

# Operations Plan



## RPA Escort – Syracuse NY 1 Nov 20 – 30 Oct 21



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## Table of Contents

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

## 1. General

a. Syracuse, NY ANG 108th ATKS under the 174th ATKW MQ9 Escort

The Northeast Region (NER) of the Civil Air Patrol (CAP) will provide MQ9 escort service from/to the Syracuse Class C airspace.

These flights are for training pilots and sensor operators and on occasions support of other military missions and exercises

b. Incident Command Post

Syracuse NY Air National Guard Base

c. Primary dates & times

The mission will be authorized to open on 1 Nov 2020 and close on 30 Oct 2021 (expected period of performance on the MIPR).

Aircraft repositioning, relocating, or crew travel will contact the IC for approval prior to movement, only the IC or designee may release a flight for this event.

A general crew briefing will be conducted at the start of each operational cycle, typically Monday through Thursday. Flight briefings are conducted by the 108th ATKS prior to launch and recovery flights.

d. Alternate dates

N/A

e. NHQ funding

This mission is funded by 174<sup>th</sup> ATKW, Syracuse ANGB.

f. Mission Symbol

A2

g. Project Officer/Incident Commander

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## 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 Pilots will arrive with current Form 5 and 91 evaluations good for the duration of their attendance. Mission observers must arrive as qualified for the duration of their participation.

b. Additional air crew requirements are listed below.

c. Event capacity

The IC will determine the personnel needed to support each mission event. A typical week requires the two mission pilots, two mission observers and the IC.

d. Event enrollment procedures

Crews will be signed up by the IC far enough in advance of their first duty day to make any travel arrangements..

Members desiring to participate will be vetted with their Wing CC or DO prior to their first attendance.

### **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. The operational week is Monday through Thursday. The aircrews are expected to commit for a full week of activity. Travel days will be Saturday/Sunday and Friday.
- iii. On monthly UTA's, local aircrews will be required for operations, or aircrews already present may extend through Sunday.
- iv. MPs must have a minimum of 300 PIC hours, be current instrument rated for turbo C182 G1000 qualified, and night current.
- v. MOs must be current, familiar with G1000 radio operation, and be able to assist the pilot with monitoring engine instruments.

b. Aircrew Training Requirements:

- i. The MP must complete the following training tasks:
- ii. Thoroughly understand the "Chase Aircraft and Airborne Visual Observer Tactics, Techniques, and Procedures", and the FAA Certificate of Authorization documents and be able to answer questions on their contents.
- iii. Attend a complete RPA mission briefing and debriefing.
- iv. Demonstrate the airborne join-up, escort to simulated restricted area and airborne join-up at simulated restricted area procedures, using the defined techniques. A second CAP aircraft may be used to simulate the RPA for training purposes.
- v. Fly at least one RPA escort mission with a qualified escort pilot.
- vi. The MO must complete the following training tasks:
- vii. Thoroughly understand the "Chase Aircraft and Airborne Visual Observer Tactics, Techniques, and Procedures", and the FAA Certificate of Authorization documents and be able to answer questions on their contents.
- viii. Demonstrate capability to effectively communicate with ATC or the RPA pilot and assist the pilot by monitoring engine instruments.
- ix. Attend a complete RPA mission briefing and debriefing.
- x. Demonstrate ability to maintain visual contact with the RPA and communicate with the RPA pilot and/or ATC. A second CAP aircraft may be used to simulate the RPA for training purposes in both day and night conditions.
- xi. Fly at least one RPA escort mission with a qualified escort pilot.

c. Flight Operations

- i. 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.
- ii. Aircrew members who participate in overwater flights beyond 75% of safe gliding distance from shore must have successfully completed the CAP Overwater Survival training program within the last three years and be validated in eServices OPS QUALS. 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. 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.

d. Mission-Specific Requirements

- i. Currently all operations are conducted in VFR conditions and within 75% of the POH glide distance. This is the expected mode of operation for the future. Specific procedures for lost link in the event of unexpected instrument conditions are briefed before each launch and recovery cycle.
- ii. During night overwater operations, both front-seat crew members must be CAP qualified mission pilots, instrument qualified and current. The right-seat pilot need not be qualified in that specific aircraft.
- iii. Minimum altitude for all chase operations is 1000 AGL. Any chase 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.
- iv. CAP may be requested to perform escort operation related activities such as flying profiles for calibrating the Ground Based Detect and Avoid system or other tasks directly related to the RPA training program.

