



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

IN REPLY REFER TO:
COMTRAWINGFIVEINST 3140.1V
Code N3
15 Jun 16

COMTRAWINGFIVE INSTRUCTION 3140.1V

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
(4) Squadron HUREVAC Launch Plan Template

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 3140.1U.

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 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 onboard 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, TRAWING FIVE 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 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. TRAWING FIVE:

(1) TRAWING FIVE executes applicable actions described in enclosures (1) and (3). If evacuating, decision points for TRAWING FIVE to consider include refuge base selection and H-Hour determination. TRAWING FIVE 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.

(4) Designate a TRAWING FIVE Fixed-Wing Refuge Base Liaison Officer (RBLO) and a TRAWING FIVE Rotor-Wing Refuge Base Liaison Officer. Unless otherwise directed, these positions will be held by the Fixed-Wing Instructor Training Unit (FITU) and Helicopter Instructor Training Unit (HITU) OICs. Assistant TRAWING FIVE RBLOs may be designated and may fulfill the RBLO duties as needed.

(5) 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 2943/2944 (TRAWING FIVE Headquarters), 1424 (FITU), 2994 (HITU), 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 IV.

(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 Chief of Naval Air Training (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 Commander, TRAWING FIVE.

(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-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) Provide 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 and Instructors Under Training (IUT) should report to their parent squadron and update their contact information along with ability to evacuate, once COR IV is set.

(b) Squadrons are authorized to utilize IUT Pilots in the FITU and HITU as HUREVAC pilots, provided the pilot has completed both his or her NATOPS Check and 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) Accompany Squadron HUREVAC personnel at Refuge Base. This responsibility may be delegated to the Executive Officer.

(d) Designate a squadron Refuge Base Liaison Officer (RBLO). RBLO's will evacuate to the TRAWING FIVE chosen Refuge Site immediately following the TRAWING FIVE 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.

(e) 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 of command 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 HECO.

5. Act as a general squadron liaison to Base Operations, to include flight plan coordination, as required.

6. Coordinate with the appropriate Squadron Duty Officer to 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. Supervise 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, unless part of a briefed formation.

e. TRAWING FIVE will expect the CNATRA N4 Detachment 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 evacuating 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-6B evacuation: The number of T-6B aircraft assigned to TRAWING FIVE should reach a steady state of 145 aircraft. The actual number may be lower depending on aircraft delivery. North Whiting Field maximum hangar capacity is 74 T-6Bs.

(2) The following planning factors are used when considering TH-57 evacuation: There are 117 TH-57B/Cs assigned to TRAWING FIVE. The actual number at Whiting Field may vary based on the number in Andalusia for Aircraft Conditional Inspection. South Whiting Field has the ability to hangar all non-flyable TH-57s.

Note: If any aircraft are to be hangared, the 76 gallon TH-57B's should be considered first due to their reduced range capability.

(3) 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 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.

(4) The TRAWING FIVE intent is for all fixed-wing aircraft to evacuate to a single primary refuge base. The TRAWING FIVE intent is for all rotor-wing aircraft to evacuate to a separate single primary refuge base. Should the primary T-6/TH-57 refuge base not be available, or unable to accept all of our aircraft, an alternate refuge base will be

selected. There are three alternate T-6B refuge bases, which are located west, north, and east of NASWF. There are three alternate TH-57 refuge bases, which are located west, north, and east of NASWF. RBLOs will evacuate to the TRAWING FIVE 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. To streamline on scene communication, a TRAWING FIVE Fixed Wing RBLO and a TRAWING FIVE Rotary Wing RBLO will evacuate to the chosen refuge site.

(5) The listed refuge base locations should be evaluated at the beginning of each Hurricane Season to determine their viability and interest in continuing to supporting TRAWING FIVE operations. Squadrons should not hesitate to evaluate other airfields for their suitability as evacuation locations during cross country training flights throughout the year. Any suggestions should be forwarded to the HECO for further consideration. The VT and HT primary and alternate refuge bases have been reassessed in April 2016 and are listed below:

(a) Fixed Wing

1. Primary Refuge Base: Smyrna Airport (KMQY) in Smyrna, Tennessee
2. Alternate Refuge Bases
 - a. North: Lexington Blue Grass (KLEX) in Lexington, KY
 - b. East: Donaldson Center (KGYH) in Greenville, South Carolina
 - c. West: Bill and Hillary Clinton National Airport (KLIT) in Little Rock, AR

(b) Rotor Wing

1. Primary Refuge Base: Millington Regional Jetport (KNQA) in Millington, Tennessee via Various Refueling Sites
2. Alternate Refuge Bases
 - a. North: Lovell Airport (KCHA) in Chattanooga, TN via Birmingham International (KBHM)
 - b. East: Charleston Intl (KCHS) in Charleston, SC via Middle Georgia Rgnl (KMCN)
 - c. West: Shreveport Regional (KSHV) in Shreveport, LA via Hammond Northshore Regional (KHDC)

b. Cross-countries (CCX) and Pensacola International pre-positioned aircraft: CCX training flights and Pensacola International 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 International 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. To facilitate ATC clearances, all T-6Bs shall use a "VV5E" callsign with corresponding tail number. TH-57B/C aircraft shall use appropriate Squadron callsigns.

