

Operations Plan Standard



4th OSS Low Level Route Surveys

REQ-21-0011

1 October 2020 – 30 September 2021

Chris Bailey, Lt Col, CAP

cbailey@ncwgcap.org

Christopher Bailey, Lt Col, CAP
NCWG Deputy Chief of Staff
Civil Air Patrol

Mr. Scott Morrison
4th OSS Chief Airspace Management
United States Air Force

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. 4th Operations Support Squadron LLRS

The NC Wing (NCWG) of the Civil Air Patrol (CAP) will provide aerial surveys of the 4th OSS Low Level Route as specified in this Operation Plan (OPLAN). This request is to establish the mission procedures and coordination responsibilities for the flight survey of 15 IFR/VFR Military Training Routes (MTR) and one Military Operations Area (MOA) to be flown by the North Carolina Wing Civil Air Patrol as an auxiliary of the United States Air Force.

b. Incident Command Post

N/A

c. Primary dates & times

The mission will be authorized to open on 1 October 2020 and close on 30 September 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 mission is funded by 4th Operations Support Squadron, Seymour Johnson Air Force Base, NC. The 4th Operations Support Squadron agrees to pay any mission essential costs incurred consistent with the mission requirements. A MIPR will be submitted separately. All reimbursement procedures are handled IAW applicable CAP regulations and directives. See Appendix A for the projected cost summary.

f. Mission Symbol

A96

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 IC:

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 5 and 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.
- ii. On monthly LLRS, local aircrews will be required for operations. Aircrews outside of North Carolina Wing may be utilized if desired by the Incident Commander.
- iii. 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.
- iv. MPs must have a minimum of 200 PIC hours and night current.
- v. MOs must be current, familiar with G1000 operation, and be able to assist the pilot with documentation of the route survey.

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. The Department of Defense establishes and maintains a number of military training routes in the United States. The rapid proliferation of obstructions, population changes, airspace alteration and environmental considerations require periodic surveys of each route. AFI 13-201, Air Force Airspace Management, states an annual flight evaluation must be flown to validate the accuracy of aeronautical charts and encourages the use of the CAP to perform this important mission.

ii. The routes required to be flown are as follows,

Route/MOA	Date Due (Month)
VR-073	Oct
IR-012	Oct
VR-085	Oct
VR-041	Nov
VR-084	Nov
VR-086	Dec
VR-096	Feb
Farmville MOA	Feb
IR-726	Mar
VR-1726	Mar
VR-087	Apr
VR-083	May
VR-088	Jun
VR-093	Aug
VR-042	Sep
VR-043	Sep

- iv. 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. Any descent below 1000 feet AGL for an emergency is at the discretion of the CAP PIC.
- v. Flight crew briefing packets will be provided to the crews for each route needing to be surveyed. The crews will be briefed by the CAP Incident Commander or designee prior to the flight. The flight crew briefing packets will also be uploaded to the sortie files in WMIRS. See Appendix B for a sample flight crew briefing packet.

a. Basic Operational Elements

i. The basic concept of operations will be divided into the following areas:

- Mission preflight planning and briefing
- Takeoff
- Route Survey
- Land
- Mission debriefing

ii. Routes may be divided up in to multiple sections based on the total distance of the route.

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 flightline 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 108 & 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 by the Incident Commander or designee at the request of CAP-USAF, Civil Air Patrol or the Customer.

e. Non-CAP Crew Members

- i. All non-CAP members, other than Military/National Guard, (Title 10 and Title 32) and Federal employees must complete a CAPF 9 prior to boarding the CAP aircraft. The CAPF 9 must be maintained in a safe place, not kept in the aircraft. All passengers must receive a briefing to include emergency procedures. All information for the non-CAP passenger will be listed in WMIRS.
- ii. USDA personnel assigned to 4 FW/SE are eligible to fly on missions to document potential bird hazards (i.e. landfills, roost locations, large conjugation areas, etc.) as well as conduct bird counts while on the route. This data is used to brief command and change/alternate routes if required.
- iii. USDA personnel must be submitted by the 4th OSS and listed in WMIRS in sufficient time (normally 5 days prior to mission date) for Air Force approval.

