



DEPARTMENT OF THE NAVY

COMMANDER
TRAINING AIR WING FIVE
7480 USS ENTERPRISE STREET SUITE 205
MILTON, FLORIDA 32570-6017

IN REPLY REFER TO:

COMTRAWINGFIVEINST 3140.2J

N3

17 Jun 16

COMTRAWINGFIVE INSTRUCTION 3140.2J

Subj: DESTRUCTIVE WEATHER BILL

Ref: (a) OPNAVINST 3140.24 Series
(b) COMTRAWINGFIVEINST 3140.1 Series
(c) CNATRAININST 3710.8 Series
(d) COMTRAWINGFIVEINST 3710.2 Series
(e) COMTRAWINGFIVEINST 3710.8 Series
(f) TH-57 MAINTENANCE SUPPLEMENT MANUAL (MSM)
(g) T-6 MAINTENANCE SUPPLEMENT MANUAL (MSM)

Encl: (1) Destructive Weather Descriptions
(2) TRAWING FIVE TH-57 Securing Recommendations
(3) TRAWING FIVE T-6 Securing Recommendations
(4) Weather Notification Checklist

1. Purpose. To establish criteria and procedures for the preparation, issuance, and dissemination of destructive weather warnings and conditions of readiness for Training Air Wing (TRAWING) FIVE and subordinate commands as required by references (a) through (g).

2. Cancellation. COMTRAWINGFIVEINST 3140.2H.

3. Discussion. Timely action by activities to avoid injury to personnel or damage to aircraft and facilities due to destructive weather phenomena, as defined in reference (a), is essential. Rapid dissemination of weather warnings is imperative to assure safety of personnel and prevent damage to equipment.

4. Action. Enclosures (1) through (3) describe the destructive weather warnings and actions required for various parties. Enclosure (4) provides Weather Notification Checklist. For guidance concerning tropical storms or hurricanes refer to reference (b).


M. T. MURRAY

Distribution:
COMTRAWINGFIVEINST 5216.1U
Lists I(a,b), II, III(a-c,f,g,i-k)

DESTRUCTIVE WEATHER DESCRIPTIONS

1. Weather Watches and Warnings. Watches and Warnings are issued for thunderstorms and tornadoes per criteria in reference (a) and as listed below.
 - a. Thunderstorm Watch (T2). Destructive wind and accompanying thunderstorms are within 25 Nautical Miles (NM) or expected within the next six hours.
 - b. Thunderstorm Warning (T1). Destructive wind and accompanying thunderstorms are within 10 NM or expected within one hour.
 - c. Severe Thunderstorm Watch (Severe T2). Wind gusts greater than 50 knots, hail greater than 3/4 of an inch, and/or tornadoes are within 25 NM or expected within six hours.
 - d. Severe Thunderstorm Warning (Severe T1). Wind gusts greater than 50 knots, hail greater than 3/4 of an inch, and/or tornadoes are within 10 NM or expected within one hour.
2. Airfield Wind Advisory, Gale Warning, and Storm Warnings. These warnings are issued by the Naval Aviation Forecast Command (NAFC) Naval Air Station Whiting Field (NASWF) forecaster for sustained wind conditions associated with non-tropical systems.
 - a. Airfield Wind Advisory. Sustained winds are forecast to be 18-33 knots or frequent gusts to 25 knots or greater.
 - b. Gale Warning. Sustained winds are forecast to be 34-47 knots.
 - c. Storm Warning. Sustained winds are forecast to be 48 knots or greater.
3. Freezing Precipitation. Freezing precipitation can occur when temperatures are below freezing. There are advisories and warnings based on the quantity of accumulation per reference (a).
 - a. Freezing Precipitation Advisory - Accumulation up to 1/4 inch.
 - b. Freezing Precipitation Warning - Accumulation greater than 1/4 inch.
4. Aviation Weather Warnings
 - a. Aviation Severe Weather Watch (WWs). Issued by the Severe Storms Forecast Center in Kansas City, MO for severe thunderstorms/ tornadoes.
 - b. Convective Significant Meteorological Event or SIGMET. Issued by the NWS Flight Advisory System for widespread Instrument Meteorological Conditions (IMC) including thunderstorms, icing, and turbulence. Pilots are required to follow the guidance in references (d) and (e) regarding Convective SIGMETS.

5. Line Operations

a. Aircraft Line and Pre-Flighting Personnel. Squadron Flight Duty Officers (FDOs), or equivalent position, should secure flight line personnel when weather conditions dictate. Keen judgment, leadership, and sound decision making shall be exercised. Particular attention should be given when lightning is reported within five nautical miles and fueling operations have been halted. All FDOs shall secure the line when Maintenance has secured the line. Line activity may be resumed by each squadron via the FDO when necessary, but not before Maintenance has resumed line activity. Safety of personnel shall always be the most important consideration. After flight operations and the NASWF Operations Duty Officer has secured, Maintenance may obtain weather and lightning information from Naval Atlantic Meteorology and Oceanography Command at (757) 444-2594. Maintenance may continue issuing aircraft during all thunderstorm warnings. However, if pilots are issued an aircraft, they shall not commence pre-flight inspections until after the lines have been re-opened. If it is unsafe for Maintenance or Fueling personnel to be outdoors, it is also unsafe for a pilot.

b. Aircraft Parking. If Maintenance has secured due to inclement weather, recoveries at NASWF may still be accomplished if necessary. Other options, such as landing at a nearby Outlying Field (OLF) or airport that is not encountering severe weather should be thoroughly considered.

