

Operations Plan



Americas Shield 21-1 12-18 Oct

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1. General

a. Exercise American Shield 21-01 (EAS)

This plan establishes the mission procedures and coordination responsibilities for aerial target flights by the Civil Air Patrol (CAP) for the United States Air Force in the Camp Blanding area. Flying dates are 12-18 Oct 2020. EAS 21-01 is a Field Training Exercise for Army National Guard Ground based Air defense units. It is primarily a live fly event utilizing Civil Air Patrol aircraft as targets for the training of ground-based ADA units in the engagement process. Live Aircraft are augmented with a simulation capability during inclement weather or late-night periods. EAS 21-01, at Camp Blanding FL, will train the 3-265 ADA (-) and the 678th ADA C2 TF for duty in the National Capital Region (NCR) as well as refine the operating capability of the Deployable Integrated Air Defense System (D-IADS) Task Force. The exercise will consist of five days of executing the engagement sequence against live aircraft flying cooperative scripted target profiles. Live target aircraft will replicate hostile civilian aircraft penetrating a 30-mile exercise Temporary Flight Restriction (TFR) area centered at Camp Blanding, FL (29 57.113N 081 58.79W). Target aircraft will fly routes crossing over the TFR center point.

b. Incident Command Post

Ormond Beach, FL CAP Squadron

c. Primary dates & times

1. Pre-Calibration Brief: 12 Oct, 1300L, River Bend Golf Course Café, Ormond Bch.
2. Calibration Flights: 13-14 Oct (15 Oct is B/U day)
3. Aircrew Brief: 15 Oct 1300L, River Bend Golf Course Café, Ormond Bch.
4. Live Fly Operations: 16-18 Oct

d. Alternate dates N/A

e. Funding

This mission is funded by 263 AAMDC

f. Mission Symbol A5

g. Project Officer/Incident Commander

CAP Incident Commander/Program Manager:
George Schaefer Lt Col, CAP
Email: gschaefer@flwg.gov
Phone: 850-712-7487 (C)

CAP Project Officer:
Chiodo, Samuel L (490730)
Email Address: schiodo@flwg.gov
Contact Number: 813-748-4139

Contact list in Attachment 1

2. Application

a. Qualification requirements

Mission personnel 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 eService 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 they are in attendance. Personnel participating as aircrew members will either be properly qualified or be a supervised trainee. Military/DoD GS/Contractors may require their personnel to fly aboard CAP planes and will request approval Via the National Operations Center (NOC) for this permission.

b. Event capacity

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

c. Event enrollment procedures

Members who wish to participate are requested to contact the AOBD in advance of the event.

3. Flight Operations

a. Aircrew Requirements:

- i. Due to safety issues, the normal basic crew complement is one CAP Mission Pilot, one Mission Observer and/or one Mission Scanner. Operations Qualifications/MIMS will be the primary method for checking qualifications. The Mission Pilot is the ultimate authority in mission/crew management. Safety is paramount and supersedes any mission objectives. All CAP aircrew members must comply with Wing and National safety policies.
- ii. Flying operations will be conducted under Visual Flight Rules (VFR) to the maximum extent possible. Aircrews will use IFR when necessary for departure or recovery. Whether VFR or IFR, all flying will always be IAW ATC regulations. Aircrews will follow local unit procedure where/when more restrictive. Medical and Law Enforcement aircraft transiting the area will receive priority and will be handled case by case by ATC.
- iii. If flight safety is jeopardized, anyone, including FAA, may terminate a single engagement by using the term "TERMINATE". The term "KNOCK IT OFF" should not be used, as this implies ending the exercise.
- iv. MPs will be G1000 qualified
- v. MOs must be current, familiar with G1000 radio operation when flying a G1000 equipped aircraft and be able to assist the pilot with monitoring engine instruments.

b. Aircrew Training Requirements:

- i. The MP must complete the following training tasks:
 - Thoroughly understand the Flying Matrix Routes, procedures, communication requirements, and the FAA Certificate of Authorization documents and be able to answer questions on their contents.
 - Attend mission briefing and debriefing.
- ii. The MO must complete the following training tasks:
 - Demonstrate capability to effectively communicate with ATC or range and assist the pilot by

- monitoring engine instruments.
- Attend a mission briefing and debriefing.

