



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

IN REPLY REFER TO

COMTRAWINGFIVEINST 3140.1R
Code N3
6 May 11

COMTRAWINGFIVE INSTRUCTION 3140.1R

From: Commander, Training Air Wing FIVE

Subj: AIRCRAFT HURRICANE EVACUATION PLAN

Ref: (a) CNATRAINST 3140.4 (Series)
(b) COMTRAWINGFIVEINST 3140.2 (Series)
(c) COMTRAWINGFIVEINST 5000.1 (Series)
(d) NASWFINST 3440.1 (Series)

Encl: (1) TRAWING FIVE Condition of Readiness (COR) Attainment
Checklists
(2) E-Mail Notification Formats
(3) TRAWING FIVE Aircraft Hangaring Plan

1. Purpose. To establish the Training Air Wing (TRAWING) FIVE Aircraft Hurricane Evacuation (HUREVAC) plan per references (a) through (d), delegate responsibilities, and set procedures to be taken in the event of a hurricane.

2. Cancellation. This instruction is a complete revision, and cancels COMTRAWINGFIVEINST 3140.1Q.

3. Background. Local weather conditions during June through November provide the potential for destructive weather on relatively short notice. When severe weather is imminent, all TRAWING FIVE personnel must be thoroughly familiar with the following plan to ensure the safe evacuation and recovery of TRAWING FIVE assets. The stages of development of a hurricane are classified as follows:

a. Tropical Disturbance. A weather disturbance with maximum sustained winds of < 20 knots.

b. Tropical Depression. An organized system of clouds and thunderstorms with a defined circulation and maximum sustained winds of 33 knots or less.

c. Tropical Storm. An organized system of strong thunderstorms with a defined circulation and maximum sustained winds of 34-64 knots.

d. Tropical Cyclone (Hurricane). An organized system of strong thunderstorms with a defined circulation and minimum sustained winds

of 65 knots. Hurricanes are further identified by hurricane categories according to the Saffir-Simpson scale, as follows:

Category	Winds (kts)	Tidal Surge (feet)	Damage
1	64-82	4-5	Minimal
2	83-95	6-8	Moderate
3	96-113	9-12	Extensive
4	113-135	13-18	Extreme
5	>135	>18	Catastrophic

4. Overview.

a. Designated installations within the Commander, Navy Region South East (CRNSE) area of responsibility, which includes NAS Whiting Field (NASWF), must set and maintain specified Tropical Cyclone (Hurricane) Conditions of Readiness (COR). COR are minimum levels of preparation procedures to be accomplished prior to a storm's arrival. As such, the NASWF Commanding Officer is responsible to set and cancel COR conditions for NASWF, and may set conditions in advance of CNRSE, if conditions necessitate. Tenant commands aboard NASWF, including TRAWING FIVE, are responsible for setting the appropriate COR level when notified by the NASWF Emergency Manager (EM) and for making reports to the NASWF EM. Refer to enclosure (1) for action sets that TRAWING FIVE must complete for each COR level. COR are based on the remaining time until the onset of forecasted winds greater than or equal to 50 knots. Since Tropical Storm conditions exist with winds from 34-63 knots, a Tropical Wind Advisory will be issued for winds from 34-49 knots, with no specific action to be taken by TRAWING FIVE. However, the following chart shows when COR will be implemented based upon the forecasted arrival of 50 knot or greater winds, which do require TRAWING FIVE action that is detailed in enclosure (1):

Tropical Cyclone Conditions of Readiness	
COR V	50 knot or greater winds are NOT forecasted within the next 72 hours. This COR is implemented 1 June to 30 November every year
COR IV	50 knot or greater winds are forecasted to arrive within 72 hours
COR III	50 knot or greater winds are forecasted to arrive within 48 hours
COR II	50 knot or greater winds are forecasted to arrive within 24 hours
COR I	50 knot or greater winds are forecasted to arrive within 12 hours

b. In addition to obtaining the above COR, Commander, Training Air Wing FIVE (CTW-5) is responsible for coordinating and implementing aircraft HUREVAC plans. Due to the unpredictable nature of hurricanes and the devastation possible, TRAWING FIVE should prepare to evacuate all flyable aircraft in the event hurricane force winds are forecasted at NAS Whiting Field (NASWF). Only those aircraft incapable of being

evacuated will be left behind, hangared if possible. For these aircraft, TRAWING FIVE will execute the hangaring plan detailed in enclosure (3).

5. Responsibilities.

a. CNATRA:

(1) Per reference (a), directs the evacuation and recovery of aircraft as destructive weather dictates.

b. CTW-5:

(1) CTW-5 executes applicable actions described in enclosures (1) and (3). If evacuating, decision points for CTW-5 to consider include refuge base selection and H-Hour determination. CTW-5 directs the evacuation/hangaring and recovery/unhangaring of aircraft as destructive weather dictates.

(2) Responsible for the timely submission of the following reports to higher authority, samples of which are contained in enclosure (2):

- (a) Contemplation of Evacuation.
- (b) Ordered to/Decision to Evacuate.
- (c) Start of Evacuation.
- (d) Completion of Evacuation.
- (e) Bed Down Report.

(3) Designate a Hurricane Evacuation Control Officer (HECO) and Alternate in writing.

(4) Maintain a phone tree system independent of base phone numbers to assist in communicating with members. Information will flow via TRAWING FIVE Department Heads (DHs), Squadron Commanding Officers and Officers in Charge (OICs) who are responsible for their respective personnel. See reference (b) for more details.

c. TRAWING FIVE Staff:

(1) Wing Staff DHs and OICs will ensure all military, family members, and government/civilian employees have a Hurricane Plan of Action. Plans shall be updated at least annually and prior to hurricane season. See reference (c) for more details.

(2) The TRAWING FIVE CDO shall:

(a) Ensure the COR Attainment Checklist, enclosure (1), is completed as necessary for buildings 2944 (TRAWING FIVE Headquarters), 1424 (Fixed-Wing Instructor Training Unit), 2994 (Helicopter Instructor Training Unit), 2946 (Academics), 3005, (Helicopter Simulators), and 3125 (JPATS).

(b) Report attainment of COR levels to the HECO after all squadrons report attainment of COR levels and item (a) above is complete.

(c) Be available and prepared to provide assistance as needed to the HECO upon NASWF entering COR 4.

(3) The HECO shall:

(a) Coordinate all TRAWING FIVE aircraft evacuation, hangaring and recovery plans.

(b) Assign specific numbers of aircraft, by type, to each squadron for evacuation after the CNATRA Contracts OIC provides the quantity and types of aircraft that are flyable, by type, and each squadron provides the quantity of aircrews, by type, available to participate in the evacuation.

(c) Provide each squadron with a generic evacuation flight schedule that details squadron and aircraft quantity/type take-off times.