(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 30 minute delay between squadron launches. NASWF Base Operations will be provided canned T-6B and TH-57B/C flight plans for the refuge bases chosen by TRAWING FIVE. 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. If utilizing a pre-filed route, this should be accomplished by a call to Base Operations.

(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, including refuge base location changes, 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 and will be coordinated with NASWF Weather prior to execution of an evacuation. Each Squadron is responsible for obtaining current weather prior to launch.

(4) If NASWF is IMC, 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) If a DD Form 175 is filed, it shall include the word "HUREVAC" in the remarks section.

(8) A sample HUREVAC Launch Plan is attached in enclosure (4). In the event TIMS is inaccessible, Squadrons should utilize this template to execute their Flight Schedule.

e. Maintenance:

(1) Each HUREVAC aircraft (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 N4 Detachment 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" on the NAVFLIR.

(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: Office: (850) 623-7892
Cell: (850) 293-8755 or (850) 530-1321
- b. TRAWING FIVE CDO: Cell: (850) 637-2793
- c. NASWF Emergency Manager: (850) 623-7030; Cell: (850) 324-4799
- d. NASWF Weather Forecaster: (850) 623-7101
- e. NASWF Base Operations: (850) 623-7597


M. T. MURRAY

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

Copy to:
COMTRAWING SIX (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 Memoranda 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.	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 MOU to CNATRA N33.	HECO	1 June

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 March - 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
Update email addresses for CNATRA messages in Enclosure (2)	HECO	1 June

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 five 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 N4 Det OIC
Provide a list of flyable aircraft to HECO.	CNATRA N4 Det 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 HECO via phone or e-mail.	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: TRAWING FIVE 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 N4 Det 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.	CNATRA N4 Det 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 HECO via phone or e-mail.	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 N4 Det
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 N4 Det 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 N4 Det 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 HECO via phone or e-mail.	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 HECO via phone or e-mail.	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.	TRAWING FIVE
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 TRAWING FIVE of estimated date/time for return to normal flight operations.	CNATRA N4 Det OIC
All squadrons and academics report status and when student training can resume to TRAWING FIVE.	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.	TRAWING FIVE
Submit travel claims.	ALL PERSONNEL
Submit lessons learned to HECO within seven 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 EMAIL ADDRESS OF EACH ASSIGNED REFUGE BASE (if no refuge base needs notification, put N33 in the TO line)

CC: CC the following personnel/addresses:

CNATRA	dell.bull@navy.mil
CNATRA Chief of Staff	david.edgecomb@navy.mil
CNATRA N1	vince.ortiz@navy.mil
CNATRA N11	vince.ortiz@navy.mil
CNATRA N3	bennie.sanchez@navy.mil
CNATRA N33	jason.brightman@navy.mil
CNATRA N33 (In July)	austin.burrill@navy.mil
CNATRA N386	thomas.bily@navy.mil
CNATRA N4A	domingo.gonzales@navy.mil
CNATRA N6	william.m.jackson@navy.mil
CNATRA N7	michael.tatsch@navy.mil
CNATRA Safety	christopher.vegal@navy.mil
FAA HQ	9-ator-hq-atcscg-at-nom@faa.gov
FAA Navy Liaison	9-ator-hq-sosc@faa.gov

CTW-5

TW-5 Commodore

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 N4 Detachment OIC

NASWF CO

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 221900Z JUL 15.
PLANS ARE TO EVACUATE (NUMBER AND TYPE AIRCRAFT) FROM (HOME BASE)
TO (ASSIGNED REFUGE BASE). ANTICIPATE EVACUATION TO COMMENCE

Enclosure (2)

221100Z JUL 05. ANTICIPATE (NUMBER AND TYPE OF AIRCRAFT) WILL BE UNABLE TO EVACUATE AND WILL BE HANGARED IN (LOCATION).

Very Respectfully,

b. Decision to evacuate Email Notification (Sample)

Addressees are the same as above.

SUBJ: TRAWING FIVE DECISION TO EVACUATE

TEXT: THE EVACUATION OF AIRCRAFT WAS DIRECTED AT 221100Z JUL15.

(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 Email 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 221400Z JUL 15.