(1) North Field (T-6) Operations. If Maintenance has secured from conducting line operations, parking shall be per reference (d).

(2) South Field (TH-57) Operations. If Maintenance has secured from conducting line operations, parking shall be per reference (e).

6. Action.

a. TRAWING FIVE Command Duty Officer (CDO). Upon notification of potential destructive weather, the TRAWING FIVE CDO shall notify each person detailed in enclosure (4).

b. TRAWING FIVE Operations. Coordinate with each TRAWING FIVE squadron, NAFC NASWF, and the CNATRA Maintenance Detachment Officer in Charge, and make recommendations to the Commander, TRAWING FIVE (CTW-5) using enclosures (2) and (3), as necessary.

TRAWING FIVE TH-57 HELICOPTER SECURING RECOMMENDATIONS

1. The following table should be used as a recommendation for securing methods of TRAWING FIVE TH-57 helicopter based on forecast conditions per reference (f). Evacuation of aircraft will not be possible due to limited forecasting timelines for the weather phenomenon described in this instruction. It is impossible to hangar all aircraft if a warning is issued with short notice because hangaring procedures require time to execute. Safety of personnel and equipment shall be considered paramount when a decision is made to hangar on short notice. The severity and duration of storms must be considered thoroughly due to the immense operational impact caused by hangaring aircraft. Coordination with NAFC NASWF often solidifies the proper course of action when considering the securing method recommendation for CTW-5.

<u>Forecast Condition</u>	<u>Recommended Securing Method</u>
Always	Moor or hangar following flight per TH-57 MSM.
Wind speed less than 50 knots sustained	Moor per TH-57 MSM.
Wind speed greater than 50 knots sustained, refer to reference (b) for tropical storms or hurricanes	Hangar as directed by TRAWING FIVE, or moor per TH-57 MSM.
Severe Thunderstorm in which hail or tornadoes are likely (consult NAFC), otherwise refer to wind guidance above	Hangar as directed by TRAWING FIVE, or moor per TH-57 MSM.
Freezing precipitation is likely (consult NAFC)	Hangar as directed by TRAWING FIVE, or moor per TH-57 MSM.

TRAWING FIVE T-6 AIRCRAFT SECURING RECOMMENDATIONS

1. The following table should be used as a recommendation for securing methods of TRAWING FIVE T-6 aircraft based on forecast conditions per reference (g). Evacuation of aircraft will not be possible due to limited forecasting timelines for the weather phenomenon described in this instruction. It is impossible to hangar all aircraft if a warning is issued with short notice because hangaring procedures require time to execute. Safety of personnel and equipment shall be considered paramount when a decision is made to hangar on short notice. The severity and duration of storms must be considered thoroughly due to the immense operational impact caused by hangaring aircraft. Coordination with NAFC NASWF often solidifies the proper course of action when considering the securing method recommendation for CTW-5.

<u>Forecast Condition</u>	<u>Recommended Securing Method</u>
Always	Moor or hangar following flight per T-6 MSM.
Wind speed less than 50 knots sustained	Moor per T-6 MSM.
Wind speed greater than 50 knots sustained, refer to reference (b) for tropical storms or hurricanes	Hangar as directed by TRAWING FIVE, or moor per T-6 MSM.
Severe Thunderstorm in which hail or tornadoes are likely (consult NAFC), otherwise refer to wind guidance above	Hangar as directed by TRAWING FIVE, or moor per T-6 MSM.
Freezing precipitation is likely (consult NAFC)	Hangar as directed by TRAWING FIVE, or moor per T-6 MSM.

WEATHER NOTIFICATION CHECKLIST

NAME AND TITLE	ABBREVIATION	DURING FLIGHT OPERATIONS	NON-FLYING HOURS
Commander, TRAWING FIVE (Commodore)*	CTW-5	623-7555	850-698-5020
Deputy Commander, TRAWING FIVE *	DCTW-5	623-7555	850-393-2075
Chief Staff Officer, TRAWING FIVE *	TW-5 CSO	623-7555	850-698-5977
TRAWING FIVE Command Duty Officer	TW-5 CDO	850-637-2793	850-637-2793
TRAWING FIVE, Operations Officer	TW-5 OPS	623-7066	850-524-1163
CNATRA Maintenance Detachment OIC	MAINT	623-7140	850-698-0960
Academic Training	ACAD TRNG	623-7056	623-7056
VT-2 FDO/SDO	VT-2	623-7428	623-7222
VT-3 FDO/SDO	VT-3	623-7688	623-7323
VT-6 FDO/SDO	VT-6	623-7468	623-7666
HT-8 FDO/SDO	HT-8	623-7461	623-7188
HT-18 FDO/SDO	HT-18	623-7477	623-7418
HT-28 FDO/SDO	HT-28	623-7975	623-7977
FITU FDO/SDO	FITU	623-7273	Recall
HITU FDO/SDO	HITU	623-7633	Recall
T-6 Aircraft Maintenance Contractor	DYNCORP	(850)665-6141	983-9690
TH-57 Aircraft Maintenance Contractor	L-3	Primary 981-0059 Secondary 850 982-3946	Primary 981-0059 Secondary 850 982-3946
Simulator Maintenance Contractor	CUBIC	626-1176	626-1176

*** DO NOT CALL FOR THUNDERSTORM CONDITIONS 1/2 OR
WW/CAWW/SIGMET ***