



DEPARTMENT OF THE NAVY
COMMANDER, TRAINING AIR WING TWO
614 MCCAIN STREET SUITE 310
KINGSVILLE TX 78363-5038

COMTRAWINGTWOINST 3711.1A
N7
10 Nov 11

COMTRAWING TWO INSTRUCTION 3711.1A

From: Commander, Training Air Wing TWO

Subj: T-45 STANDARD OPERATING PROCEDURES (SOP) ADDENDUM

Ref: (a) COMTRAWINGTWOINST 3710.7Q

Encl: (1) Cross Wind Operations
(2) Break Limitations/Full Stop Landings

1. Purpose. This instruction is an addendum to reference (a), the Training Air Wing ONE (TW-1) and Training Air Wing TWO (TW-2) combined Standard Operating Procedures for T-45 aircraft operations. This instruction is new and should be read in its entirety.

2. Cancellation. COMTRAWINGTWOINST 3711.1

3. Action. All aircrew flying TW-2 aircraft shall familiarize themselves and comply with the procedures contained in this instruction.



J. H. EVANS

Distribution:
COMTRAWINGTWOINST 5216.1U
List II
TRAWING ONE

CROSS WIND OPERATIONS

1. The maximum 90-Degree crosswind component for Student Naval Aviator (SNA) solos to conduct touch-and-go landings is 10 knots. If higher crosswinds can be brought in limits by switching to another runway, solo SNAs will request that runway from the tower and Delta Easy until it is granted (fuel permitting).
2. For crosswinds between 10 and 15 knots, solo SNAs shall full stop to centerline.
3. For crosswinds greater than 15 knots, solo SNAs shall advise the duty officer and make a short field arrestment. LSO assistance is highly recommended. Solo SNAs shall make a field arrestment per the NATOPS. Half-flap approaches are preferred for higher probability of arresting wire engagement; however, SNAs need to be adequately briefed prior to reconfiguring aircraft.
4. Intermediate Jet (I-Jet) solo SNAs shall not take off with crosswinds greater than 10 knots. Advanced Strike (A-STK) solo SNAs and Intermediate E2/C2 (I-E2/C2) scheduled for an event with no requirement for touch-and-go landings may perform individual takeoffs or 2-plane 7-sec interval takeoffs with crosswinds between 10 and 15 knots.
5. The above limitations apply to current and forecast weather conditions for the duration of solo flight. For temporary condition (TEMPO) forecasted winds associated with isolated thunderstorm forecasts, IPs, SNA solos and/or WDOs should take into consideration the forecasted temporary wind conditions, but do not have to restrict flight operations as long as flights can reasonably avoid the thunderstorms throughout the flight.
6. For all crosswind computations, the effective wind shall be calculated to determine if the wind is within limits. Effective wind shall be determined by adding one half of the gust velocity (incremental wind factor) to the sustained wind velocity; e.g., if the wind reported as 040/20G30, the effective wind is 040/25.

BREAK LIMITATIONS

1. Right hand carrier breaks are not allowed.
2. Carrier breaks AND right hand breaks are not allowed at night.
3. Student solos shall not depart and re-enter for the break at night.

FULL STOP LANDINGS

1. For Kingsville and Orange Grove runway operations, aircrew intending to exit the runway at the 2000 feet remaining taxiway intersection, must ensure deceleration schedule allows for a safe turn-off, e.g. Taxi speed has been reached. (This has been inserted due to a class A mishap in June of 2010.)
2. FAM stage students shall take a full stop landing to the end of the runway two separate times prior to Safe-for-Solo check ride.

SOP EXAMINATIONS

1. Instructor Pilots shall complete an exam semi-annually ICW NATOPS check and Semi-annual EP Simulator.