

Operations Plan



MTR Survey TXWG CAP FY 2021

Maj Mark
Hammack

Digitally signed by Maj
Mark Hammack
Date: 2021.01.23
09:34:00 -06'00'

Maj Mark Hammack, CAP
TX Wing, CAP
Director of Operations

Signed by DDD EMAIL CA-39
DN: C=US, O=U.S. Government, OU=DdD, OU=PKO, OU=USAF,
CN=HOLLY,ARIC.D.1239990379
Reason: I am approving this document
Location:
Date: Mon Jan 25 11:13:51 2021
Signed with PDF Pro

Aric Holly,
CAP-USAF/SWLR
Regional Operations Director

Table of Contents

<u>Paragraph</u>	<u>Page</u>
1. General	3
2. Flight Operations	5
3. Administration	5
4. Communications	6
5. Cadet Participation	6
6. Safety	6
7. Legal Restrictions	6
8. Non-CAP Passenger Requests	7
9. Crew Pre-flight Requirements	7
10. Personal Equipment	7
11. Altitude and Weather Minimums	7
12. Facilities/Logistics	7
13. Military Support Requirements	7
14. Public Affairs	7

1. General

a. Military Training Route Evaluations

This plan establishes mission procedures and coordination responsibilities for flight evaluations flown by the Civil Air Patrol (CAP) as the Auxiliary of the United States Air Force of the following Military Training Routes (MTRs) supporting NAS Fort Worth, TX:

IR-103	IR-105	IR-124	IR-139	SR-270
VR-104	VR-118	VR186		

The military unit responsible for the routes is 301st FW/OSF, NAS Fort Worth, TX. The CAP units responsible for the flight evaluations are all assigned to Texas Wing (TXWG).

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 annual evaluations of each route. AFI 13-201, Air Force Airspace Management, states that annual flight evaluations will be flown to validate the accuracy of aeronautical charts and authorizes the use of the CAP to perform this important function.

b. Incident Command Post. N/A

c. Primary dates & times. The mission will occur between 01Jan 2021 and 31 July 2021.

d. Alternate dates. N/A

e. Funding

301st OSF/SUA, NAS Fort Worth, TX has agreed to pay any mission essential costs incurred consistent with the mission requirements. The Wing Incident Commander (IC) is responsible for verifying the mission is adequately funded, and for tracking expenses and updating expenditures in WMIRS. The IC must notify the NOC as soon as possible upon identifying funding shortfalls or if an extension to funding expiration date is needed. All reimbursement procedures are handled IAW applicable CAP regulations and directives. Rates are shown in CAPR 173-3.

RON. Overnight stays must be approved in advance through the National Operations Center (NOC) for all missions. In unique cases (example: weather-related) where overnight stays have not been approved in advance, the IC or the mission base staff must contact the NOC Duty Officer to coordinate approval.

Per Diem. IAW CAPR 173-3 the customer must approve GSA.gov rates in advance or reimbursement will be standard CAP rates.

f. Mission Symbol. A96 – Low-level route surveys approved and funded by the Air Force.

g. Project Officers

Maj Mark Hammack, CAP
Director of Operations (TXWG/DO)
Texas Wing, CAP
mark.hammack@txwg.cap.gov
Cell (214) 478-0955

Gary Cumpton
Airspace Manager 301st FW
NAS Fort Worth
gary.cumpton.1@us.af.mil
DSN 739-6903/6904/6905 / COM 817-782-6903/6904/6905

h. 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 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 CAP 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.

2. Flight Operations

- a. Accomplish at least two passes on each leg. Fly either side of the centerline if needed. Route centerlines are established for charting purposes only and do not require a direct pass. Legs greater than 4 NM wide may require additional passes to complete an adequate survey.
- b. Report any observed construction, obstacles, towers, and hazards to the Airspace Manager. Information should include latitude/longitude coordinates, description, estimated height, and digital photographs. The preferred camera is one which creates geotagged photos.
- c. File flight plans that state the Route number from entry to exit point. The points will be identified by VOR radial/DME or latitude/longitude.
- d. Communicate with appropriate ARTCC or Flight Services. They may need to be advised when you are entering and exiting the route. The Airspace Manager may also need advanced notification as per your briefing.

