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Maintenance

**OPERATIONS DURING LIGHTNING ON THE
FLIGHTLINE**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction tailors procedures for personnel safety during lightning storms. The provisions of this directive are applicable to all aircraft maintenance personnel. It implements AFOSH STD 91 -100, *Aircraft Flightline-Ground Operations and Activities*, T.O. F-1 6C-OOGV-(1)(-2)(-3), AFRPD 21 -1, *Managing Aerospace Equipment Maintenance*, AFI 121-101, *Maintenance Management of Aircraft*, AFRCI 21 -101, *Aircraft Maintenance Guidance and Procedures*, NASJRBFTWINST3730.1, *Hazardous Weather Bill*, and 301 FW OPLAN 32-1, *Disaster Preparedness Support Plan*.

1. General. It is the responsibility of the Logistics Group Commander (LG) and the Operations Group Commander (OG) to place this plan in effect and determine the necessary degree of precaution required to safeguard aircraft and equipment in accordance with the latest available weather information. It is the responsibility of the Maintenance Squadron (301MXS) and Operations Squadron Maintenance (457FS/OSM) Supervisors to ensure that procedures outlined in this instruction are carried out in the safest way possible. Debrief/Dispatch will notify the MXS and OSM supervisors, using the severe weather procedural checklist of required actions.

2. After Notification of a T-2 Condition (Thunderstorms within 25 miles):

2.1. Debrief/Dispatch will monitor the portable lightning detector and will notify the OSM Production Supervisor/Expeditor and Maintenance Squadron Supervisor when lightning is within 25 miles and when lightning is outside the 25-mile area.

2.2. The OSM Production Supervisor will:

2.2.1. Make a determination of when to cease/resume flightline operations.

3. After Notification of a T-1 Condition (Thunderstorms within 10 miles):

3.1. All fueling operations will cease.

- 3.2. All liquid oxygen (LOX) servicing will cease.
- 3.3. All munitions movements and weapons loading will cease.

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Commander