

Operations Plan



301 FW TOI Training Support 3 Feb – 10 March 2021

Maj Mark
Hammack

Digitally signed by Maj
Mark Hammack
Date: 2021.01.23
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Mark Hammack, Maj, CAP
TXWG Director of Operations
Civil Air Patrol

Signed by DOD EMAIL CA-39
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Aric Holly,
CAP-USAF SWLR
Regional Operations Director

Table of Contents:

<u>Number</u>		<u>Page</u>
1.	General	2
2.	Application	3
3.	Flight Operations	3
4.	Administration	4
5.	Communications	5
6.	Cadet Participation	6
7.	Safety	6
8.	Staff Requirements	6
9.	Uniform Requirements	6
10.	Facilities	7
11.	Logistics	7
12.	Military Support Requirements	7
13.	Public Affairs	7
14.	Contingencies & Emergency Services Missions	8

1. General

a. 457th FS Aerial Target training

The Texas Wing (TXWG) of the Civil Air Patrol (CAP) will aid the 457th Fighter Squadron, 301st Fighter Wing Air Force Reserve, NAS-JRB Fort Worth while training in intercept procedures. This training will be conducted by WADS Command and Control and 457th FS alert crews with CAP aircraft and aircrews acting as targets of interest.

b. Incident Command Post

The TXWG CAP Virtual Incident Command Post (vICP) will be utilized.

c. Primary dates & times

The mission will be authorized to open on 3 Feb 2021 and close on 10 March 2021. Operations will start on 8 February and be run on weekdays until ~~26 Feb~~. The extra period at the end of the mission is for final close out and paperwork.

d. Alternate dates

N/A

CHANGE 1: Per TXWG/DO & 457FS Planner
PoP 10 March
-JPG (03/01/21 @ 1030L)

e. NHQ funding

This mission is funded via MIPR provided by the 457th FS/301st FW.

f. Mission Symbol

A18

g. Project Officer/Incident Commander

CAP Incident Commander and Project Officer:
Mark Hammack, Maj, CAP
Email: mark.hammack@txwg.cap.gov
Phone: 214-478-0955 (C)

Major Colin Hinkley USAFR
457 FS/DOW
Email: colin.hinkley.1@us.af.mil
Phone: 607-351-7404 (C)

h. Other Contacts

CAP Alternate IC:
Adam Reese, Capt, CAP
Email: areece@txwg.cap.gov
Phone: 210-593-8220 (C)

2. Application

a. Qualification requirements

Participating members shall be active CAP members with a valid CAP ID card and CAPF101 card in their possession, and present in a correctly worn CAP uniform. Preferred crew is a Mission Pilot, Mission Observer, and optionally, Mission Scanner. Transport Mission Pilots will be allowed to participate in the mission with the IC's approval. For sorties conducted at night or expectation of completion at night, the Pilot-in-Command will be instrument certified and current and be a CAP Instrument Pilot. All Pilots will arrive with current CAPF70-5 and CAPF70-91 evaluations good for the duration of the mission. Non-pilot aircrew members will either be properly qualified or be a supervised trainee in accordance with CAPR 60-3.

Other personnel who may be asked to participate in the mission will have qualifications as appropriate for the position specified (i.e., Mission Radio Operator for Communications Relay).

b. Event capacity

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

c. Event enrollment procedures

Participating members will be selected in advance by the IC or their designee.

3. Flight Operations

a. Aircrew Requirements:

An Aircrew consists of a qualified Mission Pilot (MP) and Mission Observer (MO). A third crew member who may be a Mission Scanner is encouraged but not required. Transport Mission Pilots (TMP) may participate when a Mission Pilot is not available.

- i. The operational week is Monday through Friday. Aircrews are expected to accomplish two sorties on the same day. If an aircrew is unable to accomplish both sorties, the IC or a designee will arrange for a different aircrew for the other sortie.
- ii. Pilots will be current per FAA and CAP regulation. For sorties flown or expected to complete at night, pilots will be night current and instrument rated and current.
- iii. MOs must be current and familiar with the equipment in the aircraft.

b. Aircrew Training Requirements:

All crewmembers will be current in their respective positions. Qualified trainees may be used as the third member of a crew. Due to the intense nature of flying, the Pilot on the sortie will NOT be allowed to perform SET duties during the sortie.

c. Flight Operations

During night operations, the pilot-in-command must be a designated CAP Instrument Pilot and instrument qualified and current. It is preferred that the Mission Observer also be a CAP Instrument Pilot but need not be current.