3. Administration

- a. CAP responsibilities. The CAP IC is responsible for the execution of this mission. The IC will ensure the Airspace Manager/Scheduler has de-conflicted and secured the MTR exclusively for the CAP aircraft conducting the route evaluation. Close coordination with the Wing Commander and the customer POC during the mission is essential. The IC must ensure that the sorties are flown IAW the instructions in this OPLAN, CAPR 70-1, CAPR 60-3, and all applicable CAP, Air Force and FAA regulations.
- b. Flight and Planning Documents. The IC will ensure the Pilot and crew have the current/updated Tactical Pilotage Chart (TPC), Chart Update Manual (CHUM) or electronic CHUM, and applicable sections from Flight Information Publication (FLIP) AP/1B (MTR Special Operating Procedures and Remarks). Routes will not be flown unless the updated Chum Charts are available. CAP aircrews are encouraged to use the Route Evaluation Survey Sheet to aid in route survey documentation.
- c. Air Tasking Order. The Air Tasking Order, or ATO, is a method used to task and disseminate to components, subordinate units, and command and control agencies projected sorties, capabilities, and/or forces to targets and specific missions. The ATO provides for effective and efficient employment of joint air capabilities and forces.
- d. ATO cycle. The ATO is a seven-day cycle synchronized with AFNORTH's battle rhythm which runs from 1000Z Wed to 0959Z the following Wed. The deadline for ensuring scheduled sorties are included in the ATO is COB on the Thursday prior to the ATO in which flying will be conducted.

- e. Scheduling. The IC is responsible to schedule and activate CAP resources in order to meet the ATO cycle. All mission information/documentation will be loaded to the Web Mission Information and Reporting System (WMIRS). All asterisk items except Hobbs time and actual takeoff time must be entered into the sortie data page in time to be submitted to meet the ATO approval process. New sorties or sorties that did not have all data entered will require justification for approval outside the ATO process.

4. Communications

- a. Pre-briefing. The CAP aircrew requires a direct or telecon briefing by the Airspace Manager before the mission. The pre-brief should include a route review covering entry/exit points, route segments to be flown, number of passes desired on route width, known obstructions, and potential hazards.
- b. Post-briefing. After the mission is completed the CAP aircrew must return the survey documentation to the Airspace Manager and debrief on specific observations and uncharted obstacles. The debrief can be direct or by telecon.

5. Cadet Participation

Qualified Cadets (MS, MO) may participate in the mission with appropriate Cadet Protection in place (i.e., two Senior Members).

6. Safety

- a. The basic crew complement is one CAP pilot and one CAP observer/scanner. However, if a CAP scanner/observer is not available the CAP IC may request a waiver to allow a non-CAP person to fill that position. At least five working days prior to the sortie the IC must send a written waiver to the NOC asking for review/approval from the CAP NHQ/DO for the crew substitution.
- b. Safety is paramount and supersedes any mission objectives. All CAP air crew members must comply with Wing and National safety policies. Any mishaps will be handled IAW CAPR 160-2, Safety Reporting and Review.
- c. Due to hazards in the low-level environment the PIC/crew should review <http://www.usahas.com> for bird avoidance information before flying each route.
- d. Any protective and/or cleaning measures due to health concerns as specified by National Command will be observed before, during, and after the sortie.

- 7. Legal Restrictions.** The mission will not involve aerial reconnaissance. If imagery is requested by the customer, the images will be delivered to the requesting agency by the most expeditious means possible (electronic or manual) who will then disseminate the imagery as it deems necessary.

8. **Non-CAP Passenger Requests.** IAW AFI 10-2701, non-CAP passengers will only be approved when their presence is “essential to the mission.” Their justification for flying on board will be included in the customer request. The passenger names and agency information must be entered into the WMIRS sortie page IAW current 1AF policy, but no later than 48 hours prior to take-off. If the name of passenger changes, the approval is still valid if the agency, job type (DoD, contractor, LEA), purpose, and number of passengers remains the same. PIC will submit a completed CAPF 9 (If applicable.)
9. **Crew Pre-flight requirements.** CAP uniforms must be worn in accordance with CAPR 39-1. The crew duty day will be IAW CAP regulations. Prior to each flight the PIC is required to complete a weight & balance computation and a risk management survey.
10. **Personal Equipment.** Each CAP pilot must carry current credentials as required by CAP and FAA regulations, such as current CAP membership card, pilot license, medical certificate, CAPF 101 card, and appropriate current navigational charts. All crew members must carry current CAPF 101 cards.
11. **Altitude and Weather Minimums.** Routes will be flown no lower than 1,000 ft AGL or minimum MTR altitude for that leg, whichever is higher. CAP aircraft may fly under Instrument Flight Rules (IFR) to reach the survey area but will not conduct the route survey unless flight visibility allows them to fly under Visual Metrological Conditions (VMC) as defined by the Aeronautical Information Manual (AIM) table. Flights are never authorized to descend below Minimum Safe Altitudes as defined by FAR 91.209. The mission must be terminated if weather and altitude minimums cannot be met.
12. **Facilities/Logistics.** N/A.
13. **Military Support Requirements.** N/A
14. **Public Affairs**
 - a. **Media Contact.** All media communication will be referred to 301st FW Public Affairs (301 FW/PA) and the TXWG PAO.
 - b. **News Releases.** News releases to local newspapers, radio and TV media will be coordinated with HQ CAP/MAC who will coordinate with 1AF/PA.