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.

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 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

- a. 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 : 10/30/2020 10:57 AM CDT
Edward P. Angelovich
Col. CAP
eangelovich@ncwgcap.org
Comments: N/A
IP: 70.35.177.223
Sertifi Electronic Signature
DocID: 20201030095758807

10/30/2020

Col Edward Angelovich, CAP NCWG CC

Date

E-Signed : 11/02/2020 01:57 PM CST
Hal Gary
glbm.hal@gmail.com
Comments: N/A
IP: 71.76.157.172
Sertifi Electronic Signature
DocID: 20201030095758807

11/02/2020

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

Date

Customer:

Mr. Scott Morrison, USAF/4th OSS/ Chief Airspace Management Date

APPENDIX A

Projected Cost Analysis

Route/MOA	Month Due	LL Route Distance	Number of Passes	Ferry Distance	Speed (MPH)	Flight Time	Ferry Time	Average Aircraft Cost/hr	Total Cost
VR-073	October	222	3	111	120	5.6	0.9	\$ 150.00	\$ 971.25
IR-012	October	143.9	3	71.95	120	3.6	0.6	\$ 150.00	\$ 629.56
VR-085	October	135	3	67.5	120	3.4	0.6	\$ 150.00	\$ 590.63
VR-041	November	424	3	212	120	10.6	1.8	\$ 150.00	\$ 1,855.00
VR-084	November	163	3	81.5	120	4.1	0.7	\$ 150.00	\$ 713.13
VR-086	December	203	3	101.5	120	5.1	0.8	\$ 150.00	\$ 888.13
VR-096	February	145	3	72.5	120	3.6	0.6	\$ 150.00	\$ 634.38
Farmville MOA	February	700	1	110	120	5.8	0.9	\$ 150.00	\$ 1,012.50
IR-726	March	144	3	72	120	3.6	0.6	\$ 150.00	\$ 630.00
VR-1726	March	144	3	72	120	3.6	0.6	\$ 150.00	\$ 630.00
VR-087	April	185	3	92.5	120	4.6	0.8	\$ 150.00	\$ 809.38
VR-083	May	185	3	92.5	120	4.6	0.8	\$ 150.00	\$ 809.38
VR-088	June	164	3	82	120	4.1	0.7	\$ 150.00	\$ 717.50
VR-093	August	210	3	105	120	5.3	0.9	\$ 150.00	\$ 918.75
VR-042	September	504	3	252	120	12.6	2.1	\$ 150.00	\$ 2,205.00
VR-043	September	370	3	185	120	9.3	1.5	\$ 150.00	\$ 1,618.75
TOTAL									\$ 15,633.31

***** NOTE THE ABOVE COST/HOUR AND FERRY DISTANCES ARE ESTIMATES*****

IR-012 Survey Waypoint Listing

Route Description: Centerline Turn Points

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	ILM 277/20	N34°21.00' W78°17.00'
05 AGL B 30 MSL to	B	ILM 335/32	N34°48.00' W78°13.00'
05 AGL B 30 MSL to	C	ILM 013/37	N34°58.00' W77°48.00'
05 AGL B 30 MSL to	D	NKT 315/30	N35°12.00' W77°22.00'
05 AGL B 30 MSL to	E	NKT 020/24	N35°18.00' W76°47.00'
20 MSL to	F	NKT 031/29	N35°21.00' W76°39.00'
20 MSL to	G	NKT 039/52	N35°39.00' W76°21.00'
20 MSL to	H	NKT 041/55	N35°41.00' W76°16.50'
Alternate Exit from E to R-5306A			
05 AGL B 30 MSL to	E1	NKT 020/24	N35°18.00' W76°47.00'
15 AGL B 30 MSL to	FA	NKT 030/24	N35°16.50' W76°42.00'

Route Width - 5 NM either side of centerline from A to B; 4 NM either side of centerline from B to E; 3 NM left and 1 NM right of centerline from E to F; 3 NM left of centerline from F to abeam the NKT 035/34 (N35-25.0 W76-35.3), then 3 NM either side of centerline to H.