(d) Create and submit all required reports detailed in enclosure (2) to higher authority, after approved by CTW-5.

(e) Serve as liaison between TRAWING FIVE and NASWF. This includes coordinating with the NASWF Operations Duty Officer for aircraft evacuation/recovery. The HECO will disseminate COR change information received from the NASWF Emergency Manager (EM) throughout TRAWING FIVE and report TRAWING FIVE attainment of COR levels back to the NASWF EM.

(f) Be prepared to man the TRAWING FIVE position in the NASWF Emergency Operations Center (EOC) after aircraft arrive at refuge base and attend NASWF coordination meetings as required. These meetings will focus on airfield status updates and aircraft recovery planning/coordination.

(g) Be assisted by the TRAWING FIVE CDO, TRAWING FIVE T-34C, T-6B, and TH-57B/C staff officers, and stash student(s) by Student Control, as needed.

(4) The TRAWING FIVE Student Control Officer shall:

(a) Providing pooled students to assist the TRAWING FIVE CDO and HECO as needed during evacuation efforts.

(b) Develop a plan based off of current pooled student loading to assist wing/squadron personnel with personal recovery after the storm passes. (Clearing yards, picking up debris, etc.)

(5) Instructor Training Unit OICs shall:

(a) Release all instructors to return their previous squadrons once the decision to evacuate has been made. These instructors are expected to participate in the squadron's evacuation of aircraft, since the Instructor Training Units will not be assigned aircraft to evacuate. All instructors assigned to the FITU that are T-6B qualified should plan to evacuate with VT-3. VT-3 will be assigned all T-6B's that are able to be evacuated.

(b) Squadrons are authorized to utilize Instructor Under Training (IUT) Pilots in the FITU and HITU as HUREVAC pilots, provided the pilot has completed both their NATOPS Check and their Instrument Check.

d. TRAWING FIVE Squadrons:

(1) Squadron Commanding Officers shall:

(a) Ensure all military, family members, and government/civilian employees have a Hurricane Plan of Action. Plans shall be updated at least annually and prior to hurricane season. See reference (c) for more details.

(b) Maintain a phone tree system independent of base phone numbers to assist in communicating with members. See reference (d) for more details.

(c) Designate a squadron Refuge Base Liaison Officer (RBLO). RBLO's will evacuate to the CTW-5 chosen Refuge Site immediately following the CTW-5 decision to evacuate. Once at the Refuge Site, RBLO's will coordinate squadron lodging, transportation and assist with the arrival of TRAWING FIVE aircraft/aircrews. In the event that a Refuge Site visit is required, a squadron RBLO will conduct the site visit and submit any Aircrew Smart Pack information needed to the HECO.

(d) Designate in writing a squadron Hurricane Evacuation Officer (HEO) and an alternate no later than 15 March annually. The HEO is the designated squadron officer responsible for squadron coordination, planning and execution of HUREVACs, recoveries and hangarings. Specifically, each squadron HEO shall:

1. Submit the total quantity of squadron aircrews available to participate in a HUREVAC, by aircraft type, to the HECO as soon as feasible.

2. Track all cross country (CCX) and HUREVAC flights under their command and provide updates to their chain and the HECO as required, during the evacuations and recoveries.

3. Coordinate departures with the HECO and submit a summary of planned departures to the HECO, to include aircrew assignments to aircraft side numbers.

4. Report attainment of COR levels to the TRAWING FIVE CDO by phone or E-Mail, and to NASWF via the disaster preparedness web page (<https://www2.netc.navy.mil/naswhiting/dpo/index.cfm>). Refer to enclosure (1) for COR checklist information and reference (c) for web page reporting details.

5. Establish at least one dedicated individual to collect and submit flight plans to Base Operations and act as a general squadron liaison to Base Operations.

6. Coordinate with the appropriate Squadron Duty Officer to have them report an accurate number of aircraft that depart/return from/to NASWF to the HECO immediately at the completion of the evacuation/return flight operations for the squadron. Impress upon the Duty Officer to ensure aircraft start, taxi, and takeoff at the assigned time. Adherence to the time sequence for launches provided by the HECO is crucial to the overall logistical success of the evacuation/recovery. NOTE: Early takeoffs should be avoided.

e. TRAWING FIVE will expect the CNATRA Contracts OIC to:

(1) Maintain sufficient cross country kits and fuel cards for each aircraft.

(2) Coordinate contract maintenance personnel to support the hangar loading/unloading effort. Maintain the Hangar Loading Plan.

(3) Coordinate aircraft recovery assistance for aircraft encountering mechanical problems during an evacuation on a case-by-case basis. Ensure the HECO is informed of all such cases.

(4) Provide the HECO with the quantity of aircraft in a flyable (up) status by type/model of aircraft as early as feasible. Also provide a list of all side numbers to be evacuated as well as a list of all side numbers and locations for those aircraft that will be placed in hangars along with locations; to include all aircraft at depot level maintenance.

f. TRAWING FIVE will expect the Naval Aviation Forecast Component Whiting Field to:

(1) Advise TRAWING FIVE of all hurricane movements and positions within the Gulf of Mexico and all associated weather activity or phenomena that could affect weather conditions in the

Pensacola/Milton area and along the evacuation routes.

(2) Provide Weather Brief Form (DD-175-1) for HUREVAC and CCX flights.

(3) Provide group weather briefings, as requested, for all aircrew evacuation to refuge bases.

6. Action. Evacuation of TRAWING FIVE aircraft will be conducted following the procedures detailed in this instruction and its enclosures. TRAWING FIVE aircraft will evacuate by squadron based on the planning factors and refuge bases listed below.

a. Aircraft HUREVAC Plan Summary:

(1) The following planning factors are used when considering T-34C evacuation: There are 98 T-34C's assigned to TRAWING FIVE. Assume 68 T-34C's (Approximately 70%) are flyable and able to be evacuated. VT-6 will be charged with the evacuation of T-6B's and a small portion of T-34C's this year, based on their T-6B and T-34C instructor manning level at the time of evacuation. Therefore, VT-2 and VT-6 should plan to evacuate, worst case, 34 and 34 T-34C's respectively. Since the delivery of T-6B's is fluid, Assigned T-34C quantities may be less than as described above.

(2) The following planning factors are used when considering T-6B evacuation: There are 66 T-6B's assigned to TRAWING FIVE. Assume 47 T-6B's (Approximately 70%) are flyable and able to be evacuated. VT-3 and VT-6 will be charged with evacuating these T-6B's and any T-34C's that VT-6 is capable of evacuating. Since the delivery of T-6B's is fluid, Assigned T-6B quantities may be more than as described above.

