

Operations Plan Standard



2-130 AOB Support

REQ-21-2602

12 April 2021 – 26 April 2021

Chris Bailey, Lt Col, CAP

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NCWG Deputy Chief of Staff
Civil Air Patrol

A handwritten signature in black ink, appearing to read "Dan", is positioned above the name of Daniel J. McAuliffe.

Daniel J. McAuliffe, LTC, US Army
2-130 Airfield Operations Battalion/CO
NC Army National Guard

This Ops Plan example outlines the standard format for all CAP Operations Plans. All sections and subsections outlined in this standard are required, however "N/A" is an acceptable entry if required. The Ops Plan needs to be fully coordinated through CAP-USAF prior to signature and needs to be signed before receiving Air Force Mission Approval in WMIRS, so be sure to coordinate the Ops Plan well enough in advance so as to not delay mission execution.

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1. General

a. 2-130 AOB Training Support

The purpose of this Operations plan is to establish an aircraft support mission that incorporates both the 2-130 AOB and the NCCAP in order to build 2-130 AOB readiness and validate their ability to execute the 2-130 AOB Mission Essential Task List in expeditionary environments using organic equipment, personnel, and augmentation.

b. Incident Command Post

N/A

c. Primary dates & times

The mission will be authorized to open on 12 April 2021 and close on 26 April 2021.

Pre-positioning flights will contact the IC for approval prior to movement, only the IC or designee may release a flight for this event.

d. Alternate dates

N/A

e. NHQ funding

This Operations Plan does not document the obligation of funds between the 2-130 AOB and CAP. Any obligation of funds in support of this Operations Plan will be accomplished using a Military Interdepartmental Purchase Request (MIPR), DD Form 448. The obligation of funds subject to the availability of innovation funds pursuant to the DoD Financial Management Regulation. The 2-130 AOB agrees to pay any mission essential costs incurred consistent with agreed upon tasking's. The 2-130 AOB may contact the NCCAP, CAP-USAF Mid-Atlantic Liaison Region (MALR) or CAP National Operations Center (NOC) for assistance in determining a cost estimate. See Appendix A for the projected cost summary. Any unused funds will be returned to the 2-130 AOB at the end of the fiscal year or upon request.

f. Mission Symbol

B99

g. Project Officer/Incident Commander

CAP Incident Commander/Program Manager:
Christopher Bailey, Lt Col, CAP
Email: cbailey@ncwgcap.org
Phone: 704-236-4042 (C)

h. Other Contacts

CAP Alternate Incident Commander:
Scott Stevens, Maj, CAP
Email: scott.stevens@ncwgcap.org
Phone: 828-423-0392 (C)

2. Application

a. Qualification requirements

Attendees shall be active CAP members with a valid CAP ID card in their possession, and present in a correctly worn CAP uniform. All members must have completed General Emergency Services and Basic ORM and have those noted in eServices Operations Qualifications to participate in the event. Any member not having those basic qualifications will not be allowed to sign into the mission and will not be covered under CAP or USAF insurance. All Pilots will arrive with current Form 70-5 and 70-91 evaluations good for the duration of their attendance. Personnel participating as aircrew members will either be properly qualified or

be a supervised trainee in accordance with CAPR 60-3.

b. Event capacity

The IC will determine the personnel needed to support each mission event.

c. Event enrollment procedures

N/A

3. Flight Operations

a. Aircrew Requirements:

- i. An aircrew consists of a qualified Mission Pilot (MP) and Mission Observer (MO). Two MPs may be used as a crew. An aircrew may consist of a Transport Mission Pilot (TMP) only if under the direct supervision of a qualified Mission Pilot (MP).
- ii. Mission Pilot (MP), Mission Observer (MO) or Mission Scanner (MS) trainees are authorized to participate on this mission if under the supervision of the Skills Evaluator (SET) in that qualification.
- iii. Aircrews outside of North Carolina Wing may be utilized if desired by the Incident Commander.
- iv. Crew members for operations will be at least one MP and one MO.
- v. MPs must have a minimum of 200 PIC hours and should be night current.

b. Aircrew Training Requirements:

- i. N/A

c. Additional Requirements

- i. If extended overwater flights are required, each occupant will wear FAA and U.S. Coast Guard or Department of Defense (DoD) approved personal flotation device (PFD). The aircraft will also contain a U.S. Coast Guard or DoD approved inflatable raft(s) of sufficient number and size to accommodate all occupants and will contain at least one pyrotechnic signaling device.
- ii. If extended overwater flights are constant wear U.S. Coast Guard or DoD approved anti-exposure or immersion suits will be worn by crew members on any pre-planned overwater flight when the water temperature is or is forecast to be 60F degrees or less. The Incident Commander (IC) may waive the requirement to wear the anti-exposure or immersion suit after reviewing appropriate safety and Risk Management (RM).

d. Mission-Specific Requirements

- i. Provide aerial platform to: assist the 2-130 AOB in training personnel for operational readiness. The ability to train air traffic controllers has become increasingly more difficult with enormous amounts of coordination and preparation for a single training exercise. The ability to utilize the NCCAP will provide the 2-130 AOB with an opportunity to communicate with live aircraft thru radio communication. Additionally, the NCCAP will be able to provide different scenarios to assist the 2-130 AOB with meeting their training objectives.
- ii. Minimum altitude for the operation is 1000 AGL. Any operation below 1000 feet AGL will only be for an emergency and at no time will the CAP aircraft descend under 500 feet AGL unless operating within the airport traffic pattern. Any descent below 1000 feet AGL for an emergency is at the discretion of the CAP PIC.

- iii. Flight crew briefing packets will be provided to the crews. The crews will be briefed by the CAP Incident Commander or designee prior to the flight. The flight crew briefing packets (Appendix B) will also be uploaded to the sortie files in WMIRS.

e. Basic Operational Elements

- i. The basic concept of operations will be divided into the following areas:
 - Mission preflight planning and briefing
 - Depart Home Base
 - Conduct Training Operation
 - Land at Training Location
 - Refuel
 - Takeoff from Training Location
 - Conduct Training Operation
 - Return to Home Base
 - Mission debriefing

4. Administration

a. Sortie Management

All sorties must be released in WMIRS electronically only by the IC or designee. FRO qualifications are required if you are not acting as an IC.

Sortie close-out data will be entered in WMIRS as soon after landing as practicable. Receipts must be uploaded within 48 hours or the expense will not be paid. **IMPROPERLY RELEASED SORTIES WILL NOT BE FUNDED BY THIS EVENT.**

b. Safety considerations

The IC or designee will cover all safety points upon release of the sortie, including the safe operations by aircrew and flight line personnel in the performance of their flying duties. **NO PASSENGERS WILL BE SWAPPED WITH THE AIRCRAFT ENGINE RUNNING!**

c. Mission paperwork

i. Crews for both airplanes and vehicles are responsible to ensure fuel receipts, RM sheets, Weight and Balance sheets for airplanes and CAP Form 104/109's are provided to the IC for the event. He/she will ensure that fuel receipts, RM sheets, Weight and Balance and CAP Forms, if not on WMIRS, are captured and uploaded for each sortie for inclusion in WMIRS, in a timely manner.

ii. Aircraft will be refueled as necessary during the day but at least at the end of each days flying and must be noted on the CAPF104 in WMIRS.

iii. Crews will NOT be released for subsequent sorties until all paperwork required for each sortie has been submitted and approved.

iv. **PILOTS ARE RESPONSIBLE FOR OBTAINING FUEL RECEIPTS AND UPLOADED TO THE COORESPONDING SORTIE IN WMIRS. FAILING TO DO SO WITHIN 48 HOURS OF SORTIE COMPLETION MAY RESULT IN THE PILOT BEING RESPONSIBLE FOR PAYMENT OR REIMBURSEMENT OF FUEL FOR ANY SORTIE NOT PROPERLY DOCUMENTED AND REPORTED TO THE IC.**

d. SITREPS

i. SITREPS will be provided if requested by CAP-USAF, Civil Air Patrol or the 2-130 AOB.

e. Non-CAP Crew Members

i. Non-CAP passengers are authorized on this mission. All non-CAP members, other than Military/National Guard, (Title 10 and Title 32) and Federal employees must complete a CAPF 70-9 prior to boarding the CAP aircraft. The CAPF 70-9 must be maintained in a safe place, not kept in the aircraft. The non-CAP member must be approved by the Air Force approval authority prior to the mission flight. All information for the non-CAP passenger will be listed in WMIRS.