e. Basic Operational Elements

- i. The basic concept of escort operations will be divided into the following areas:
  - ii. Mission preflight planning and briefing
  - iii. Takeoff and airborne join-up
  - iv. Escort to restricted/warning area
  - v. Standby for potential early return
  - vi. Airborne join-up in restricted/warning area
  - vii. Recovery to base
  - viii. Mission debriefing
- f. Escort is defined as being close enough to maintain positive visual contact on the RPA and see potential traffic or terrain conflicts at all times. Normal location is in trail between the four and eight o'clock positions and in standard formation (within 1 NM,  $\pm$  100 feet of the RPA).
- g. Typically three RPA's will be escorted each day. Due to CAP duty day limitations, a standby crew may need to be on-hand. While one crew is escorting the RPA outbound to the restricted area a second crew will be required to escort the RPA inbound to base. The chase crew change-out will occur while the RPA is in the restricted/warning area.

#### **4. Administration**

##### **a. Inbound/ Outbound sorties**

- i. Inbound/outbound sorties are approved by the Incident Commander or their designee. Transport crews for each aircraft must be coordinated with the IC prior to the event.
- ii. Crews within five hours driving distance are expected to drive Syracuse with CAP corporate vehicle or personal vehicle. Those beyond five hours driving may use commercial air travel. Limited exceptions for use of CAP aircraft may be granted. Use of corporate aircraft for crew transport may be used if the cost is less than commercial airfare and a reasonable option to driving.

##### **b. Sortie Management**

- i. All sorties must be released in WMIRS electronically by a qualified FRO.
- ii. Sortie close-out data will be entered in WMIRS as soon after landing as practicable. Receipts must be uploaded by end of day.

##### **c. Safety considerations**

- i. 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!**

##### **d. Mission paperwork**

- i. Crews are responsible to ensure fuel receipts, risk management 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 arrival at KEFD.
- iii. Pilots are responsible for obtaining fuel receipts and ensuring that they are uploaded in wmirs in a timely manner.

##### **e. Daily SITREPS**

- i. SITREPS (Format for the SITREP is in Appendix A) will be sent to OPSCENTER@capnhq.gov and AFNORTH.CAP.OMB@us.af.mil at the completion of EACH DAY'S mission for all A and B Missions. Make sure to also Courtesy Copy the CAP-USAF Detachment Commander.

#### **5. Communications**

##### **a. Requirements**

ATC and RPA communications will be on assigned civilian aircraft frequencies.

#### **6. Cadet Participation**

No cadets will be participating in this mission.

#### **7. Safety**

- a. CAP risk management forms will be used at all levels of the event:
- b. Operational Air Sorties – AIF RAW Aircrew must be completed in WMIRS.
- c. All CAP operations involve some degree of risk. Participants must be alert and careful when

operating aircraft or ground vehicles.

- d. The IC will continually monitor all operations to ensure safety is not just talked about, but actually done correctly.
- e. 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.
- b. NERCAP will assign a Program Manager/Project Officer to oversee these operations.
- 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, 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**

Air National Guard Facilities will provide sufficient work space for the conduct of this mission.

## **11. Logistics**

- a. Lodging as required at local hotels
- b. Meals at local restaurants
- c. Medical

Local medical facilities and by emergency number 911. Ambulatory patients may be transported to facilities by CAP vehicle. All other transport should be arranged by calling 911.

- d. Police and Fire

Local facilities and by emergency number is 911.

## **12. Military Support Requirements**

Use of Air National Guard facilities and/or CAP facilities at KSYR are available for this event. Various ANG personnel will be available during the event. This has been coordinated in advance by the project officer or their designated personnel.

## **13. Public Affairs**

- a. Media Contact

All media communication will be referred to the ANG PAO and/or the IC. Participants are expected to refer all media inquiries regarding any mishap to the IC or designated safety officer.

- b. External

News releases to local newspapers, radio and TV media will be made by the Syracuse ANG PAO in coordination with the IC. The CAP IC will coordinate releases with CAP NHQ.

#### **14. Contingencies & Emergency Services Missions**

This mission is not expected to be superceded by other missions but if required it will be coordinated with the NER CC and NHQ..