(3) The following planning factors are used when considering TH-57 evacuation: There are 124 TH-57B/C's assigned to TRAWING FIVE. Assume 87 TH-57B/C's (Approximately 70%) are flyable and able to be evacuated. The average quantity of TH-57B/C's to evacuate per squadron is 29.

(4) The above planning factors are meant to be used by squadrons for planning purposes only. The actual number of aircraft assigned to each squadron during an evacuation will be provided by the HECO after an evacuation has been ordered, maintenance has provided the total quantity and type of flyable aircraft to the HECO and each squadron HEO has provided their total number of aircrews, by type, available to support an evacuation to the HECO. The TRAWING FIVE intent is to evacuate all flyable aircraft and hangar any non-flyable aircraft, while taking into consideration weather constraints.

(5) TRAWING FIVE intent is for all fixed-wing aircraft to evacuate to a single primary refuge base dedicated for these types of aircraft and for all rotor-wing aircraft to evacuate to a separate,

single primary refuge base. Should a primary refuge base not be available or unable to accept all of our aircraft, each squadron must be prepared to evacuate on an individual squadron level to an alternate refuge base. There are three primary refuge bases for T-34C/T-6B aircraft and three primary refuge bases for TH-57B/C aircraft which are located west, north and east of NASWF. RBLOs will evacuate to the CTW-5 chosen refuge base as soon as the decision to evacuate has been made. This is to allow sufficient time for preparations at the refuge base prior to other HUREVAC aircraft arriving. The VT and HT primary refuge bases and individual squadron alternate refuge base are listed below:

(a) Western Refuge Bases:

1. VT Primary Destination: Drake Field (KFYV) in Fayetteville, AR via Alexandria International (KAEX).

2. HT Primary Destination: Shreveport Regional (KSHV) in Shreveport, LA via Hammond Northshore Regional (KHDC). Note: It takes an average of 62 gallons of fuel to fly from KHDC to KSHV; therefore, TH-57B's with 76 gallon fuel tanks may need to plan an additional fuel stop depending on weather conditions. If any aircraft are to be hangared, these 76 gallon TH-57B's should be considered first.

3. VT-2 Alternate Destination: Randolph AFB (KRND) in San Antonio, TX via Chennault International (KCWF).

4. VT-3 Alternate Destination: Ft. Worth Alliance (KAFW) in Ft. Worth, TX via Alexandria International (KAEX).

5. VT-6 Alternate Destination: Austin Bergstrom INTL (KAUS) in Austin, TX via Chennault International (KCWF).

6. HT-8 Alternate Destination: Ellington Field (KEFD) in Houston, TX via Baton Rouge Metropolitan (KBTR) and Lake Charles Regional (KLCH). Note: HT-8 would be the last to launch from NASWF due to other squadrons using KEFD as a fuel stop.

7. HT-18 Alternate Destination: Lackland AFB (KSKF) in San Antonio, TX via Baton Rouge Metropolitan (KBTR) and Lake Charles Regional (KLCH) and Ellington Field (KEFD).

8. HT-28 Alternate Destination: San Antonio INTL (KMDA) in San Antonio, TX via Baton Rouge Metropolitan (KBTR) and Lake Charles Regional (KLCH) and Ellington Field (KEFD).

(b) Northern Refuge Bases:

1. VT Primary Destination: Millington Regional Jetport (KNQA) in Millington, TN.

2. **HT Primary Destination:** Smyrna (KMQY) in Smyrna, TN via Birmingham Shuttlesworth International (KBHM).

3. VT-2 Alternate Destination: Memphis International (KMEM) in Memphis, TN.

4. VT-3 Alternate Destination: St. Louis Downtown (KCPS) in St. Louis, IL via Tuscaloosa Regional (KTCL).

5. VT-6 Alternate Destination: Memphis International (KMEM) in Memphis, TN or St. Louis Downtown (KCPS) in St. Louis, IL via Tuscaloosa Regional (KTCL).

6. HT-8 Alternate Destination: Huntsville INTL (KHSV) in Huntsville, AL via Montgomery Regional (KMGM) or Maxwell Air Force Base (KMXF).

7. HT-18 Alternate Destination: Millington Regional Jetport (KNQA) in Millington, TN. via Tuscaloosa Regional (KTCL) or Birmingham INTL (KBHM). Note: HT-18 would be the last HT squadron to launch from NASWF due to VT squadrons using KNQA as primary destination.

8. HT-28 Alternate Destination: Lovell Airport (KCHA) in Chattanooga, TN via Montgomery Regional (KMGM).

(c) Eastern Refuge Bases:

1. **VT Primary Destination:** South Carolina Technology and Aviation Center (KGYH) in Greenville, SC.

2. **HT Primary Destination:** Cecil Field (KVQQ) in Jacksonville, FL via Tallahassee Regional (KTLH).

3. VT-2 Alternate Destination: Cecil Field (KVQQ) in Jacksonville, FL.

4. VT-3 Alternate Destination: Myrtle Beach INTL (KMYR) in Myrtle Beach, SC via Middle Georgia Regional (KMCN).

5. VT-6 Alternate Destination: NAS Oceana (KNTU) in Virginia Beach, VA via Augusta Regional (KAGS).

6. HT-8 Alternate Destination: Savannah/Hilton Head INTL (KSAV) in Savannah, GA via Valdosta Regional (KVLG).

7. HT-18 Alternate Destination: Charleston AFB/INTL (KCHS) in Charleston, SC via Middle Georgia Regional (KMCN).

8. HT-28 Alternate Destination: Columbia Metro (KCAE) in Columbia, SC via Middle Georgia Regional (KMCN). Note: HT-8 would

launch first from NASWF with HT-28 launching third from NASWF in order to separate intermediate fuel stops.

b. Cross-countries (CCX) and Pensacola Regional pre-positioned aircraft: CCX training flights and Pensacola Regional operations may depart NASWF at the setting of COR IV. No CCXs or planned Pensacola Regional operations will occur after TRAWING FIVE attains COR III. Any that were planned, shall be cancelled. Any aircraft on CCX when TRAWING FIVE attains COR III shall plan to join their squadron at the chosen refuge base vice returning to NASWF. Any aircraft conducting Pensacola Regional operations when TRAWING FIVE attains COR III shall return to NASWF in order to HUREVAC from NASWF. This is to facilitate flight planning and ease ATC control.

c. Command and Control:

(1) Cross-country flights (CCXs) and HUREVAC flights will be under squadron control utilizing squadron call signs.