5. Communications

a. Requirements

Communication between the aircrews, ground personnel and IC will make use of telephone, email, text messaging or radio.

b. Procedure

The IC or designee will have and maintain communications equipment for use during the entire event. All sorties will remain in contact with the IC or his/her designee.

c. Required Equipment

i. All aircraft must have an operational VHF-FM aircraft radio. Use of an aircraft without an operational VHF-FM radio requires advance approval of the IC.

ii. All operational sorties (air or ground) should have at least one cell phone and that number must be available in the IC or designee.

d. Tactical Call Signs

To enhance safety and provide more realistic training for the 2-130 AOB, tactical call signs are authorized to be used while operating within the training environment. Tactical call signs will be assigned IAW CAPR 100-1, CAPR 100-3 and North Carolina Wing policy. The aircraft identifier must be used at all times while operating outside of the training environment (i.e. transit to and from the area of operations).

6. Cadet Participation

No cadets are expected to be participating in this mission unless they are over 18 and hold an aircrew qualification.

7. Safety

a. ORM forms will be used at all levels of the event:

i. ICP – CAPFs 160 Deliberate Risk Assessment Worksheet, 160HL Hazard Listing Worksheet and/or 160S Real Time Risk Assessment Worksheet, will be completed for the Incident Command Post.

ii. Operational Air Sorties – ORM must be completed in WMIRS as noted in Section 5, subsection i above.

iii. Operational Ground Sorties – Hazards will be documented on the sortie briefing section within WMIRS.

b. All CAP operations involve some degree of risk. Participants must be alert and careful when operating aircraft or ground vehicles.

c. The IC will continually monitor all operations to ensure safety is not just talked about, but actually done correctly.

d. Any mishaps that occur on the mission will be reported IAW CAPR 160-2.

8. Staff Requirements

- a. Staff members will be fully qualified or will be supervised by qualified members.
- b. The following Incident Command staff are required:
 - i. Incident Commander (IC)
 - ii. FRO
 - iii. Any additional support staff as required by IC
- c. Standby aircrew and members may perform other duties to assist and may include but not limited to: backfilling in the case of illness, a second instrument pilot for night overwater operations, relieve other crewmembers at the site, crew transport, and general support.

9. Uniform Requirements

All attendees must be in an authorized and complete **CAP** uniform worn in accordance with CAP regulations. Each member's role should dictate the appropriate uniform. Mission Staff may be in a service or utility uniform depending on the level of contact expected with external participants or media.

10. Facilities

N/A

11. Logistics

- a. Billeting
No overnight accommodations are necessary. In the unlikely event a crew does need to remain overnight (RON) the IC must be notified immediately. The IC will then make the request to the NOC for approval.
- b. Medical
Local medical facilities and by emergency number 911.
 - i. Ambulatory patients may be transported to facilities by CAP vehicle. All other transport should be arranged by calling 911. Care-flight is available for aero-medical transport.
- c. Police and Fire
Local facilities and by emergency number is 911.
- d. Per Diem
IAW CAPR 173-3 the customer must approve GSA.gov rates in advance or reimbursement will be standard CAP rates.

12. Military Support Requirements

N/A

13. Public Affairs

The Public Information Officer (PIO) for this mission will be assigned by the IC or designee.

14. Contingencies & Emergency Services Missions

Any event may be suspended or terminated and CAP resources reassigned, at the direction of an active Emergency Services Mission Incident Commander, North Carolina Wing/CC, or Higher Headquarters CAP or CAP-USAF direction; otherwise, the event is expected to continue as planned.

ACKNOWLEDGEMENTS

E-Signed : 01/11/2021 08:32 PM CST

**Edward P. Angelovich
Col, CAP**

eangelovich@ncwgcap.org
Comments: N/A
IP: 70.35.176.233

Sertifi Electronic Signature
DocID: 20210111190315188

01/11/2021

Col Edward Angelovich, CAP NCWG CC

Date

E-Signed : 01/12/2021 01:06 PM CST

Hal Gary

glbm.hal@gmail.com
Comments: N/A
IP: 71.76.157.172

Sertifi Electronic Signature
DocID: 20210111190315188

01/12/2021

Mr. Hal Gary, CAP/USAF/ Det2/ RDO

Date

Customer:



21 JAN 21

LTC Daniel J. McAuliffe, NCARNG/ 2-130 AOB/ CO

Date

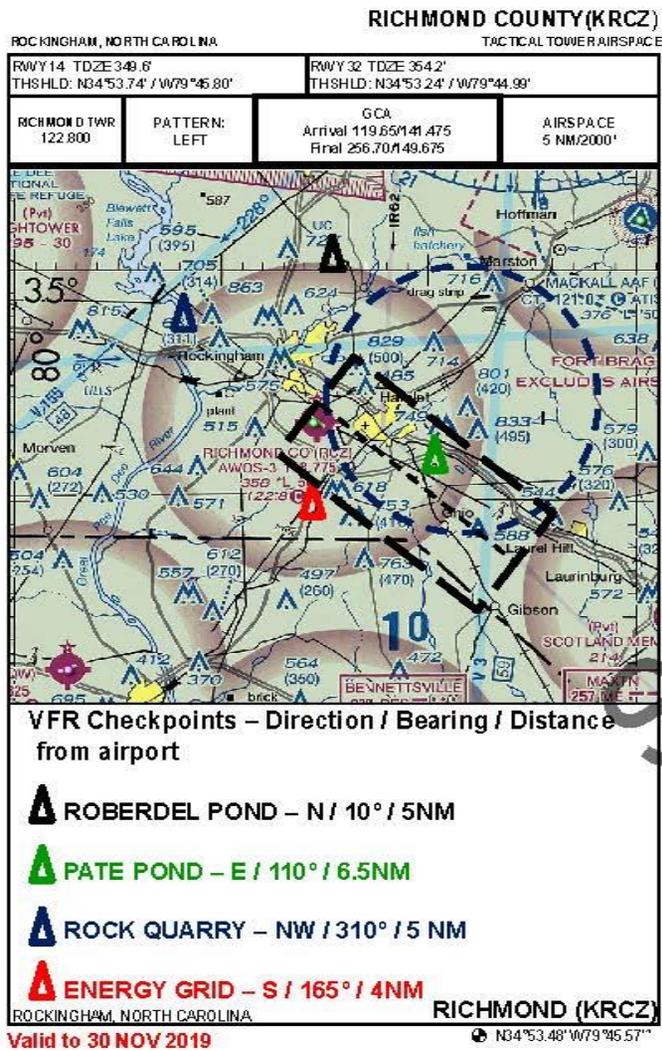
APPENDIX A

Projected Cost Analysis

Month	Number of Days	Aircraft per Day	Flight Time per Aircraft	Estimated Hours per Day	Average Aircraft Cost/hr	Total Cost
Apr-21	10	1	12.0	12.0	\$ 150.00	\$ 18,000.00
				-	TOTAL	\$ 18,000.00

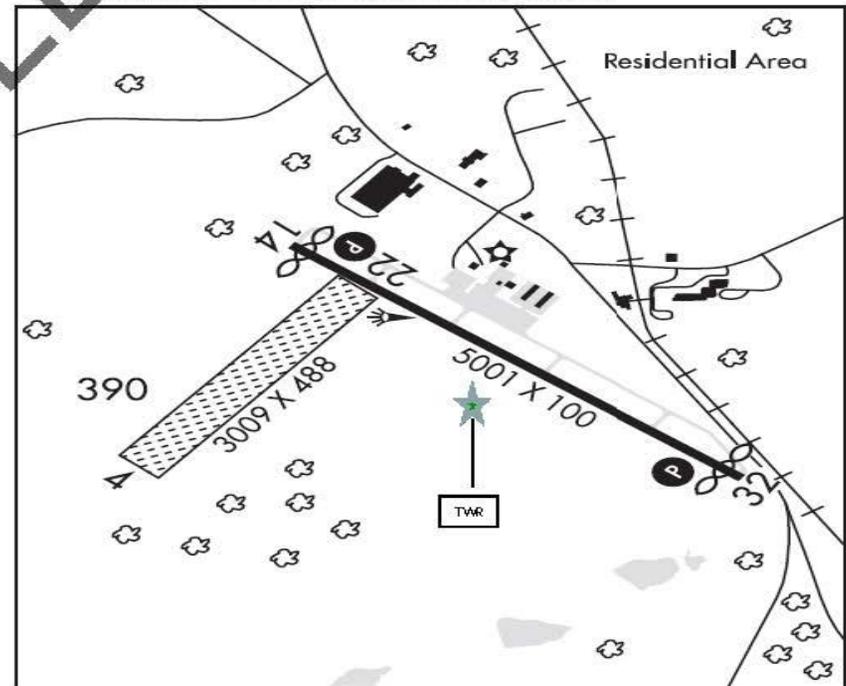
The above cost analysis is only an estimate.

