



DEPARTMENT OF THE NAVY
COMMANDER TRAINING AIR WING ONE
101 FULLER ROAD SUITE 250
MERIDIAN, MS 39309-5403

COMTRAWINGONEINST 3441.1
08 Oct 13

COMTRAWING ONE INSTRUCTION 3441.1

From: Commander, Training Air Wing ONE

Subj: TRAINING AIR WING ONE STANDARD OPERATING PROCEDURES
FOR SIMULATORS DURING INCLEMENT WEATHER

1. Purpose. To issue process and procedural guidance for the shut-down of flight training simulators during potential inclement weather to prevent damage to sensitive hardware.
2. Scope and Content. This instruction delineates Training Air Wing ONE (TW-1) guidelines for shut-down of flight training simulators in response to lightning strikes, power fluctuations or high winds. It contains information for managers and supervisors of all NAS Meridian flight training simulators.
3. Discussion. These procedures describe the roles and responsibilities of TW-1 staff and contractor managers pertaining to flight training simulator shut-down procedures at NAS Meridian due to actual or forecast lightning strikes in proximity to the power grid, power fluctuations or sustained winds in excess of 25 knots. When conflicts exist between this instruction and contractual requirements, contractual requirements take precedence.
 - a. Proper shut-down of flight training simulators during the time of lightning strikes, power fluctuations or high winds is essential to manage and maintain the integrity of aging, limited-availability simulator hardware. This procedure will contribute to ensuring the availability of simulators in order to fulfill the current training requirements of Student Naval Aviators (SNA) established by Chief Naval Aviation Training (CNATRA) through the FY17 Tech Refresh.
 - b. Securing flight training simulators during periods of nearby lightning strikes, power fluctuations and/or high winds provides TW-1 the ability and flexibility to continue training SNAs and maintain student throughput while minimizing the impact of inoperative simulators on total Time-To-Train. It is imperative that the Ground Training Officer (GTO), Simulator Maintenance Supervisor and TW-1 Operations Officer be acutely aware of and diligently balance the short-term operational requirement against the long-term sustainability of aging hardware.
4. Action.
 - a. The GTO shall coordinate with the TW-1 Operations Officer and squadron Operations Duty Officer (ODO) when lightning strikes, power fluctuations, or high winds provide sufficient cause to require securing of the simulators.
 - b. If the GTO is unavailable, the Simulator Maintenance Supervisor shall coordinate directly with the TW-1 Operations Officer or squadron ODO when these circumstances provide sufficient cause to require securing of the simulators.

COMTRAWINGONEINST 3441.1
08 Oct 13

c. If neither the TW-1 Operations Officer or the squadron ODOs are available, the Simulator Maintenance Supervisor shall secure power to the simulators as required in order to prevent damage to simulator hardware, and notify the TW-1 Operations Officer of that action via e-mail.

d. When inclement weather warnings are issued by NAS Meridian, the GTO, along with the TW-1 Operations Officer, will decide if the simulators should be secured. The Ground Training Officer shall then contact the Simulator Maintenance Supervisor to proceed with securing the flight training simulators and notify the VT-7 and VT-9 ODO that the simulators have been secured.


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