(2) When NASWF enters COR I, NASWF will be closed to all except a handful of NASWF key personnel. Squadron spaces and duty personnel must be secured no later than the setting of COR I.

d. Flight Plans:

(1) HUREVAC routing is provided to squadrons in the above paragraphs. Squadrons will ensure accurate recording of aircraft side numbers, flight crew names and will track their aircraft throughout the evacuation/recovery. Squadrons will be assigned take-off times along with quantity and type of aircraft to be launched at a particular take-off time. In general, squadrons can expect a one hour delay between squadron launches. NASWF Base Operations will be provided generic T-34C, T-6B and TH-57B/C flight plans for the refuge bases chosen by CTW-5. They will pre-load these flight plans into the flight plan system which minimizes the time delay of entering each aircraft's flight plan. However, each individual aircraft/crew must submit their own completed flight plan to ensure accurate flight following.

(2) Fixed-Wing aircraft will utilize standardized Instrument Flight Rules (IFR) flight plans to the maximum extent possible. Rotary aircraft will utilize standardized Visual Flight Rules (VFR) flight plans to the maximum extent possible. At no time shall aircraft operation limitations be violated, such as flying a VFR only aircraft in Instrument Meteorological Conditions (IMC). Hence, if NASWF or any portion of the planned flight path is actually or forecasted to be under IFR conditions, then TH-57Cs will launch IFR; however, no TH-57B's will launch. The flight plans utilized for each refuge base destination shall be approved through TRAWING FIVE prior to 01 June each year.

(3) Weather briefings for each route will be in DD-175-1 format.

(4) If NASWF is IFR, the HECO and squadrons should expect for aircraft to depart NASWF at three-minute intervals to allow for IFR separation.

(5) Departing aircraft in formation may be permitted, pending approval from squadron Commanding Officers.

(6) TH-57B aircraft will have priority for departure/fuel due to their VFR-only capability and will typically be assigned launch times with at least one TH-57C aircraft.

(7) Each DD Form 175 filed shall include the word "HUREVAC" in the remarks section.

e. Maintenance:

(1) Each HUREVAC aircraft (T-34C, T-6B, TH-57B/C) will be configured for cross-country flight.

(2) The recovery of/assistance given to aircraft encountering mechanical problems will be coordinated by Maintenance on a case-by-case basis. Squadrons shall ensure Maintenance and the HECO are informed of all such cases, to include Precautionary Emergency Landings (PEL).

(3) The CNATRA Contracts OIC will ensure appropriate maintenance personnel are deployed to the chosen refuge bases no later than the day of the evacuation. The primary purpose of these maintainers is to perform any necessary Daily or Turnaround inspections for the respective squadron's aircraft. The HECO will provide Maintenance with each squadron's destination at least 24 hours prior to H-Hour.

(4) In the event that an aircraft executes a PEL, the squadron will make every effort to coordinate a maintenance recovery while also attempting to keep the aircrew of the downed aircraft with the rest of the squadron.

f. Administration:

(1) Squadrons will prepare TAD orders for HUREVAC and CCX pilots within their command utilizing the HUREVAC line of accounting in DTS.

(2) Each squadron is responsible for keeping costs reasonable and fair. Rental cars and accommodations shall be shared whenever feasible, with approximately four people per vehicle and doubling up unaccompanied personnel in Bachelor Officer Quarters (BOQ) or hotel rooms.

g. Aircrew Special Instructions:

(1) Squadron HEOs should not take part in the HUREVAC unless absolutely necessary. If the HEO must launch, notify the HECO to coordinate.

(2) HUREVAC flights shall be logged using the code "2J2."

(3) Training may be considered at the Refuge Sites by CTW-5 with CNATRA approval.

(4) All personnel can expect to remain in the Refuge Site area a minimum of 24-hours after the storm has passed through NASWF.

(5) During the Deployment and Return Phases, TRAWING FIVE aircraft shall not request practice approaches.

(6) All student training will resume as soon as possible, but no earlier than the day following the aircraft return to NAS Whiting Field.

7. Contact Numbers.

- a. TRAWING FIVE HECO: (850) 623-7065/7147; Cell: (850) 293-8755.
- b. TRAWING FIVE CDO: Cell: (850) 637-2793.
- c. NASWF Emergency Manager: (850) 623-7324; Cell: (850) 324-4799.
- d. NASWF Weather Forecaster: (850) 623-7101.
- e. NASWF Base Operations: (850) 623-7597.


J. L. VANDIVER

Distribution:
COMTRAWINGFIVEINST 5216.1S
Lists I(b,f), II, III(a,b,g,h)

Copy to:
COMTRAWINGSIX (Attn: HUREVAC Officer)
CNATRA N33

**TRAWING FIVE CONDITION OF READINESS (COR)
ATTAINMENT CHECKLISTS**

COR V

Set seasonal 1 June-30 November

Action Item	Responsibility	Due Dates
Designate HECO.	CTW-5	1 February
Reconfirm aircraft hangar facilities and Hangaring Plan.	HECO/CNATRA CONTRACTS OIC	1 March
Designate HEOs and RBLOs.	COs	1 March
Assign refuge base locations to each squadron.	HECO	15 March
Review CNATRA/Wing/Squadron HUREVAC orders. Ensure Wing/Squadron plans are current.	HECO/HEOs	15 March
Conduct RBLO liaison visit(s) with assigned refuge bases(s) and any planned intermediate stops. Update special arrangements, point of contacts and confirm current Memorandums of Understanding.	HECO/RBLOs	15 April
Submit refuge base After Action Reports and updated Aircrew Smart Packs to HECO.	RBLOs	22 April
Provide all squadrons with a copy of each appropriate Refuge Base Aircrew Smart Pack.	HECO	1 May
Ensure assigned personnel are familiar with their individual responsibilities, including the reporting of COR levels via NASWF website at https://www2.netc.navy.mil/naswhiting/dpo/index.cfm .	HECO/HEOs	1 May
Brief HUREVAC and exercise plans to Commodore, HEOs, and other tasked agencies.	HECO	1 May
Update list of key personnel; their telephone numbers and e-mail addresses.	HECO/HEOs	1 May
Report refuge base plans to CNATRA (N33) using enclosure (2) of reference (a). Multiple submission may be required depending on the number of plans created. Currently this instruction includes primary and alternate plans, thus two submissions are required.	HECO	1 June
Forward a copy of each refuge base	HECO	1 June

MOU to CNATRA N33.		
Ensure proper flight pubs are ordered and sufficient numbers are kept on hand throughout the season.	HEOs	1 June
Ensure support equipment and fly-away kits are readily available.	CNATRA CONTRACTS OIC	1 June
Participate in HUREVAC exercise to ensure TRAWING FIVE readiness.	ALL	1 Mar - 30 June
Participate in NASWF hurricane preparation meetings to coordinate hurricane preparations and evacuation operations.	HECO	As Needed
Update Recall Rosters as required.	HECO/HEOs	As Needed
Review/update refuge base suitability.	HEOs	As Needed
Brief HUREVAC Plan and individual responsibilities to new instructor pilots.	HEOs	As Needed
Update flip pubs and ensure availability.	HEOs	As Needed
Inspect and replenish storm supplies as required (plastic bags to cover computers etc.)	HECO/HEOs	As Needed
Inform CTW-5/HECO when tropical storms are forecast to threaten NASWF.	NASWF WF	As Needed
Conduct periodic inspections of areas of responsibility to ensure drainage systems and emergency routes remain free of obstruction.	HEOs	As Needed
Review requirements for attaining the next higher COR.	HEOs	As Needed

