

Operations Plan



California Wing State Assessment of Wildfire Burn in Support of Watershed/Flood Mitigation

A handwritten signature in black ink, appearing to read "Charles Christian", is written over a horizontal line.

Charles Christian, Maj, CAP
CAWG Director of Emergency Services
Civil Air Patrol

A handwritten signature in black ink, appearing to read "Melvin Korsmo", is written over a horizontal line.

Melvin Korsmo, Lt Col, USAF
CAP-USAF PLR/CC
Civil Air Patrol – United States Air Force

Table of Contents

Section	Page
1. General	3
2. Application	4
3. Operations	4
4. Administration	5
5. Communications	6
6. Cadet Participation	7
7. Safety	7
8. Staff Requirements N/A	7
9. Uniform Requirements N/A	7
10. Facilities N/A	7
11. Logistics	7
12. Military Support Requirements	7
13. Public Affairs	8
14. Contingencies & Emergency Services Missions	8
15. Requesting Agency Acknowledgement	8

1. General

1.1. Mission Overview

The recent wildfires in northern California caused extensive damage and warranted a Presidential Major Disaster Declaration (DR4558 and DR4569). The California Office of Emergency Services (Cal OES) requests Civil Air Patrol support to provide overflight of burn scars in areas of northern California. Members of the California Emergency Services Incident Management Team (IMT) need to directly view the areas recently burned in the wildfires in the Siskiyou area and direct the actions of the watershed/flood mitigation teams before winter rains arrive. The Civil Air Patrol is trained to fly in mountainous terrain and accommodate the required stop at the small Happy Camp airport where no state or commercial services are available.

Occasional overflight by senior directors and staff of the California Office of Emergency Services are requested of the Civil Air Patrol. The IMT members request to be picked up at Chico airport, overfly the burn areas, land at Happy Camp Airport to meet with other key emergency response leaders where the pre-rain recovery/mitigation efforts are being led, and return to Chico airport.

1.2. Incident Command Post

N/A

1.3. Primary Dates & times

This will be a weekly recurring mission during the period of 18 November 2020 through 30 January 2021.

1.4. Alternate Dates

N/A

1.5. Funding

IAW 31 USC 1535, the California Office of Emergency Services declares that 1) funds are available their Memorandum of Understanding with Civil Air Patrol, 2) this request is in the best interest of the US Government, 3) the Civil Air Patrol is able to provide the requested service; and 4) the requested service cannot be provided as conveniently or economically by a commercial enterprise.

Should that source of funds become unavailable, CAP would expect reimbursement from the customer IAW reimbursement procedures in 173-3. The customer would be notified of the cost before any flights occur.

1.6. Mission Symbol Requested

B-14

1.7. Project Officer

CAP Project Officer:

Charles Christian, Major, CAP

Email: charles.christian@cawgcap.gov

Phone: 626-705-6032 (C)

1.8. Other Contacts

CAWG Director of Operations:

Mike Prusak, Lt Col, CAP

Email: michael.prusak@cawgcap.org

Phone: 916-792-5896 (C)

2. Application

2.1. Participant Qualification Requirements

Participants shall be active CAP members with a valid CAP ID card in their possession, and present in a correctly worn CAP uniform. All CAP members must have completed General Emergency Services and Basic ORM and have those noted in eService Operations Qualifications to participate in the event. CAP Pilots shall also be mountain flying qualified per eServices. Any member not having these 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 planned attendance.

2.2. Event Capacity

N/A

2.3. Event Participation Instructions

N/A

3. Operations

Using Cessna 182 and/or Cessna 206 aircraft, CAWG will fly Cal OES personnel over wildfire burn areas in northern California. Cal OES personnel will determine the overflight location(s) and required loiter time prior to each sortie. No more than 3 Cal OES personnel will be allowed to fly in one aircraft at a time.

At no time will the mission overfly protesters or collect Personally Identifiable Information.

3.1. Aircrew Requirements

The minimum crew compliment shall be one pilot.

Cadets are not authorized to participate in CAP counterdrug missions.

3.2. Aircrew Training Requirements

- N/A

3.3. Flight Operations

3.3.1. Length of Crew Duty Days will be IAW CAP regulations.

3.3.2. If a CAP aircrew is required to remain overnight (RON) due to distance from home station, the RON must be approved in advance through WMIRS.

3.3.3. Altitude and Weather Minimums. Except for takeoffs and landings, flights are not authorized to descend below 1,000 feet AGL without prior written approval from the CAP Wing Commander, the NOC and CAP-USA/DO. Approvals will be documented by email and attached to the WMIRS requests. Flights are never authorized to descend below minimum Safe Altitudes as defined by FAR 91.119. Although aircraft may travel to and from the holding area in IFR they must be in VMC while flying the observation sortie.

3.4. Mission-Specific Requirements

N/A

3.5. Basic Operational Elements N/A

3.6. Legal Restrictions N/A

4. Administration

4.1. Sortie Management

4.1.1. Scheduling. Mission requests will be entered into WMIRS weekly.

4.1.2. Sortie close-out data will be entered in WMIRS as soon after landing as practicable.

4.2. Safety Considerations

- 4.2.1. The Pilot in Command 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!**
- 4.2.2. COVID considerations. Minimizing personnel interaction and maintaining the required social distancing is a priority in the safety of collocated personnel. All CAWG member and passengers will comply with all CAP and California directives concerning use of personal protective equipment (masks), social distancing, and personal hygiene to the maximum extent practicable.

4.3. Mission Paperwork

- 4.3.1. 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 CMD 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.
- 4.3.2. The pilot in command will submit a completed CAPF 104, CAPF 9 if applicable, reimbursement documentation and fuel tickets IAW appropriate regulations and local procedures.
- 4.3.3. Crews will NOT be released for subsequent sorties until all paperwork required for each sortie has been submitted and approved.
- 4.3.4. **PILOTS ARE RESPONSIBLE FOR OBTAINING FUEL RECEIPTS AND COMPLETING AND SUBMITTING A CAWG FUEL USAGE FORM TO THE CMD. 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 CMD.**

4.4. Daily SITREPS N/A

5. Communications

5.1. Requirements N/A

6. Cadet Participation

Cadet members are not permitted to participate in this mission.

7. Safety

CAP ORM forms will be used at all levels of the event:

- ICP – CAPFs 160 Deliberate Risk Assessment Worksheet (RAW), 160HL Hazard Listing Worksheet and/or 160S Real Time Risk Assessment Worksheet, will be completed for the Incident Command Post.
- Operational Air Sorties – AIF RAW Aircrew must be completed in WMIRS

The Pilot in Command will continually monitor all operations to ensure safety is not just talked about, but actually done correctly.

Any mishaps that occur on the mission will be reported IAW CAPR 160-2.

8. Staff Requirements N/A

9. Uniform Requirements N/A

10. Facilities N/A

11. Logistics

11.1. Billeting

As Required

11.2. Messing

As Required

11.3. 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. Care-flight is available for aero-medical transport.

11.4. Police and Fire

Local facilities and by emergency number is 911.

12. Military Support Requirements

N/A

13. Public Affairs

N/A

14. Contingencies & Emergency Services Missions

All participants on this mission shall bring a suitable uniform and personal equipment necessary to execute a traditional emergency services mission if required.

15. Requesting Agency Acknowledgement

The requesting agency has reviewed this CAP Operations Plan and believes to the best of its knowledge that it adequately supports the parameters of the mission being requesting.

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DR-4558 /4569 Deputy Branch Director (NorCal)

California Governor's Office of Emergency Services