APPENDIX B



Airport Information:

- **19-21 NOV** TWR/GCA OPERATING HOURS: 0900-1400 & TWR/AIC OPERATING HOURS 1400-2000
- **22 NOV** 0900-1300 TWR/GCA
- FUEL: 100LL (Blue), Jet A-1+
- RUNWAYS: 14/32---5501' x 100'---Asphalt in Excellent Condition
04/22---3009' x 488'--- Grass in Good Condition
- ELEVATION: 357' MSL
- GRADIENT: 0.2
- APPROACH/DEPARTURE: FAY TRACON – 127.8 / 343.725
- ADDRESS: 656 Airport Rd, Rockingham, NC 28379
- AIRPORT MANAGER: Jason Gainey (910) 997-5071
- GCA Freq: Arrival 119.65 / 141.475; Final 256.70 / 149.675

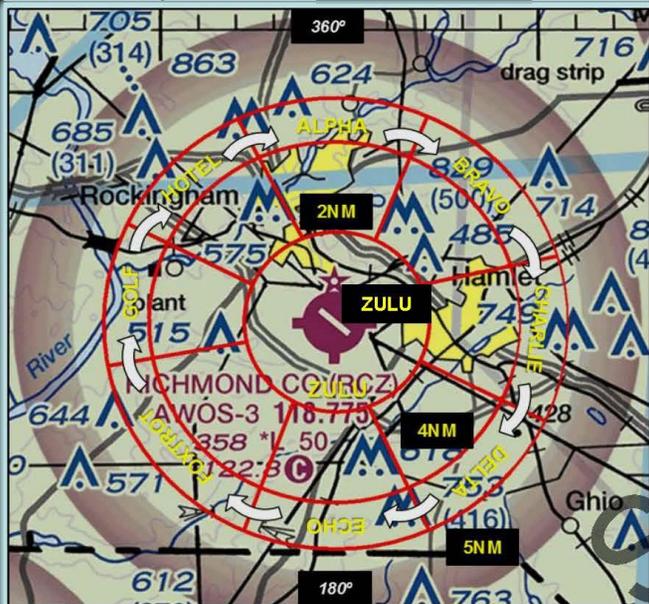


RICHMOND COUNTY(KRCZ)

ROCKINGHAM, NORTH CAROLINA

FLIGHT FOLLOWING AIRSPACE

RWY 14 TDZE 349.6' THSHLD: N34°53.74' / W79°45.80'		RWY 32 TDZE 354.2' THSHLD: N34°53.24' / W79°44.99'	
Richmond RADIO 139.400 (Clockwise)	PATTERN: CLOCKWISE/RIGHT	Richmond Tower 122.8	ALT: 2000'



- CP-A: 34° 57' 33N/ 74° 47' 39W
- CP-B: 34° 57' 34N/ 79° 43' 09W
- CP-C: 34° 54' 49N/ 79° 40' 07W
- CP-D: 34° 51' 29N/ 79° 40' 24W
- CP-E: 34° 49' 18N/ 79° 43' 08W
- CP-F: 34° 49' 18N/ 79° 47' 33W
- CP-G: 34° 52' 34N/ 79° 50' 48W
- CP-H: 34° 55' 28N/ 79° 50' 18W

ROCKINGHAM, NORTH CAROLINA

RICHMOND COUNTY(KRCZ)

Valid to: 30 NOV 2019

N34°53.48' W79°45.57'

RADIO Procedures:

- Aircraft conducting Flight Following within the Richmond AIC. Aircraft will contact Richmond Radio on **139.400**
- Aircraft will maintain **VFR** conditions at all times
- Max density for the FF ring is **2x** aircraft; **1x** aircraft if GCAs are in progress
- Aircraft will conduct a clockwise pattern at or below **2000' MSL**; counter clockwise pattern may be conducted with approval from TWR. **ZULU** is **2NM** from center of airfield
- Aircraft will report every **5 minutes** or arrival to next CP
- CTAF Frequency is 122.8
- WX AWOS-3 is 118.775 (910-997-4093)