COR IV

(Winds in excess of 50 knots anticipated within 72 hours)

Action Item	Responsibility
Monitor storm and provide updates to HECO.	NASWF WF
Advise CTW-5 on weather conditions and plans.	HECO
Alert all personnel of HUREVAC condition setting and begin preliminary evacuation preparations.	CTW-5/HECO/HEOs
Publish estimated times for cessation of flight training, refuge base selection and H-hour decisions.	CTW-5
Consider directing cross-country fly-aways.	CTW-5/COs
TRAWING FIVE CDO contact HECO.	CDO
Alert HUREVAC aircrews and establish a recall period (per squadron SOP). Ensure aircrews pre-pack appropriate gear for a minimum 5 day stay.	HEOs
Determine status of squadron off-station aircraft (any CCXs that might already be out) and provide intentions to HECO.	HEOs
Provide status of hangar facilities to HECO.	NASWF/CNATRA CONTRACTS OIC
Provide a list of flyable aircraft to HECO.	CNATRA CONTRACTS OIC
Provide quantity of aircrews available to participate in aircraft evacuation, by aircraft type/model, to HECO.	HEOs
Provide number and type of aircraft each squadron is responsible to evacuate to HEOs, to include designated take-off times. Conduct situation brief as needed. Plan for full evacuation regardless of storm strength. Plan will be scaled back if storm track/strength allows.	HECO/ALL HUREVAC PERSONNEL
Send "Contemplation to Evacuation" e-mail (When directed to set COR IV). See enclosure (2).	HECO
Inform CNATRA N33 of the number of aircraft remaining for potential HUREVAC after any cross-country departures.	HECO
Liaison with personnel at refuge and intermediate refueling bases to provide updates on HUREVAC intentions.	HEOs/RBLOs
Report COR attainment to Wing CDO via phone or e-mail.	HEOs
Report COR attainment to HECO after all squadrons have reported and the TRAWING FIVE building, Instructor Training Units and Academics are complete with setting COR IV.	WING CDO
Update COR attainment on NASWF Website https://www2.netc.navy.mil/naswhiting/dpo/index.cfm .	HECO/HEOs

Send CNATRA (N33) updated refuge base plans using enclosure (2) of reference (a), if changes have occurred from previous submission or if alternate refuge bases are decided to be used due to weather or other factors precluding the use of planned refuge bases.	HECO
Ensure recall lists and family HUREVAC plans are up-to-date.	HEOs/DHs
Report to Wing Admin number of CBQ residents that need shelter, number of military and dependents that are evacuating, and those that are remaining.	HEOs/DHs
Ensure tasks for previous COR are completed. Review requirements for attaining the next higher COR.	HEOs
NOTE: CTW-5 may set H-hour prior to setting of CONDITION III.	

COR III

(Winds in excess of 50 knots anticipated within 48 hours)

Update and advise CTW-5/HECO on storm track, arrival of destructive winds, and storm upgrades/downgrades.	NASWF WF
Make decision to hangar and/or evacuate aircraft (set H-hour, set CCX deadline).	CTW-5
All student training including simulators and ground classes should cease at least 24 hours prior to the HUREVAC Launch Hour (H Hour).	CTW-5
If evacuating:	
All student training including simulators and ground classes should cease at least 24 hours prior to the HUREVAC Launch Hour (H-Hour).	CTW-5
Inform maintenance of the refuge base locations for all squadrons/aircraft at least 24 hours prior to H-Hour, if possible.	HECO
Prepare all flyable aircraft for CCX; top off fuel.	CNATRA CONTRACTS OIC
Launch RBLOs to refuge bases. Ensure RBLO's are launched with sufficient time to prepare prior to HUREVAC aircraft arrival.	HEOs
Update and inform HEOs of the number and type of aircraft each squadron is responsible to evacuate, to include designated take-off times, if needed.	HECO
Monitor chart/pub issue to ensure each aircrew has the proper pubs.	HEOs
Submit DD Form 175 templates to NASWF Base Operations.	HECO
If evacuating before COR II, decision from CTW-5. If after COR II, then decision by CNATRA to evacuate.	HECO
If hangaring:	
Cease all aircraft flight training and determine time when academic and simulator training will cease. Determine refuge site.	CTW-5
All maintenance efforts henceforth are focused on hangaring and/or launching evacuating aircraft. Prepare all flyable T-6Bs and any T-34C aircraft that are unable to be hangared for evacuation; top off fuel	CNATRA CONTRACTS OIC
Send CNATRA N33 "Intentions" email. Include what hangaring plan is, quantity of aircraft to hangar (locations) and quantity of aircraft left on flightline or evacuated. If evacuating aircraft that cannot be hangared, give type, quantity, location, timeline and status of evacuation.	HECO

Evacuating or hangaring:	
Brief aircrews on squadron evacuation/hangaring plans.	HEOs
Ensure the Squadron Ombudsman is informed of the decision to evacuate. Provide Ombudsman with date and H-Hour information, as well as planned destination(s).	HEOs
Secure non-essential gear and equipment that could become potential missile hazards.	HEOs/DHs
Report COR attainment to Wing CDO via phone or e-mail.	HEOs
Report COR attainment to HECO after all squadrons have reported and the TRAWING FIVE building, Instructor Training Units and Academics are complete with setting COR III.	WING CDO
Update COR attainment on NASWF Website https://www2.netc.navy.mil/naswhiting/dpo/index.cfm .	HECO/HEOs
Ensure tasks for previous COR are completed. Review requirements for attaining the next higher COR.	HEOs

COR II

(Winds in excess of 50 knots anticipated within 24 hours)

