

Beyond the Get Home Plan: Aviation Egresses



I travel a lot (driving / flying) for work (National Accounts in the Restoration space) with large organizations. And it never ceases to amaze me how much of my former military training has conditioned me into constantly thinking about a solid egress or two within my travel plans. As a former Forward Observer attached to the Airborne Infantry, we were trained in how to set up an OP (Observation Post), but also to always consider an exit strategy (egress) to wherever you dig in. Because Murphy's Law always has a funny way of throwing a goliath monkey wrench into even the best laid plans.

Progression-based preparedness is the key to your survival. Time is not your friend when things go belly-up in the world. At any moment, chaos can quickly erupt in certain parts of the country, and it is here that you need to have multiple egress strategies to get back to your loved ones if you are on personal / business travel. And this is where a solid aviation egress strategy comes into play.

TYPES OF EGRESSES:

I gave an example of multiple types of egresses in a SHTF scenario called [Beyond the get home plan](#). In the article, I explain safer locations to get to if you must bug-out quickly, or if you are on the road and need a place to hole up like at a quarry, a cemetery or even a junkyard. But there are other types of egresses, such as locations that have extraction equipment such as rental cars, truck stops, etc. In this article, I am going to discuss aerial egresses, which may (nothing is guaranteed) help with you getting home to your loved ones.

Types of aerial egresses can include but are not limited to:

- Helicopter launch pads
- Crop dusting hangers
- Marina planes

- Small airfields with bush planes

I have utilized AI to show a visual of an aviation egress plan. Leaning heavily on P.A.C.E., I personally try to work from smallest to largest in air travel when it comes to TEOTWAWKI (The end of the world as we know it).

THE AVIATION EGRESS PLAN KNOW THE DIFFERENCE. KNOW YOUR OPTIONS.				
P.A.C.E.	P – PRIMARY	A – ALTERNATE	C – CONTINGENCY	E – EMERGENCY
FOCUS	AIRFIELD	GENERAL AVIATION AIRPORT	REGIONAL AIRPORT	INTERNATIONAL AIRPORT
DESCRIPTION				
EXAMPLE	Small, simple, and off the radar. Minimal infrastructure. Maximum flexibility.	Local airports with infrastructure and services. More capability and more options.	Commercial service with more security and structure. Useful but less flexible.	High security, high congestion, and least flexibility. Use only as a last resort.
BEST FOR	Grass or dirt strips, private strips, farm strips, backcountry landing areas	Municipal airports, county airports, FBOs, flight schools, charter locations	Regional airports with commercial airlines, TSA screening, rental cars	International airports with customs, immigration, and high passenger volume
EGRESS ROLE	Discreet, low-profile locations with quick in and out access. Least notice. Most freedom.	Reliable alternative with support services, fuel, maintenance, and aircraft.	Mid-range egress when local options are limited or unavailable.	Only when all other options are exhausted. High visibility. Low control.
	Your first choice for egress. Get home quietly and quickly.	Your backup plan. More capability. More options.	Your contingency plan. Plan B when needed.	Last resort only. Use only in an emergency.
P.A.C.E. YOUR ESCAPE. 		Plan ahead. Know your options. More choices. More control. More chances to get home.		
		 Disclaimer: At the direction of his research, Sgt. Silverman requested AI (Artificial Intelligence) to create this graphic to help communicate the differences in aviation facilities and their role in an egress strategy.		

