INTERIM PROCEDURES FOR COORDINATING NEXRAD/WSR-88D MAINTENANCE OUTAGES

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Final Version To Be Approved By NEXRAD Program Management Committee

SCHEDULED OUTAGES

IF POSSIBLE, AT LEAST 24 HOURS PRIOR TO OUTAGE

- 1. The NEXRAD electronics technician will coordinate the outage with the National Weather Service Lead Forecaster. (At Vandenberg AFB, the technician will coordinate the outage with the 30th Weather Squadron radar focal point.)
- 2. The Unit Radar Committee Chairperson or designated representative will notify the NEXRAD agency users associated with the radar of the outage by Free Text Message. The message will provide the proposed start and stop times for the preventative maintenance action.

DAY of OUTAGE

- 1. If there is a cancellation or change in plans, the Unit Radar Committee Chairperson or designated representative will notify the NEXRAD agency users associated with the radar by Free Text Message.
- 2. Shortly before the start of the outage, the Unit Radar Committee Chairperson or designated representative will send a Free Text Message to the NEXRAD agency users associated with the radar informing/reminding them of the preventative maintenance action and the anticipated start and stop times.
- 3. Just prior to taking the radar off line, the NEXRAD electronics technician will ask the Unit Control Position operator to disconnect the communication lines.
- 4. If during the maintenance action the NEXRAD electronics technician determines that more time is needed to complete the action than was originally scheduled, he/she will notify the Lead Forecaster. (At Vandenberg AFB, the technician will notify the 30th Weather Squadron radar focal point.) The Unit Radar Committee Chairperson or designated representative will then notify all NEXRAD agency users associated with the

radar of the updated completion time via Free Text Message, if possible.

UNSCHEDULED OUTAGES

If possible, the Unit Radar Committee Chairperson or designated representative will send a Free Text Message to the NEXRAD agency users associated with the radar and provide an estimated return to service time. If the time changes substantially, the notification should be repeated, if possible.