Coordinate aircrew ground flow thru briefing and order to walk; act as squadron POC for A/C launch status.	SQUADRON FDOs
Update and inform HEOs of the number and type of aircraft each squadron is responsible to evacuate, to include designated take-off times, if needed.	HECO
Submit flight plans to Base Ops as early as possible to allow Weather Brief preparation; squadron POC ensure all flight plans are received/accounted for.	HEOs/Aircrews
Supply WX briefs and "ON TOPS" to HUREVAC aircrews.	NASWF WF
Send "Start of Evacuation" e-mail with departure of 1st HUREVAC aircraft. See enclosure (2).	HECO
Complete evacuation of all flyable aircraft and provide report to HECO when last aircraft has departed NASWF.	HEOs/CNATRA CONTRACTS OIC
Send "Completion of Evacuation" e-mail when last HUREVAC aircraft departs NASWF. See enclosure (2).	HECO
Complete hangaring all aircraft not evacuated. Ensure all loose equipment is secured. Ensure GSE is properly sheltered.	CNATRA CONTRACTS OIC
Report aircraft type, side numbers, location (hangar number), and maintenance status (Up/Down reason) to HECO for all aircraft that were not evacuated.	CNATRA CONTRACTS OIC
Report last aircraft "Safe on Deck" at refuge base to HECO. Include status (up/down reason) for each aircraft.	HEOs/FDOs
Update recall information with HECO.	HEOs
Send "Bed Down Report" e-mail after all aircraft arrive at their destination.	HECO
Brief and secure non-essential personnel. All personnel (including duty personnel) must be secured NLT COR I.	CTW-5/COs
Waterproof computers/electronics (Computers should be off the floor, covered w/plastic, and power cords unplugged. The blue LAN cables should remain connected, if at all possible.)	HEOs/DHs
Report COR attainment to Wing CDO via phone or e-mail.	HEOs
Report COR attainment to HECO after all squadrons have reported and the TRAWING FIVE building, Instructor Training Units and Academics are complete with setting COR III.	WING CDO
Update COR attainment on NASWF Website https://www2.netc.navy.mil/naswhiting/dpo/index.cfm .	HECO/HEOs
Ensure tasks for previous COR are completed. Review requirements for attaining the next higher COR.	HEOs

COR I

(Winds in excess of 50 knots anticipated within 12 hours)

All personnel (including duty personnel) must be secured NLT COR I.	CTW-5/COs
Report COR attainment to Wing CDO via phone or e-mail.	HEOs
Report COR attainment to HECO after all squadrons have reported and the TRAWING FIVE building, Instructor Training Units and Academics are complete with setting COR I.	WING CDO
Update COR attainment on NASWF Website https://www2.netc.navy.mil/naswhiting/dpo/index.cfm .	HECO/HEOs
Ensure tasks for previous COR are completed. Review requirements for re-setting COR V.	HEOs

RESUMPTION OF COR V

(Winds in excess of 50 knots not anticipated within 72 hours)

WHEN RTB:	
Man the NASWF EOC.	HECO
Determine the status of hangared aircraft, wing, and squadron spaces.	HECO
Determine the status of NMCI switch boxes North and South Field.	HECO
Determine the level of support NASWSF will be able to provide based upon damage.	HECO
Determine arrival rate that ATC and NASWF are able to support and disseminate to squadrons.	HECO
CNATRA will direct termination of HUREVAC following NASWF setting COR V.	CTW-5
Plan and coordinate recovery window dates and times.	HECO
Supply WX Briefs and assistance, as required to squadron FDOs/HECO.	NASWF WF
Provide WX Briefs and assistance, as required to evacuated aircrews.	SQUADRON FDOs/HECO
Inform HECO when all squadron aircraft have been recovered to NASWF for HUREVAC and cross-country.	HEOs/SQUADRON FDOs
Inform CNATRA N33 when all aircraft have been recovered to NASWF from HUREVAC and cross-country.	HECO
WHEN REGENERATING:	
Maintenance performs required unhangaring/maintenance and informs CTW-5 of estimated date/time for return to normal flight operations.	CNATRA CONTRACTS OIC
All squadrons and academics report status and when student training can resume to CTW-5.	COs/Academics DH
Form working parties to assist squadron members/families with debris removal, as needed	TRAWING FIVE STUCON OFFICER
Designate date/time to resume normal operations.	CTW-5
Submit travel claims.	ALL PERSONNEL
Submit lessons learned to HECO within 7 days of return.	HEOs/BASE OPS/ ANYONE
Submit an after action report to CNATRA N33 commenting on the execution of the evacuation, difficulties encountered, and recommendations for improvement of future evacuations within 15 days of returning to NASWF following an evacuation.	HECO

E-MAIL NOTIFICATION FORMATS

1. Per reference (a), use the following e-mail notification format to report status/progression of HUREVAC.

a. Contemplation E-Mail Notification (Sample)

TO: Valid e-mail address of each assigned refuge base

CC: CC the following personnel/addresses:

CNATRA SDO	Billwatch.Cnatra.fct@navy.mil
CNATRA	william.sizemore@navy.mil
CNATRA Chief of Staff	thomas.e.broderick@navy.mil
CNATRA N1	benny.anderson@navy.mil
CNATRA N3	douglas.carsten@navy.mil
CNATRA N33	james.goodwin3@navy.mil
CNATRA N4A	domingo.gonzales@navy.mil
CNATRA Safety	randall.k.green@navy.mil
FAA HQ	9-ator-hq-atcsc-cc-at-nom@faa.gov
FAA Navy Liaison	9-ator-hq-sosc@faa.gov
FAA Navy Liaison Officer	Stephen.bouchard@faa.gov
FAA NAVREP (Eastern Service Area)	sjhflipper@yahoo.com

CTW-5

TW-5 Deputy Commodore
 TW-5 Chief Staff Officer
 TW-5 Department Heads
 TW-5 Operations Department
 TW-5 Squadron Commanding Officers
 TW-5 Squadron Executive Officers
 TW-5 Instructor Training Unit Officers in Charge
 TW-5 Squadron Operations Officers
 TW-5 Squadron HEOs
 CNATRA Maintenance Contract OIC
 NASWF CO peter.hall1@navy.mil
 NASWF Operations Officer
 NASWF ATC Officer
 NASWF Operations Duty Officers (ODO)
 NASWF Public Affairs Officer
 NASWF Emergency Manager

SUBJ: TRAWING FIVE CONTEMPLATION TO EVACUATE

TEXT: CONTEMPLATION TO EVACUATE AIRCRAFT BEGAN 011900Z JUN 10. PLANS ARE TO EVACUATE 101 T-34C AND 19 T-6B AIRCRAFT FROM NAS WHITING FIELD TO GREENVILLE, SC AND 87 TH-57B/C AIRCRAFT FROM NAS WHITING FIELD TO CECIL FIELD, FL. ANTICIPATED EVACUATION TO COMMENCE 031200Z JUN 10. ANTICIPATE 43 T-34C WILL BE UNABLE TO EVACUATE. 38 WILL BE HANGARED ABOARD NAS WHITING FIELD AND 5 WILL BE HANGARED AT SABER LINER REWORK FACILITY IN PERRYVILLE, MO. ANTICIPATE 7 T-6B WILL BE UNABLE TO

EVACUTE AND WILL BE HANGARED ABOARD NAS WHITING FIELD. ANTICIPATE 37 TH-57B/C WILL BE UNABLE TO EVACUATE. 26 WILL BE HANGARED ABOARD NAS WHITING FIELD AND 11 WILL BE HANGARED AT VECTOR AEROSPACE REWORK FACILITY IN ANDALUSIA, AL.

