Ohio Wing

TRAINING SAREX 09-T- TBD

Dayton, OH

14 - 16 AUGUST 2009

Raindates: 21 – 23 AUG 2009

Operations Plan

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1. GENERAL

A. IMPORTANT NEW INFORMATION

FROM: GLR/DO

SUBJECT: Flight Release /Reporting to Mission Base

- 1. Effective immediately, all pilots will have a flight release.
- 2. No one, including Commanders, will self- flight release.
- 3. Anyone reporting to a mission (actual or training) will have prior approval or flight release, before leaving home from the [Appropriate] Mission Base Point of Contact [based on the specialty you will be working.]
- 4. Prior Approval includes persons driving to mission base whether in a private vehicle or corporate vehicle as well as those flying private or corporate aircraft.
- 5. It is critical that someone on Mission base staff, whether it be the IC, or appointed designee, know what members are enroute to mission base.
- 6. All information should be entered into to WIMIRS prior to departure.
- 7. Please see that this information is distributed immediately to staff and membership.

ALICE FAYE NOBLE, Ltc, CAP Great Lakes Region Director of Operations

ALL CAP members age 18 and over that desire FECA/FICA insurance provided by the Air Force MUST provide their personal and vehicle information to LtC Marilyne Shanks at: meshanks@verizon.net no later Than (NLT) 18:00Local on the Thursday just before the exercise.

ALL members planning on participating in the exercise must call in *BEFORE* they depart for the Mission! AIRCREW members must call into Air Branch: name & number to be provided Ground teams/UDF must call into Ground Branch: name & number to be provided Mission Base staff must call in the Resource Unit: name & number to be provided

B. Type of exercise

Funded, Training SAREX

The purpose of this mission is Training. Training for recurrency and upgrades will be done and taskings will be signed off as they are completed.

NOTE: This exercise will be run in strict accordance with CAPR 60-3 and CAPR 60-1 and OHWG Supplement 1 to CAPR 60-1.

C. Primary dates & times

Primary Mission Dates: 14-16 August 2009

D. Alternate dates

Raindates: 21–23 August 2009

E. USAF funding

Amount of funding allocated: Filed in WMIRS

F. Mission Symbol

Air Force Assigned Mission Symbol: A5

G. Air Force Mission Number

Air Force Assigned Mission Number: 09-T-TBD

H. Host unit

Group VII HQ:

I. Initial reporting times and locations

Early Sign-in at Mission Base

1600 Local hours 14 AUGUST 2009

Reporting Time:

Friday arrivals: 1800 hrs Local 14 AUGUST 2009 Saturday Arrivals: NLT 0730 hours Local 15 AUG 2009 Sunday Arrivals: NLT 0730 hours Local 16 AUG 2009

2. NOTIFICATION AND APPLICATION

J. Notification of exercise

Mission Staff: Individually Notified NLT 1 AUGUST 2009

Instructors/Checkpilots: Individually Notified NLT 1 AUGUST 2009

Participants: Wing general notification NLT 1 AUGUST 2009

K. Qualification requirements

All Participants:

CAPID, CAPF 60 (DEC 2003 date), CAPF 101 for all, Completion of the latest CAPT 116 and all applicable CAPT 117 tests

L. Exercise Capacity

Open to all QUALIFIED OH Wing participants. No training will be done.

3. EXERCISE DESCRIPTION

Ohio Wing Civil Air Patrol will be conducting a USAF EVALUATED EXERCISE on 14-16 AUG 2009 at Greene County Airport (I19) in Dayton, OH. The mission base will be operational NLT NOON hours on Friday 31 JULY 2009 and operations will close at 1500 hours on 2 AUG 2009. Details of individual mission activities are covered in later sections.

4. FLIGHT OPERATIONS

M. Aviation resource requirements

The exercise is open to all OH Wing Corporate aircraft. No use of member owned/furnished aircraft will be used. Member owned/furnished aircraft used for transportation to the base will not be put in WMIRS, no reimbursement will be given and no insurance provided for these flights.

In order to assure compliance of the aircraft with current FAR's and CAP requirements, it is strongly suggested that all aircraft aircrews of the incoming aircraft complete the CAP Aircraft Inspection Checklist, CAPF 71, within 24 hours prior to arrival and bring the completed form with them to mission base.

Note: All airport information and alternate airport information is subject to change. It is the responsibility of the PIC to always obtain the latest information for his/her flight.