IR-012 SURVEY ROUTE LENGTH

A to B	27.2 NM
B to C	22.9 NM
C to D	25.5 NM
D to E	29.3 NM
E to FA	4.4 NM
E to F	7.2 NM
F to G	23.2 NM
G to H	4.2 NM

Centerline Total: 143.9 NM

IR-012

ORIGINATING ACTIVITY: 4 OSS/OSOR, Seymour Johnson AFB, NC 27531-5004 DSN 722-2672, C919-722-2672.

SCHEDULING ACTIVITY: 4 OSS/OSOS, Seymour Johnson AFB, NC 27531-5004 DSN 722-2129/2124, C919-722-2129/2124.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	ILM 277/20	N34°21.00' W78°17.00'
05 AGL B 30 MSL to	B	ILM 335/32	N34°48.00' W78°13.00'
05 AGL B 30 MSL to	C	ILM 013/37	N34°58.00' W77°48.00'
05 AGL B 30 MSL to	D	NKT 315/30	N35°12.00' W77°22.00'
05 AGL B 30 MSL to	E	NKT 020/24	N35°18.00' W76°47.00'
20 MSL to	F	NKT 031/29	N35°21.00' W76°39.00'
20 MSL to	G	NKT 039/52	N35°39.00' W76°21.00'
20 MSL to Alternate Exit from E to R-5306A	H	NKT 041/55	N35°41.00' W76°16.50'
05 AGL B 30 MSL to	E1	NKT 020/24	N35°18.00' W76°47.00'
15 AGL B 30 MSL to	FA	NKT 030/24	N35°16.50' W76°42.00'

TERRAIN FOLLOWING OPERATIONS: Authorized from A to E, and from A to FA.

ROUTE WIDTH - 5 NM either side of centerline from A to B; 4 NM either side of centerline from B to E; 3 NM left and 1 NM right of centerline from E to F; 3 NM left of centerline from F to abeam the NKT 035/34 (N35-25.0 W76-35.3), then 3 NM either side of centerline to H.

Special Operating Procedures:

- (1) Users must contact 4 OSS/OSOS (DSN 722-2129/2124) for additional avoidance areas.
- (2) Alternate Entry: Point B.
- (3) Alternate Exit: E, E1, FA.

