosswind limitation is based on an empty (light) aircraft.				

Table A5.4. C-130H Weather Sensitivities.

(Ref: AFMAN 11-2C-130HV3)				
Mission Profile	**Ceiling (FT)**	**Visibility (SM)**	**RVR (FT)**	**Remarks**
Takeoff	200	1/2	1000 / 1600	Operational / All others
Touch and Go (Without IP)	600	2		
Touch and Go (With IP)	300	3/4	4000	
Stop and Go Landing	300	3/4	4000	
NVG Departure (unqualified crew)	1500	3		
NVG Departure (qualified crew)	200	1/2		
Instrument Approach Landing	≥ Circling Mins (See FLIP)	≥ Circling Mins (See FLIP)	2400	
CAT II ILS	200	1/2	1200	
Day Simulated Engine Failure (IMC conditions)	≥ Circling Mins (See FLIP)	≥ Circling Mins (See FLIP)		
Night Simulated Engine Failure (IMC conditions)	1000	2		Or circling mins (see FLIP), whichever is higher
Day No-Flap Landing (IMC conditions / Short-body aircraft only)	≥ Circling Mins (See FLIP)	≥ Circling Mins (See FLIP)		
No flap landing Nighttime (IMC conditions / Short-body aircraft only)	1000	2		or circling mins (See FLIP), whichever is higher
Formation Takeoff / Landing	200	1	5000	
Peace Time Drops Personnel and Equipment	300	1/2		
Crosswinds: 35 knots for a dry runway and 22 knots for a wet runway NOTE: Crosswind limitation is based on an empty (light) aircraft.				

Table A5.5. Surface Wind Limits for CDS/Equipment.

(Ref: DAFMAN 13-217)	
Type CDS/Equipment Drop	**Surface Wind Limits(KT)**
USAF Equipment	17
USAF CDS or LV-LCADS using G-12 parachutes	13
USAF CDS using G-13/14 parachutes	20
HAARS, High Velocity CDS, HSLLADS, or HV-LCADS	No Restriction
CDS/Equipment using Joint Precision Airdrop System (JPADS)	17
USAF Training Bundles (SATB)	25
RAMZ/ARC/CRRC Bundles	25
Non-USAF Equipment	Discretion of supported force DZSO

Table A5.6. Surface Wind Limits for Personnel Airdrops.

(Ref: DAFMAN 13-217)	
Type Personnel Drop	**Surface Wind Limits(KT)**
USAF Static Line Land / Intentional Tree	13 / 17
USAF Static Line Water	25
USAF MFF Land / Intentional Tree	18 / 22
USAF MFF Water	25
USAF Tandem	18
Non-USAF Personnel	Discretion of unit DZSO
NOTE: During operational missions/contingencies, the airborne commander and/or team leader will coordinate wind restrictions with the air mission commander/aircraft commander based on operational requirements.	

Attachment 6

EQUIPMENT OUTAGE AND RESPONSE TIME MATRIX

Table A6.1. Equipment Outage and Response Time Matrix.

Equipment	Organization	Scenario	Impact Severity	Response Times
PMSV Radio	19 CS/SCOT	Any Outage	Significant	Immediate
LAN / Internet Connectivity	19 CS/SCOI	Any Outage	Significant	Immediate
Phones / Hotlines	19 CS/SCXP	Any Outage	Significant	Immediate
FMQ-19 Temp/RH Sensor	19 OSS/OSAM	Kestrel Inoperative Kestrel Operative	Significant Minimal	Immediate 24 hours
FMQ-19 RVR	19 OSS/OSAM	Any Outage	Significant	Immediate
FMQ-19 Visibility	19 OSS/OSAM	Any Outage	Significant	Immediate
FMQ-19 Ceilometer / Cloud Height Sensor	19 OSS/OSAM	LRF Inoperative LRF Operative	Significant Minimal	Immediate 24 hours
FMQ-19 Wind Sensor	19 OSS/OSAM	Kestrel Inoperative Kestrel Operative	Significant Minimal	Immediate 24 hours
FMQ-19 Pressure Sensors	19 OSS/OSAM	Kestrel Inoperative Kestrel Operative	Significant Minimal	Immediate 24 hours
FMQ-19 Precip ID Sensor	19 OSS/OSAM	Any Outage	Minimal	24 hours
FMQ-19 Freezing Precip Sensor	19 OSS/OSAM	Any Outage	Minimal	24 Hours
FMQ-19 Lightning Sensor	19 OSS/OSAM	No Internet Connectivity	Significant	Immediate