Please be advised that if a CAP Pilot shows up at mission base and is NOT listed on the latest Pilot Authorization list as a CAP Pilot, Mission Pilot (MP), or Transport Mission Pilot (TMP), the member DOES NOT FLY even if the member shows up with paperwork. All CAP Pilots should know that they need to be on the listing or they do not fly. The ONLY exception is that if Mission Base logs onto WMU and/or MIMS and they are, in fact listed, they can then fly in that specialty. There will be no other exceptions

Regards, LtCol Henry Wearsch OHWG/DO

N. Inbound sorties

NOTE: MISSION BASE WILL FLIGHT RELEASE AIRCRAFT.

Flight Plan:CAPF 104, Copy presented upon arrival.

Friday Arrival:

Call Air OPS (Telephone number TBD) Friday afternoon

between 1600 – 1830.

Have CAPF 104 information available. Air Ops will assign sortie and

CAPFLIGHT Number.

Saturday/Sunday Morning Arrivals:

Call Air OPS (Telephone number TBD) at Mission Base, Saturday/Sunday morning. Have CAPF 104 information available. Air Ops will assign sortie and

a CAPFLIGHT Number if the aircraft is privately owned.

Flight Release: CAPF 104, release by Mission Base only.

Flight Following: All Inbound flights file FAA Flight Plan. Cancel upon arrival.

Arrival Routes: As Required, Maintain VFR/IFR altitudes enroute.

Airport Information:

Lewis A. Jackson Regional Airport (I19) in Xenia, OH...

Located 10 miles E of Dayton.

Lat/Long: 39-41-27.7N/083-59-31.165W

Obstructions: Buildings SE of Field, Tower.

Runway elevation: 949 MSL

Airport Parking: TBD by Project Officer/Mission Base Commander.

Air/Ground Com:

UNICOM/CTAF 122.7 MHz

Mission Base Callsign: Dayton Mission Base/Frequency Channel 1

O. Alternate airfields and mission recall procedures

The following airfields can be used in case of adverse weather: Dayton International (DAY) and Dayton Wright Brothers (MGY).

Aircraft Recall will be via CAP radio. If mission aircraft without CAP radio capability are airborne, the recall will also be transmitted on 122.9 Mhz.

Aircraft encountering weather which will impact continued air operations will immediately advise mission base and obtain revised instructions. Search activity will be terminated if VFR conditions cannot be maintained while at the designated search altitude. The Pilot in Command (PIC) has final authority in determining if weather in his area meets required ceiling/visibility criteria.

P. Flightline Operations

Flightline operations will be accomplished IAW CAPR 60-1 and CAPR 60-3.

Q. Outbound sorties

Flight Plan: CAPF 104, Sortie assigned by Air Ops.

Flight Release: CAPF 104, release by Incident Commander or Air Ops if IC Approves.

Flight Following: All Outbound flights file FAA Flight Plan,

Cancel upon arrival at home field.

Departure Routes: As Required, Maintain VFR/IFR altitudes enroute.

Notification: Phone IC or Air Ops (as briefed) with time of

Arrival/Flight time upon return to home field.

R. Flight scheduling

Aircrews will report wheels up and wheels down times to Comm as soon as possible and Comm will immediately pass this information to Air Ops.

Pilots with incomplete aircrews should notify Air Ops when submitting the CAPF 104, so that available aircrew qualified personnel can be assigned to fill crew vacancies.

Air Ops will maintain aircrew/aircraft status information and tracking of mission flights. Coordination with Incident Commander will be effected to assure timely passing of information. Aircraft will report "wheels up" and "wheels down" times to Comm, along with "entering grid, AOS and Target Located and time departing grid"

S. Mission Planning /Intelligence

Planning & Intel will be handled by the Planning Section. Planning also changes the Incident Action Plan (IAP) AFTER consulting with the IC. Ops should pass any pertinent info directly to the IC and Planning Section.

Scenario inputs will be provided to the Planning Section on a periodic basis by the Control Group Leader. This information may result from preprogrammed inputs, simulated requests for information from (exercise) outside agencies, or information uncovered during debriefing.

T. Flight operations safety considerations

Flight operations shall consider the impact of heat and Density Altitude on aircraft weight/balance, aircraft operation.

Flight operations will be accomplished IAW CAPR 60-1, OHWG Supplement 1 to CAPR 60-1 and CAPR 60-3. Air Ops will coordinate with the Mission staff to assure that critical mission/safety information is briefed to aircrews.

5. GROUND OPERATIONS

U. Mission briefing/debriefing

Task assignment and requirements will be covered in the mission briefing. Team briefings will be done by the Branch Director or Ground briefer. Team debriefings will be conducted by the Planning Section using CAPF 104 and CAPF 109. Branch Directors will coordinate with the Mission staff to assure that critical mission/safety information is briefed to teams. All debriefing reports will be relayed to the Incident Commander and Operations Section Chief by the Planning Section. When manpower allows, air and ground branch will also take part in the de-briefs.