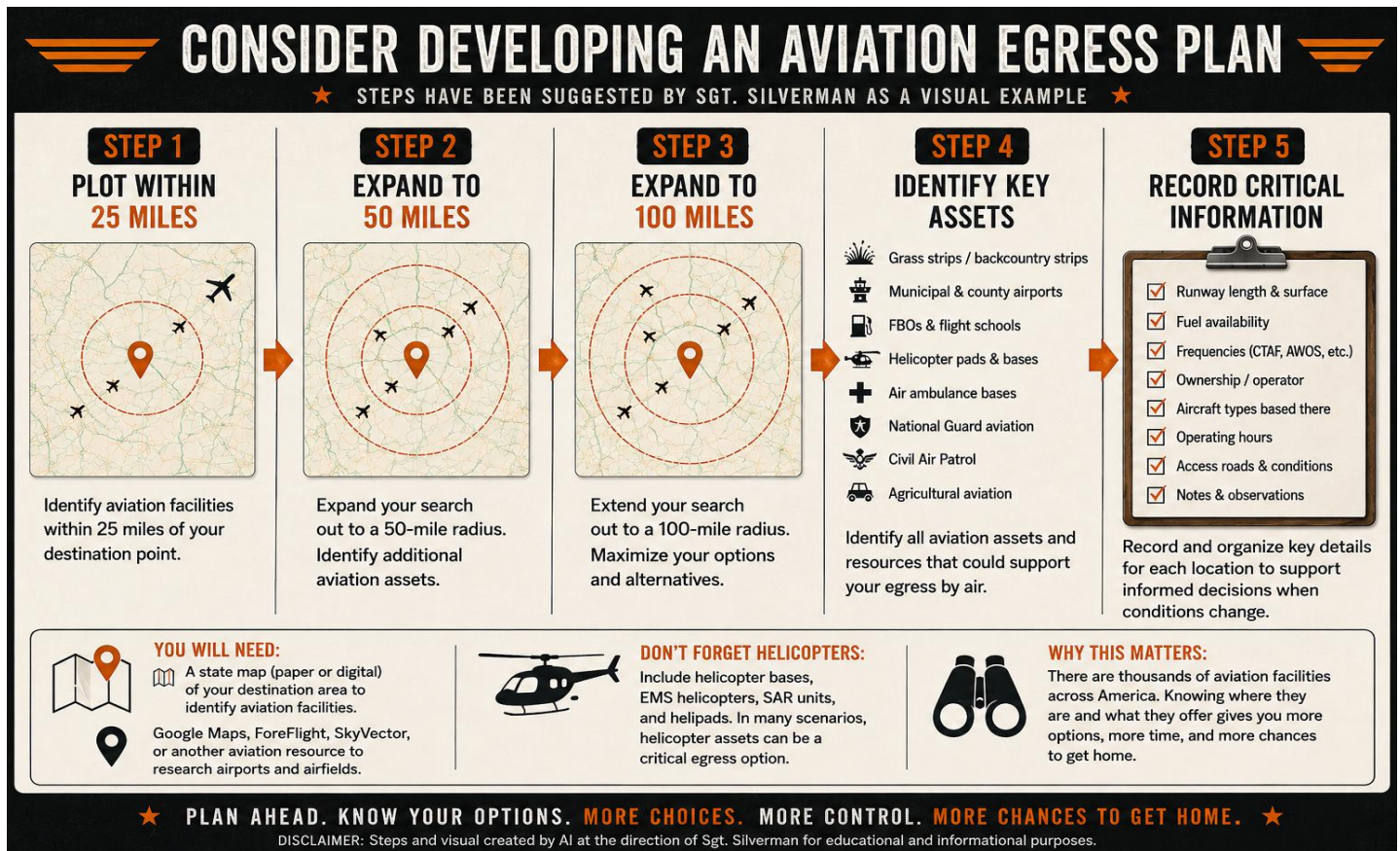
Although not an exhaustive list, other things to consider when working an aerial egress would be:

- Flight planning
- FAA considerations (such as grounded air travel after 911)
- Aviation risks
- Landing zones
- Mapping LZ's
- Negotiating a ride

SCENARIO:

You are traveling home from a client meeting in Atlanta when you hear on the radio that the military has closed off all major highways due to widespread attacks across numerous cities across the US. You pull over, get out your map and find that there is a small airport in Baldwin, GA called Hambersham. You are 13 miles from it, and you head that way, hoping you can find a pilot willing to fly you to a small regional airport miles from your home. You have two ounces of gold on you, and time is of the essence as you

know things will most likely get worse in the next 24 hours. You head north towards the airport, praying that there is still time to leave...