Very Respectfully,

b. Decision to evacuate E-Mail Notification (Sample)

Addressees are the same as above.

SUBJ: TRAWING FIVE DECISION TO EVACUATE

TEXT: THE EVACUATION OF AIRCRAFT WAS DIRECTED BY (CTW-5 or CNATRA) AT 022000Z JUN 10.

(Anticipate being directed by CNATRA to evacuate at COR II. If decision to evacuate made before COR II, then it would be by CTW-5 direction)

Very Respectfully,

c. Start of evacuation E-Mail Notification (Sample)

Addressees are the same as above.

SUBJ: TRAWING FIVE START OF EVACUATION

TEXT: EVACUATION BEGAN WITH THE DEPARTURE OF THE FIRST AIRCRAFT AT 031203Z JUN 10.

Very Respectfully,

d. Completion of evacuation E-Mail Notification (Sample)

TO: CNATRA N33 (only)

SUBJ: TRAWING FIVE COMPLETION OF EVACUATION

TEXT: THE LAST AIRCRAFT DEPARTED NAS WHITING FIELD AT 031600Z JUN 10. 99 T-34C and 19 T-6B TO GREENVILLE, SC AND 85 TH-57B/C TO CECIL FIELD, FL. 40 T-34C UNABLE TO EVACUATE DUE TO NMC AND WILL BE HANGARED AT NAS WHITING FIELD. 5 T-34C UNABLE TO EVACUATE DUE TO REWORK AND WILL BE HANGARED AT SAVER LINER REWORK FACILITY IN PERRYVILLE, MO. 7 T-6B UNABLE TO EVACUATE DUE TO NMC AND WILL BE HANGARED AT NAS WHITING FIELD. 28 TH-57B/C UNABLE TO EVACUATE DUE TO NMC AND WILL BE HANGARED AT NAS WHITING FIELD. 11 TH-57B/C UNABLE TO EVACUATE DUE TO REWORK AND WILL BE HANGARED AT VECTOR AEROSPACE REWORK FACILTIY IN ADALUSIA, AL.

Very Respectfully,

e. Bed Down Report (Sample)

TO: CNATRA N33

SUBJ: TRAWING FIVE BED DOWN REPORT

TEXT: ATTACHED IS THE TRAWING FIVE BED DOWN REPORT FOLLOWING EVACUATION FROM NAS WHITING FIELD DUE TO HURRICANE NAME.

Very Respectfully,

Unit:		TRAINING AIR WING FIVE		
Total Aircraft in Reporting:		T-34C: 144 TH-57B/C: 124 T-6B: 26		
Time (Z):		2115Z		
POC Comm Phone:		(850) 623-7149		
DSN Phone:		868-7149		
Cell Phone:		(405) 537-7916		
E-mail:		jason.latchaw@navy.mil		
POC Name:		Maj Jason Latchaw		
T-34C's:				
90 aircraft to Greenville INTL (KGYH) in Greenville, SC.				
9 aircraft on CCX to rendezvous with squadrons at Greenville, SC.				
40 aircraft to remain hangared at NAS Whiting Field.				
5 aircraft in rework to remain hangared at Saber Liner in Perryville, MO.				
Line #	A/C Type	Side No	Maint Status (Up/Dn reason)	Location
1	T-34C	031	Up	Greenville INTL (KGYH) in Greenville, SC
2-89 (Fill in all info for these aircraft)				
90	T-34C	793	Up	Greenville INTL (KGYH) in Greenville, SC
91	T-34C	498	Up	CCX to Athens, GA (KAHN) will proceed to Greenville INTL (KGYH)
92-98 (Fill in all info for these aircraft)				
99	T-34C	633	Up	CCX to Athens, GA (KAHN) will proceed to Greenville INTL (KGYH)
100	T-34C	277	Down	Hangared at NAS Whiting Field
101-138 (Fill in all info for these aircraft)				
139	T-34C	625	Down	Hangared at NAS Whiting Field
140	T-34C	806	Down	Hangared at Perryville, MO
141-143 (Fill in all info for these aircraft)				
144	T-34C	831	Down	Hangared at Perryville, MO
Note: All CCX aircraft are enroute to squadron refuge base and hangaring aircraft that remain at NASWF.				

T-6B's:				
17 aircraft to Greenville INTL (KGYH) in Greenville, SC.				
2 aircraft on CCX to rendezvous with squadrons at Greenville, SC.				
7 aircraft to remain hangared at NAS Whiting Field.				
Line #	A/C Type	Side No	Maint Status (Up/Dn reason)	Location
1	T-6B	010	Up	Greenville INTL (KGYH) in Greenville, SC
2-15 (Fill in all info for these aircraft)				
16	T-6B	021	Down-Left Tire Flat	Greenville INTL (KGYH) in Greenville, SC
17	T-6B	015	Up	Greenville INTL (KGYH) in Greenville, SC
18	T-6B	013	Up	CCX to Universal City, TX (KRND) will proceed to Greenville INTL (KGYH)
19	T-6B	014	Up	CCX to Universal City, TX (KRND) will proceed to Greenville INTL (KGYH)
20	T-6B	016	Up	Hangared at NAS Whiting Field
21-25 (Fill in all info for these aircraft)				
26	T-6B	024	Up	Hangared at NAS Whiting Field
TH-57's:				
54 aircraft to Cecil Field (KVQQ) in Jacksonville, FL.				
25 aircraft to Smyrna Regional Airport (KMQY) Smyrna, TN.				
4 aircraft on CCX to Columbus, OH (KCOL) to remain at Columbus.				
2 aircraft PEL to Tallahassee Regional Airport (KTLH) will remain at Tallahassee				
28 aircraft to remain hangared at NAS Whiting Field.				
11 aircraft in rework to remain hangared at Vector Aerospace in Andalusia, AL.				
Line #	A/C Type	Side No	Maint Status (Up/Dn reason)	Location
1	TH-57	189	Up	Cecil Field (KVQQ) in Jacksonville, FL
2-53 (Fill in all info for these aircraft)				
54	TH-57	153	Up	Cecil Field (KVQQ) in Jacksonville, FL
55	TH-57	149	Up	Smyrna Regional Airport (KMQY) in Smyrna, TN
56-77 (Fill in all info for these aircraft)				
78	TH-57	190	Up	Smyrna Regional Airport (KMQY) in Smyrna, TN
79	TH-57	089	Up	CCX remain at Columbus, OH (KCOL)
80-81 (Fill in all info for these aircraft)				
82	TH-57	086	Up	CCX remain at Columbus, OH (KCOL)
83	TH-57	077	Down-Fuel Boost	Remain at Tallahassee, FL (KTLH)

			Pump Failure	
84	TH-57	078	Down-Compressor Stall	Remain at Tallahassee, FL (KTLH)
85	TH-57	101	Down	Hangared at NAS Whiting Field
86-111 (Fill in all info for these aircraft)				
112	TH-57	183	Down	Hangared at NAS Whiting Field
113		066	Down	Hangared at Andalusia, AL
114-123 (Fill in all info for these aircraft)				
124	TH-57	177	Down	Hangared at Andalusia, AL

TRAWING FIVE AIRCRAFT HANGARING PLAN

1. Purpose. Establish procedures for hangaring/evacuating aircraft in the event of potentially destructive weather that does not necessitate a full aircraft evacuation.