Very Respectfully,

d. Completion of evacuation Email Notification (Sample)

Addressees are the same as above.

SUBJ: TRAWING FIVE COMPLETION OF EVACUATION

TEXT: THE LAST AIRCRAFT DEPARTED (HOME BASE) AT 221600Z JUL 015. (NUMBER AND TYPE AIRCRAFT) TO (REFUGE BASE). (NUMBER AND TYPE AIRCRAFT) UNABLE TO EVACUATE DUE TO (REASON) AND WILL (BE HANGARED, BE ABANDONED TO THE STORM ETC.) AT (HOME BASE).

Very Respectfully,

e. Precautionary Fly-away E-mail Notification (Sample)

Addressees are the same as above.

SUBJ: TRAWING FIVE CONTEMPLATION TO CONDUCT PRECAUTIONARY FLY-AWAY

TEXT: CONTEMPLATION TO CONDUCT PRECAUTIONARY FLY-AWAY BEGAN 221900Z JUL 15. PLANS ARE TO FLY-AWAY (NUMBER AND TYPE AIRCRAFT) FROM (HOME BASE) TO (ASSIGNED REFUGE BASE OR CROSS COUNTRY LOCATION). ANTICIPATE FLY-AWAY TO COMMENCE 221100Z JUL 15. ANTICIPATE (NUMBER AND TYPE OF AIRCRAFT) WILL BE UNABLE TO FLY-AWAY AND WILL BE HANGARED IN (LOCATION).

NOTE: Follow sample formats in (b) through (d) above but replace the word EVACUATE with FLY-AWAY.

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:		TH-57B/C: 117 T-6B: 145		
Time (Z):		2115Z		
POC Comm Phone:		(850) 623-7149		
DSN Phone:		868-7149		
Cell Phone:		(405) 537-7916		
E-mail:		Windy.storm@navy.mil		
POC Name:		Windy Storm		
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 Millington Regional Airport (KNQA) in Millington, TN.				
2 aircraft PEL to Mongtomery (KMGM) will RON at KMGM.				
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 Pump Failure	Remain at Tallahassee, FL (KTLH)
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 TRAWING FIVE 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 TRAWING FIVE chosen refuge site. Based on pilot manning at TRAWING FIVE, any dispersal will always require all 74 aircraft to be hangared and the remainder to be flown off.

b. 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. TRAWING FIVE 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 TRAWING FIVE chosen hangar and evacuation times may differ due to aircrew availability for the evacuating aircraft. TRAWING FIVE will consider the lack of a third maintenance shift on Fridays when making the decision to hangar/evacuate for destructive weather expected over a weekend.

b. Accompanying the order to hangar, TRAWING FIVE 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. TRAWING FIVE 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 four to six 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 aircraft that cannot 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 is 145 aircraft. North Whiting Field maximum hangar capacity is 74 T-6B's. In extremis situations, any remaining T-6B's that cannot be hangared at North Field or flown off, should be hangared at South Field if hangar space is available. For planning purposes, one T-6B occupies approximately the same space as four TH-57B/C.

(2) TH-57B/C. TRAWING FIVE is assigned a total of 117 TH-57B/C aircraft (73 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 106 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) Approximate quantities/types of aircraft that will be hangared/evacuated:

(a) T-6B. 74 hangared. All remaining should be evacuated.

(b) TH-57B/C. 117 hangared.

5. Unhangaring. TRAWING FIVE will decide when the aircraft are to be unhangared, following storm passage. Maintenance requires approximately eight hours to unhangar aircraft at NASWF and to complete routine maintenance on the aircraft before they can be issued to squadrons. When feasible, TRAWING FIVE will direct 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 TRAWING FIVE 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 the field is open for operations. These aircraft shall return to NASWF without conducting student training, per reference (a). The unhangaring of aircraft is not required, but may be requested, prior to the return of evacuated aircraft.

SQUADRON HUREVAC LAUNCH PLAN TEMPLATE

1. Purpose. Establish a means to write and execute a Flight Schedule in the event TIMS is inaccessible. Although presented as a useable format, this does not preclude Squadrons from developing their own process.

2. The subsequent page may be copied and utilized. The following is included as an example:

BLOCK #1: 0800-0930

SQDN	ETD H-HR=	A/C TYPE	SIDE NUMBER	PILOT	COPILOT	Flight Time	Code	FIRST LEG DESTINATION	FINAL DESTINATION	NOTES
VT-2	0800	T-6B	020	LAST,F.M. RANK	N/A	1+40	2J2	N/A	Smyrna, TN (KMOY)	
VT-2	0803	T-6B	021	LAST,F.M. RANK	N/A	1+40	2J2	N/A	Smyrna, TN (KMOY)	
VT-2	0806	T-6B	022	LAST,F.M. RANK	N/A	1+40	2J2	N/A	Smyrna, TN (KMOY)	
VT-2	0809	T-6B	023	LAST,F.M. RANK	N/A	1+40	2J2	N/A	Smyrna, TN (KMOY)	
...