		Internet Connectivity	Minimal	24 hours
FMQ-19 Rain Gauge	19 OSS/OSAM	Any Outage	Minimal	24 hours
TMQ-53 (Any Sensor)	19 OSS/OSAM	Any Outage	Minimal	48 hours
Advance Micro Weather Sensor	19 OSS/OSAM	Any Outage	Minimal	48 hours

Attachment 7

WEATHER FLIGHT STANDBY PROCEDURES

A7.1. General. The 19 AW/CC has authorized the WF to transition to standby operations while the airfield remains open when certain parameters are met. Appropriate risk management and mitigation measures will be used to ensure coverage of all TLR partner missions, transient aircrew, and resource protection of LRAFB.

A7.2. Standby Procedures. WF technicians will not transition to standby on ANG/ARC flying weekends, when inclement weather is expected during their shift, or when other mission requirements/exercises require weather support. WF leadership approval must be given before weather technicians may close the weather station and transition to standby. If inclement weather is expected, forecasters will remain active and will only go on standby once the event has concluded and approval is received from the 19 OG/CC. Standard WF standby hours will be 1900L (or last land) Friday until 0100L Monday morning.

A7.2.1. Prior to WF standby weekend, WF leadership will send the standby roster to all pertinent agencies with contact information for the standby forecaster. The WF will use a single standby phone number that the forecasting desk phone number can be forwarded to and will be listed in standby rosters and all other appropriate WF documentation. The standby forecaster can be reach via phone forwarding at 501-987-6152 or directly at 501-436-9601.

A7.2.2. Upon completion of weather station closure procedures IAW the weather station Open/Close checklist, forecasters will notify Tower, Command Post, and AMOPS personnel of WF transition to standby for the weekend. They will then finalize closure, forward phones to the standby number, and take a standby laptop with them.

A7.2.3. While on standby, the forecaster will remain in the local area, ensure they have their cell phone with them at all times, and stay logged into the standby laptop with the appropriate METWATCHing tools available. All standard weekend products and procedures will be complete as normal with the exception of the TAF. All TAFs will still be created on each TAF hour and will be amended as required.

A7.2.4. Standby forecasters will maintain situational awareness of all aircraft arrivals and departures during their shift by utilizing AFW BIFROST and contacting AMOPS at the beginning and midway through shift for the most current flight schedule. AMOPS and/or Command Post will contact the standby forecaster as soon as possible when there is a change to the flight schedule. If AMOPS/CP are unable to get in contact with the standby forecaster, they will contact the WF leadership to ensure information is passed. Forecasters will reopen the weather station 1 hour prior to scheduled arrival and 3 hours prior to schedule departure to ensure product accuracy and flight safety. Once arrival/departure is complete, technicians may close the weather station back down with approval from WF leadership.

A7.2.5. The weather station will also reopen to issue all watches or warnings. Forecasters must report to the weather station at least 1 hour prior to desired lead time of any required watch or warning. Standby forecasters will be directed to open the weather station if inclement weather is expected during their shift. Standby forecasters will report for duty as soon as possible when contacted for any emergency response support.

A7.2.6. WF technicians will reopen the weather shop IAW the weather station Open/Close checklist at the time listed above, or earlier as necessary, to ensure products and services are available for the start of normal operations.