NEXT STEPS:

To have a decent aviation egress plan, you really need to do a lot of planning prior to your travel. Again, this is your worst-case scenario, but it should be a sound plan, nonetheless.

- Make sure you have state maps of the state(s) you will travel to, or a road atlas. You can get free state highway maps usually at rest stops along the highway or go to this website for free maps: [Free State Maps & Travel Guides • Hey, It's Free!](#)
- These maps are not waterproof, so be sure once you get them to put them in a waterproof bag like a Ziplock freezer bag in case you need to be out in the weather.
- Get online, open Google Maps, and plot where your destination is and then mark it on the map.
 - If you don't have your maps yet, you can usually print these off and you can temporarily mark those up, so you have a point of reference.
- Once you have your destination location plotted, you can zoom in and scan for areas near there.
- You can use the visual graphics above as an example of what to look for such as: airfields, regional airports, helicopter helipads, etc.
- Once you find these, mark each one on your map and use a [locking compass circle drafting tool](#) to draw a radius around your points. This can come in handy if you are, say, south of your destination (the hotel you are staying at), and you cannot get back to your hotel, but you know where you are

on the map, and where the airfield, helipad, etc. are from your location. You will be able to tell immediately if you can drive there / walk there if need be.

- If you do travel to the same locations whether for business or personal, you should always keep these maps in your vehicle or your [ARK pack](#).
- Consider practicing [The Art of Negotiation](#) as you will most likely need to try and convince someone to give you a ride, and it will probably be in austere conditions.
- Lastly, have a backup plan for your backup plan. Murphy's Law always has a say in the matter, and if it can go wrong, it probably will. Just because there is a helipad four miles from your location doesn't mean there is going to be a pilot there, and even if there is, it does not mean he / she is going to get in it to fly you anywhere just because you want them to. They most likely have a family of their own, so be cognizant of the fact that if both parties are in danger at that location, your odds might be better to get a flight out. Again, nothing is guaranteed, you are trying to increase your odds.

Having multiple forms of egress when you travel is proactive planning, that hopefully, you will never need. It is like buying fire insurance. You probably will never need it, but the time to buy it is not when your house is on fire. Preparing for a cataclysmic scenario where you need to get home at all costs is obviously not fun to think about, but the small preparations that you incorporate now could potentially increase your chances of survival in the future.

Stay positive, situationally aware, and keep faith! All the best in making your aerial home egress plan, you've got this!

Sgt. Silverman

DISCLAIMER:

I am not a licensed nutritionist, financial advisor, or medical doctor. The information in this article is for information purposes only and does not replace professional treatment, diagnosis, or advice. Always check with your physician or qualified healthcare provider with any medical questions, and never disregard professional medical advice based on something you read here.

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AI-Assisted Visuals & Examples

If you've been reading Tertiary Prepper for any length of time, you've probably noticed charts, graphs, calculations, and visuals that explain preparedness concepts in ways you don't normally see discussed. Many of those examples were created with the assistance of artificial intelligence—but only after I gave it very specific instructions on what I wanted to teach.

I don't use AI to create my preparedness philosophy. I use it to help visualize it.

Many of the tertiary concepts discussed throughout this magazine—such as **Sustainment Foraging**, **Pressure Testing**, **The Autonomous Recovery Kit (ARK)**, **Quiet Protein**, and other original frameworks—are my own ideas and observations. AI simply helps me communicate those concepts through charts, graphics, and examples that make them easier to understand.

Preparedness is rarely black and white. There are very few absolute right or wrong answers—only different experiences, different priorities, and different ways of solving the same problem. My hope is that these articles simply give us another reason to sit around the campfire, challenge conventional thinking, and ponder practical solutions together.