BLOCK #2: 1000-1130

SQDN	ETD H-HR=	A/C TYPE	SIDE NUMBER	PILOT	COPILOT	Flight Time	Code	FIRST LEG DESTINATION	FINAL DESTINATION	NOTES
VT-3	1000	T-6B	030	LAST,F.M. RANK	N/A	1+40	2J2	N/A	Smyrna, TN (KMOY)	
VT-3	1003	T-6B	031	LAST,F.M. RANK	N/A	1+40	2J2	N/A	Smyrna, TN (KMOY)	
VT-3	1006	T-6B	032	LAST,F.M. RANK	N/A	1+40	2J2	N/A	Smyrna, TN (KMOY)	
VT-3	1009	T-6B	033	LAST,F.M. RANK	N/A	1+40	2J2	N/A	Smyrna, TN (KMOY)	
...

BLOCK #3: 1200-1330

SQDN	ETD H-HR=	A/C TYPE	SIDE NUMBER	PILOT	COPILOT	Flight Time	Code	FIRST LEG DESTINATION	FINAL DESTINATION	NOTES
VT-6	1200	T-6B	060	LAST,F.M. RANK	N/A	1+40	2J2	N/A	Smyrna, TN (KMOY)	
VT-6	1203	T-6B	061	LAST,F.M. RANK	N/A	1+40	2J2	N/A	Smyrna, TN (KMOY)	
VT-6	1206	T-6B	062	LAST,F.M. RANK	N/A	1+40	2J2	N/A	Smyrna, TN (KMOY)	
VT-6	1209	T-6B	063	LAST,F.M. RANK	N/A	1+40	2J2	N/A	Smyrna, TN (KMOY)	
...

BLOCK #1: 0800-0900

SQDN	ETD H-HR=	A/C TYPE	SIDE NUMBER	PILOT	COPILOT	Flight Time	Code	FIRST LEG DESTINATION	FINAL DESTINATION	NOTES
HT-8	0800	TH-57B	080	LAST,F.M. RANK	N/A	1+40	2J2	Tuscaloosa (KTCL)	Millington, TN (KNOA)	
HT-8	0800	TH-57B	081	LAST,F.M. RANK	N/A	1+40	2J2	Tuscaloosa (KTCL)	Millington, TN (KNOA)	
HT-8	0800	TH-57B	082	LAST,F.M. RANK	N/A	1+40	2J2	Tuscaloosa (KTCL)	Millington, TN (KNOA)	
HT-8	0803	TH-57C	083	LAST,F.M. RANK	N/A	1+40	2J2	Tuscaloosa (KTCL)	Millington, TN (KNOA)	
...

BLOCK #2: 0930-1030

SQDN	ETD H-HR=	A/C TYPE	SIDE NUMBER	PILOT	COPILOT	Flight Time	Code	FIRST LEG DESTINATION	FINAL DESTINATION	NOTES
HT-18	0930	TH-57B	180	LAST,F.M. RANK	N/A	2+00	2J2	Golden Triangle (KGTR)	Millington, TN (KNOA)	
HT-18	0930	TH-57B	180	LAST,F.M. RANK	N/A	2+00	2J2	Golden Triangle (KGTR)	Millington, TN (KNOA)	
HT-18	0930	TH-57B	180	LAST,F.M. RANK	N/A	2+00	2J2	Golden Triangle (KGTR)	Millington, TN (KNOA)	
HT-18	0933	TH-57C	180	LAST,F.M. RANK	N/A	2+00	2J2	Golden Triangle (KGTR)	Millington, TN (KNOA)	
...

BLOCK #3: 1100-1200

SQDN	ETD H-HR=	A/C TYPE	SIDE NUMBER	PILOT	COPILOT	Flight Time	Code	FIRST LEG DESTINATION	FINAL DESTINATION	NOTES
HT-28	1100	TH-57B	280	LAST,F.M. RANK	N/A	2+10	2J2	Birmingham (KBHM)	Millington, TN (KNOA)	
HT-28	1100	TH-57B	281	LAST,F.M. RANK	N/A	2+10	2J2	Birmingham (KBHM)	Millington, TN (KNOA)	
HT-28	1100	TH-57B	282	LAST,F.M. RANK	N/A	2+10	2J2	Birmingham (KBHM)	Millington, TN (KNOA)	
HT-28	1103	TH-57C	283	LAST,F.M. RANK	N/A	2+10	2J2	Birmingham (KBHM)	Millington, TN (KNOA)	
...