d. Mission-Specific Requirements

- i. All intercept sorties will be in the Brady MOA in Central Texas. All intercepts will occur between 3,000' and 6,000' MSL
- ii. All flights will be conducted under VFR conditions. If conditions fall below VFR minimums, the sortie will be terminated.
- iii. CAP aircraft will be in contact with local Air Traffic Control and be on an approved flight plan or utilize VFR following.

e. Basic Operational Elements

The basic operational concept will be divided into the following areas:

- Mission preflight planning and briefing
- Takeoff and scenario compliance
- Recovery to base
- Mission debriefing

f. Sortie Objectives

Sorties are broken down into three (3) different scenarios plus relocation to/from the Brady MOA as needed. The following scenarios in general terms will be used (details are available in the SPIN located within the mission documentation):

- i. Scenario "A" – Forgot to check NOTAMS – In this scenario, the target aircraft will simulate operating in the vicinity of a TFR but is no longer communicating with ATC.
- ii. Scenario "B" – Experiencing an aircraft malfunction – In this scenario, the target aircraft will simulate flying toward a TFR and is not communicating with ATC.
- iii. Scenario "C" – I know where I am and I don't care – In this scenario, the target aircraft will simulate flying into a known TFR without communicating with ATC

In all cases, CAP (target) aircraft will monitor 123.1 for simulated "GUARD" and ATC communications.

4. Administration

a. Relocation sorties

Relocation sorties are approved by the Incident Commander or their designee. Relocation will be used if/when fuel requirements are such that the Target sorties may not be flown without fuel reserves as defined in CAP regulation.

Pilots may not take off without the appropriate light release.

b. 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.

c. Safety considerations

The IC or designee will cover all safety points upon release of the sortie, including the safe operations by aircrew and flightline personnel in the performance of their flying duties. FLIGHT CREW POSITIONS WILL NOT BE SWAPPED WITH THE AIRCRAFT ENGINE RUNNING!

d. Mission paperwork

- i. Crews for both airplanes and vehicles are responsible to ensure fuel receipts, Risk Management, Weight and Balance sheets for airplanes, and CAP Form 108 & 109's are provided to the IC for the event. He/she will ensure that fuel receipts, ORM 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. Debriefing information including start and end Hobbs and Tach time for aircraft must be entered in WMIRS within four (4) hours of the end of operations for the day. If there will be a delay, the Pilot shall contact the IC or designated debriefing officer with the information prior to other activity.
- 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 COMPLETING AND SUBMITTING A TXWG FUEL USEAGE FORM TO THE IC. 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.

e. Daily SITREPS

N/A

5. Communications

a. Requirements

Communications between CAP (target) and intercepting aircraft will occur on **123.1**. This frequency will also be used for simulated ATC calls between WADS and CAP aircraft.

Communications between CAP aircrews and the IC will be by CAP radio on CC1/CC1P during operations. Other communication may be by phone or text.

b. Procedure

The ICP will have and maintain communications equipment for use during the entire event. All sorties will remain in contact with the ICP.

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. Ground teams should have VHF communication capability.
- iii. All operational sorties (air or ground) should have at least one cell phone and that number must be available in the ICP.

6. Cadet Participation

Qualified Cadets may participate in the mission in aircrew positions or communications position with appropriate Cadet Protection measures are followed.

7. Safety

- a. Texas Wing ORM forms will be used at all levels of the event:
 - i. Operational Air Sorties – AIF RAW Aircrew must be completed in WMIRS as noted in Section 5, subsection i above.
 - ii. Operational Ground Sorties – Hazards will be documented on the sortie 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. CAP Staff members will be fully qualified or will be supervised by qualified members.
- b. The following Incident Command staff are required (multiple roles may be filled by the same member):
 - i. Incident Commander (IC)
 - ii. Project Officer (PO)
 - iii. FRO
 - iv. Any additional support staff as required by PO or IC
- c. TX CAP will assign a Program Manager/Project Officer to oversee these operations.

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.

Members serving in the vICP are not required to wear operational uniforms unless request by the IC and/or Project Officer.

10. Facilities

N/A

11. Logistics

a. Billeting

RON may be authorized for communications relay when a ground station is not available or in not able to support the mission. RON will be arranged in advance between the IC, NOC, and customer.

b. Messing

N/A

c. 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.

d. Police and Fire

Local facilities and by emergency number is 911.