2. Intent. The overall CTW-5 intent for each type of TRAWING FIVE aircraft when hangaring is:

Note: There is not enough hangar space at Whiting Field to hangar all TRAWING FIVE aircraft.

a. T-6B. All T-6B aircraft capable of evacuating will evacuate to a CTW-5 chosen refuge site. Any T-6B aircraft that can not be evacuated will be hangared at North Whiting Field.

b. T-34C. As many T-34C aircraft as possible will be hangared at North Whiting Field. All T-34C aircraft that can not be hangared at North Whiting Field will be evacuated to the same CTW-5 chosen refuge site that the T-6B aircraft will evacuate to.

c. TH-57B/C. All TH-57B/C aircraft will be hangared at South Whiting Field.

Note: The same processes previously described in this instruction for evacuating aircraft will be followed for aircraft evacuating as part of hangaring. (i.e. The responsibilities of all parties, as previously described in the phase checklists, still applies.)

3. Preparation. Should the order to hangar/evacuate TRAWING FIVE aircraft be given, expect the following to occur:

a. CTW-5 will generally give the order to hangar/evacuate prior to 1530, in order to afford the second shift of maintenance adequate planning/execution time, if possible. The CTW-5 chosen hangar and evacuation times may differ due to aircrew availability for the evacuating aircraft. CTW-5 will consider the lack of a third maintenance shift on Friday's when making the decision to hangar/evacuate for destructive weather expected over a weekend.

b. Accompanying the order to hangar, CTW-5 will designate times for North and South Whiting Fields, respectively, to cease training in TRAWING FIVE aircraft. This will be in the form of a "Last Plane on Deck" (LPOD) time for each field, which does not necessarily include academic classes or simulator training. After this LPOD time, no TRAWING FIVE aircraft training events will launch from Whiting Field. All TRAWING FIVE aircraft operating in the local operating area when the LPOD time is announced should return to Whiting Field, weather permitting, prior to LPOD. CTW-5 will provide direction for the disposition of any TRAWING FIVE aircraft not in the local operating area on an individual aircraft basis, based on aircraft location.

c. Maintenance requires approximately one hour at South Whiting Field and two hours at North Whiting Field to clear the hangar spaces and prepare for the hangaring evolution prior to aircraft hangaring actually beginning. Maintenance requires approximately 4 to 6 hours to hangar as many TRAWING FIVE aircraft as possible, after flight operations at Whiting Field have ceased. Therefore, all effort will be made to minimize evacuating/recovering aircraft while maintenance hangars aircraft.

4. Hangaring Planning Factors. TRAWING FIVE will use the following planning factors when considering how many aircraft can be hangared at Whiting Field and how many aircraft will require evacuation. (Actual numbers of aircraft for each category will be known at the time of hangaring/evacuation, to include quantities of T-6B and T-34C aircraft that can not be evacuated and quantities of aircraft not in the local operation area that will not return to Whiting Field.):

a. Overall aircraft assignment:

(1) T-6B. The number of T-6B aircraft assigned to TRAWING FIVE will increase throughout the year. On 1 June 2011, TRAWING FIVE expects to be assigned 71 T-6B's. By 30 Nov 2010, TRAWING FIVE expects to be assigned 102 T-6B's. Assuming a minimum of 70% of these assigned aircraft can be evacuated; TRAWING FIVE expects to evacuate at least between 47 to 71 T-6B's, depending on the time of year leaving approximately between 24 to 31 T-6B's to be hangared at North Whiting Field.

(2) T-34C. TRAWING FIVE is assigned 98 T-34C aircraft. At any given time approximately 5 T-34C aircraft are at the rework facility in Perryville, MO. Of the remaining 93 T-34C's, when considering 30% not flyable, a minimum of 28 T-34C's must be hangared at North Whiting Field.

(3) TH-57B/C. TRAWING FIVE is assigned a total of 124 TH-57B/C aircraft. (80 TH-57C aircraft and 44 TH-57B aircraft) At any given time, approximately 11 TH-57B/C aircraft are at the Vector Aerospace rework facility in Andalusia, AL. Therefore, TRAWING FIVE will plan to hangar 113 TH-57B/C aircraft at South Whiting Field.

b. Overall hangaring plan: Note: Actual numbers of aircraft to evacuate may be much higher due to several factors, including strength of the storm.

(1) North Whiting Field:

Hangar 1424 North: 30 T-34C
 Hangar 1424 South: A mixture of 7 to 14 T-6B and 16 to 23 T-34C. T-6B aircraft that can not be evacuated are the priority to hangar.

Hangar 2941: 30 T-34s
Bldg 3227 (Paint Booth): 2 T-34C
Bldg 3227B (Corrosion Booth): 2 T-34C

(2) South Whiting Field:

Hangar 1406 North: 60 TH-57B/C
Hangar 1406 South: 53 TH-57B/C

(3) Approximate quantities/types of aircraft that will be hangared/evacuated:

(a) T-6B. 7-14 hangared. 19-35 evacuated.

(b) T-34C. 80-87 hangared. 52-59 evacuated.

(c) TH-57B/C. 113 hangared.

5. Unhangaring. CTW-5 will decide when the aircraft are to be unhangared, following storm passage. Maintenance requires approximately 8 hours to unhangar aircraft at NASWF and to complete routine maintenance on the aircraft before they can be issued to squadrons. When feasible, CTW-5 will direct for a portion of those aircraft to be unhangared, routine maintenance completed, and then issued to the squadrons in order to potentially complete some student sorties while the remainder of the aircraft at NASWF are unhangared. This will allow limited flight operations by the squadrons but will extend overall unhangaring times. At no time should squadrons request additional types or quantities of aircraft from maintenance, other than what CTW-5 has specified. Squadrons can expect the day following unhangaring to be the potential first full day of flight operations.

a. Aircraft that evacuated may return to NASWF once unhangaring is complete and NASWF is open for operations. These aircraft shall return to NASWF without conducting student training, per reference (a).