- (4) Alternate Exit E will be filed and utilized unless prior clearance has been coordinated to enter R-5314 or R-5306A.
- (5) IFR clearance must be received before departing R-5314 (Washington 281.42) or R-5306A (Cherry Point 268.7).
- (6) Users must make their scheduled entry time plus or minus 5 min or reschedule.
- (7) Avoid towns and populated areas by 1 NM or overfly 1500' AGL. Over sparsely populated areas, aircraft may not operate closer than 500' to any person, vessel, vehicle, or structure.
- (8) CAUTION: Numerous large towers along route.
- (9) A-B:
 - (a) Monitor Wilmington Approach on 317.425 passing A.
 - (b) CAUTION: VR-1043 crosses right to left.
 - (c) CAUTION: IR-062 crosses left to right.
 - (d) TOWER: 200' AGL at N34-36.5 W078-19.0.
- (10) B-C:
 - (a) Contact Seymour Johnson Approach on 273.6 at B.
 - (b) CAUTION: IR-062 crosses right to left.
 - (c) CAUTION: Tower 800' AGL at N34-55.5 W078-04.4.
- (11) C-D:
 - (a) Contact Cherry Point Approach on 377.17 passing D.
 - (b) CAUTION: VR-084 same direction C to F.
 - (c) CAUTION: VR-1046 crosses left to right.
 - (d) CAUTION: Tower 500' AGL at N35-08.5 W077-30.5.
- (12) D-E:
 - (a) CAUTION: VR-084 same direction C to F.
 - (b) Avoid: Pamlico River by 2000' AGL for moderate bird hazard.
 - (c) Avoid: Horse breeding ranch at N35-19.836 W077-07.21 by 1500' AGL or 2 NM.
 - (d) Avoid: Noise sensitive area at N35-12.8 W077-11.3 by 1000' AGL or 2 NM.
 - (e) Avoid: Water treatment plant at N35-10.5 W077-13.7 by 2000' AGL or 1 NM for moderate bird hazard.
 - (f) Avoid: Fish Farms at N35-12.5 W077-20.0 by 2000' AGL or 1 NM for moderate bird hazard.
 - (g) CAUTION: VR-1046 crosses left to right.
- (13) E-F:
 - (a) VR-084 same direction C to F.
- (14) F-G:
 - (a) Avoid: Overfly coastal regions by 1000' AGL.
 - (b) Avoid: Pungo River by 2000' AGL for moderate bird hazard.
- (15) G-H, E1, FA:
 - (a) Minimum Exit Altitude for Alternate Exit Route is 1500' AGL.
- (16) Crossing Route Information:
 - (a) VR-1043: Cherry Point MCAS (DSN 582-4040).
 - (b) VR-1046: Cherry Point MCAS (DSN 582-4040).
 - (c) IR-062: Oceana NAS (DSN 433-1228).
 - (d) VR-084: Seymour Johnson AFB (DSN 722-2129).

FSS Within 100 NM Radius:

RDU

IR-012 ROUTE BRIEFING

This briefing contains information not listed in AP/1B

Users of this route must consult AP/1B for other information pertinent to this route

NOTE: The Chief, Airspace Management shall have the authority to temporarily close this route or portions thereof, IAW FAA Order 7610.4 and shall work with the airspace scheduling office to notify the appropriate agencies and aircrews.

IR-012 ERAA: A-H = 3500' (ERAA's are based on sector OROCA's; calculated 22NM either side of route centerline)

SCHEDULER NOTES: None

LEG	HAZARD	Route survey: Oct 2019	VHF FSS
PT A-B	None		
PT B-C	AVOID: Duplin Co Airfield at N35 00.3 W077 58.6 by 1500' AGL or 3NM.		(Raleigh)
PT C-D	AVOID: Pink Hill Airfield at N35 03.3 W077 44.2 by 1500' AGL or 3NM.		122.2
PT D-E	None		
PT E-F	None		
PT F-G	None		
PT G-H	None		
PT E1-FA	None		
Notes:	Aircrew are responsible for avoiding airfields IAW published & local guidance. Airfields listed in AP/1B or the Route Brief are IAW ACC & 4 OG Guidance. ACC Guidance: Avoid all airfields in FAA Public Airfield Directory by 1500' AGL or 3NM. 4 OG Guidance: In addition to ACC Guidance, avoid all airfields with six or more permanently stationed aircraft by 1500' AGL or 3NM.		
	* 4 OG BASH RESTRICTIONS		
	Bird strike information for the last 4 years provided in blue to build situational awareness		







E-Signed : 10/30/2020 10:01 AM CDT

**Chris Bailey, Lt Col
CAP**

cbailey@ncwgcap.org
Comments: N/A
IP: 104.190.225.191

Sertifi Electronic Signature
DocID: 20201030095758807

E-Signed : 11/02/2020 01:12 PM CST

Scott C. Morrison

scott.morrison.6@us.af.mil
Comments: N/A
IP: 132.23.192.129

Sertifi Electronic Signature
DocID: 20201030095758807