12. Military Support Requirements

None expected except as otherwise indicated in this document.

13. Public Affairs

a. Media Contact

All media communication will be referred to the 301st FW PAO, Mission PIO or the IC. Participants are expected to refer all media inquiries regarding any mishap to the Mission Public Information Officer

b. Internal

The Public Information Officer (PIO) for this mission will be assigned by Texas Wing PAO, in coordination with the 301st FW PAO and the Project Officer.

c. External

News releases to local newspapers, radio and TV media will be made by the 301st FW PAO in coordination with the IC and CAP Mission PIO. The CAP IC will coordinate releases with CAP/MAC who will coordinate with 1AF/PA.

14. Contingencies & Emergency Services Missions

In the event of a downed or missing aircraft (REDCAP) mission as opened by AFRCC, if there are no other CAP aircraft available, the IC in coordination with the current Wing Alerting Officer, Wing Director of Emergency Services, and the Wing Director of Operations may call a "Knock-it-Off" to re-task the aircrew for the REDCAP mission. The aircrew will then note the current Hobbs and Tach times which will be recorded as the end of the TOI sortie and the beginning of the REDCAP sortie. If a fuel stop is needed to accomplish the REDCAP sortie, the mission will be annotated, as necessary.

EXAMPLE

Hurricane Maria Recovery Support to FEMA

SITREP #12

14 OCT 2019 / 13:00Z

SUMMARY: AFAM #20-1-5665A / Mission Symbol B10

The Civil Air Patrol (CAP), acting in its capacity as the U.S. Air Force Auxiliary (AFAUX), is providing support to the Federal Emergency Management Agency's (FEMA) recovery efforts in response to catastrophic Hurricane Maria. This mission is a Defense Support to Civil Authorities (DSCA) and the approving authority for sorties is the 1st Air Force.

The mission is to operate sUAS flights to obtain geo-referenced orthomosaic images and 3D modeling of designated critical infrastructure repair projects throughout Puerto Rico.

Incident Commander: Mr Austin Worcester, CAP/DOU (XXX) XXX-XXXX

CAP Team Leader: Lt Col Joel Shreenan, CAP/DOUA (XXX) XXX-XXXX

The funding source for AFAM #20-1-5665A is a FEMA MA which is valid through 20 October 19

ACTIVITIES WITHIN THE 24 HOURS:

SUNDAY, 13 OCT19

The flight portion of just in time training was conducted for the replacement team members. Training occurred at target 17A. NADIR and oblique images were obtained.

Higher end imagery processing continues at HQ CAP.

Contact information and initial coordination was received and done with the PR USACE site POCs.

0.72 sUAS flight hours was conducted

A total of 6.31 sUAS flight hours have been conducted during this mission

887 sUAS still images and no (0) video image were captured

A total of 4,990 sUAS still images and one (1) video image have been captured during this mission No (0)

Ground level images were captured

A total of 340 ground level images have been captured during this mission

A total of 5,330 still and one (1) video image have been captured during this mission, from which orthomosaic and 3D models are being generated of the targets.

MA obligated funds expended 13 Oct 19: \$2,116.72 Total MA obligated funds expended to date:

\$24,481.19

ACTIVITIES WITHIN THE NEXT 24 HOURS:

Teams will conduct sorties to image the remaining four PREPA targets on Monday, 14 Oct.

Teams will begin conducting sorties to image the additional PR FEMA/JFO targets for PA on Tues, 15 Oct.

Site coordination with the USACE site POCs will be conducted.

Demobilization and AAR meeting planning will commence on Tuesday, 15 Oct.

HQ CAP/DOU will continue image processing to attempt higher end visual images and 3D modeling and point clouds for lessons learned.

ISSUES:

Equipment: A charging block for the standard InstantEye batteries that was assigned to the HLS variant has failed. A replacement has been overnight shipped from IER to HQ CAP for transshipment to the AOR.

Wildlife: A protected bird species is in the area of our operations in the rain forest. Should we encounter nests or believe they are in the target area, we will have to contact PR Wildlife Management Agents before proceeding.

Weather: There is an 80% change of heavy rain and thunderstorms across the AOR today (14 Oct). Rain and wind curtailed flight operations on Saturday, 12 Oct.

List any other issues you are encountering, or just Nothing Significant to Report (NSTR).

AIRCRAFT IN USE

Tail #	Avionics	Special Equipment	Location	Hours to next MX

COVs IN USE

CAP VEH ID	License Number	Make / Model	Location