c. Flight Operations

- i. There will be 2 Aircrew Briefings. The first will be on 12 Oct at 1300L at the River Bend Golf Course Café, and is intended for those supporting calibration flights occurring 13-14 Oct. The second (primary) Aircrew Briefing will be for all aircrew and agencies involved in the live fly operations (16-18 Oct), and will be held on 15 Oct at 1300L at the River Bend Golf Course Café. Aircrew need to attend in person if possible. Flying Matrix routes, special use airspace and flight procedures and communication will be briefed, and a thorough understanding is required prior to flight. All aircrew members will review SPINs prior to brief
- ii. All target aircraft shall schedule their take off time to be at their first route Initial Point (IP) at the first published time. CAP aircrew will contact the CAP Coordinator (primary) or Air Boss (secondary) at Camp Blanding to confirm that days period of participation and mission profiles. CAP pilots will be briefed at Ormond Beach FBO NLT 1 hour prior to takeoff in order to confirm mission profiles.
- iii. During night overwater operations, both front-seat crewmembers must be CAP qualified mission pilots, instrument qualified and current. The right-seat pilot need not be qualified in that specific aircraft.
- iv. During the duration of extended overwater flights, 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.
- v. 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).
- vi. This mission does not anticipate any overwater flights.

d. Mission-Specific Requirements

- i. Minimum altitude for all **range** operations is 1000 AGL. Any operations 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.

e. Basic Operational Elements

- i. The basic concept of target support operations will be divided into the following areas:
 - Mission preflight planning and briefing
 - Approval to enter restricted/warning area
 - Standby for potential early return
 - Recovery to base
 - Mission debriefing

4. Administration

a. Inbound/ Outbound sorties

- i. Inbound/outbound sorties are approved by the Incident Commander or their designee. You may not

fly without an ELECTRONIC flight release. Please remember only the Wing Commander or their designated representatives can override disqualifications in eFlight Release.

- ii. Crews are expected to drive CAP vehicles or use CAP aircraft to transport to Ormond Beach or Camp Blanding. Request permission to use personal vehicles.

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 flight line personnel in the performance of their flying duties. NO PASSENGERS WILL BE SWAPPED WITH THE AIRCRAFT ENGINE RUNNING!

d. 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. Inbound and related forms WILL be provided to the IC within 4 hours of landing.

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 FLWG FUEL USAGE 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. SITREPS

SITREPS will be sent immediately when highlights or unusual events take place to OPSCENTER@capnhq.gov and AFNORTH.CAP.OMB@us.af.mil. A daily SITREP (Sample SITREP Attach 2) for all A and B Missions. Make sure to also Courtesy Copy the CAP-USAF Detachment Commander.

5. Communications

a. Requirements

Communication between the aircrews, ground teams and IC will make use of telephone, email, text messaging or radio. CAP aircrew will contact the CAP Coordinator (primary) or Air Boss (secondary) at Camp Blanding to confirm that days period of participation and mission profiles. CAP pilots will be briefed at Ormond Beach FBO NLT 1 hour prior to takeoff in order to confirm mission profiles.

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. Blanding "Gator Radio" will provide Range Control Advisory / Check-in information directly to the CAP Coordinator. Due to radio limitations, the CAP Coordinator will establish comms with Gator Radio and receive the initial range briefing prior to allowing any participating aircraft to enter the simulated TFR (exercise area).

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 if used.
- 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

- a. No cadets are expected to be participating in this mission.

7. Safety

- a. Florida Wing 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 – AIF RAW Aircrew must be completed in WMIRS as noted in Section 5, subsection i above.
 - iii. 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. CP 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. Project Officer (PO)
 - iii. FRO
 - iv. Any additional support staff as required by PO or IC
- c. FL CAP will assign a Program Manager/Project Officer to oversee these operations.

- d. 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, ground observer to assist the ANG, 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

Ormond Beach, FL CAP Squadron.

11. Logistics

- a. Billeting
CAP NHQ working contract with Ormond Beach Hotel, FL
- 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.
 - ii. All CAP COVID 19 protocols will be followed, and virtual staffing will be used to the maximum possible. FL Wing CC has briefed concerns and will issue additional procedures.
- d. Police and Fire
Local facilities and by emergency number is 911.

12. Military Support Requirements

1AF and 3-265 ADA have coordinate airspace,

13. Public Affairs

- a. Media Contact
All media communication will be referred to the 3-265 ADA, 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 Florida Wing PAO, in coordination with the 3-265 ADA, and the Project Officer.
- c. External
News releases to local newspapers, radio and TV media will be made by the 3-265 ADA, 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

Any event may be suspended or terminated, and CAP resources reassigned, at the direction of an active Emergency Services Mission Incident Commander who may have a higher priority mission.

Operations Plan for American Shield 21-01 **FY-2021**

Attachment 1

Contact Information Page

Civil Air Patrol National Operations Center (NOC):

888-211-1812

334-953-7299

DSN 493-7299

Fax 800-555-7902

opscenter@capnhq.gov

CAP FLWG Group 1 DO:

CAP FLWG CC:

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CAP FLWG DO:

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CAP-USAF SELR ROD:

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263 AAMDC

Name: MAJ Stephen Cianciolo

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Cell 803-391-0169

Operations Plan for American Shield 21-01 FY-2021

Attachment 2

EXAMPLE*

EAS 21 Support to 265 AADM

SITREP #12

14 OCT 2019 / 13:00Z

SUMMARY: AFAM #20-1-5665A / Mission Symbol A5

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