Ground Teams will report to Ground Ops with CAPF 109 filled out with team information. Team Leaders with incomplete teams should notify Ground Ops when submitting the CAPF 109, so that available ground team qualified personnel can be assigned to fill vacancies.

Ground Ops will maintain team/vehicle status information and tracking of mission assignments. Coordination with the Operations Section Chief will be effected to assure timely passing of information.

W. Ground operations safety considerations

Ground Teams will report time of leaving base, time entering/departing the search area and time of arrival back on base, to Comm.

Ground operations shall consider the impact of the heat environment on team mobility and safety.

Both aircraft and GTs should report Acquisition of Signal (AOS) when ELT is first heard along with Lat/Long.

Ground operations will be accomplished IAW CAPR 60-3. Ground Ops will coordinate with the Planning Section staff to assure that critical mission/safety information is briefed to teams.

6. CADET PARTICIPATION

X. Cadet utilization

Cadets will be utilized in this training event to the greatest extent allowable by CAP Regulations.

Y. Cadet supervision

Commanders unable to provide senior supervision for their cadets will prearrange alternate supervision via sister units. Commanders must provide or prearrange senior supervision for any cadets attending the mission.

Z. Cadet support

To be resolved by the Incident Commander/Staff.

7. SAFETY

Mission operations will be accomplished IAW CAPR 62-1. Air/Ground Ops will coordinate with the Mission staff to assure that critical mission/safety information is briefed to aircrews/ground teams. Operational Risk Management matrix techniques shall be used by all personnel to evaluate and control operational risks. CAPF 26 shall be utilized to report hazards/hazard elimination.

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UNCLASSIFIED//FOR OFFICIAL USE ONLY 8. UNIFORM REQUIREMENTS

AA. Uniform Requirements

All Personnel:

CAP grooming standards and uniform requirements must be observed by all CAP personnel participating in the mission.

Mission Staff:

Acceptable CAP or USAF style uniform for the job you are assigned...

Aircrews:

Appropriate Flight uniform for personnel assigned flight duties.

Ground Teams:

Appropriate Field uniform for personnel assigned field duties.

9. ADMINISTRATION

BB. Sign-in location and procedures

Because of new CAP/USAF requirements, ALL vehicles going to and from mission base must be in WMIRS IF USAF insurance coverage is desired. After you return home, after the mission, you must:

- 1. Call the person designated to tell them you have arrived home safely.
- 2. Give your TOTAL MILES, and cost of fuel to that person, otherwise you will NOT receive any reimbursement.

Air Ops & Ground Ops WILL advise IC when all crews have reported home.

CC. Credential verification procedures

All personnel participating in the mission will have the following items in their possession:

A current membership card

A valid CAPF 101 and SQTR Cards as appropriate

Two (completed) copies of CAPF 60, dated DEC 03 (Emergency Notification) Pilots:

All pilots will have a valid (original) FAA pilot certificate and current medical in their possession.

Mission and transport pilots must be listed on current OH Wing roster. See Section 4M of this OPLAN

Observers/Scanners:

CAPF 101 and SQTR with PROPER ENDORSEMENTS!!!

Ground Teams:

CAPF 101 and SQTR with PROPER ENDORSEMENTS!!!

Personnel driving CAP vehicles must have current state and CAP driver's license

Other Documents (ROA, Counter Narcotics, etc.) as required for mission activity.

IT IS THE UNIT/GROUP COMMANDERS RESPONSIBITY TO MAKE CERTAIN THAT THEIR MEMBERS HAVE THE PROPER AUTHORIZATION AND/OR CERTIFICATION BEFORE ATTENDING TRAINING.

ANY MEMBER SHOWING UP WITHOUT PROPER PAPERWORK WILL BE DENIED ENTRY TO THE MISSION AND WILL BE SENT HOME AT THE MEMBERS OWN EXPENSE!

DD. Resource listing

OH Wing Checklists/reporting forms will be used to report available mission resources to the Operations Section and the Incident Commander.

EE. Forms/documents

Blank Forms/Documents shall be supplied via the Mission Kit. Aircrews/Ground teams MUST carry a minimal supply of applicable forms CAPF 104/109 to facilitate mission assignment.

10. LOGISTICS

FF. Aircraft/Vehicle support

1. Aircraft support

Each Corporate Aircraft will be refueled on the corporate credit card for that aircraft. A CAPF 108 may be filed for reimbursement.

CAP aircraft carry the Multi-Serv Card.

2. Vehicle support

Ground Team and mission base staff Vehicles will be refueled at member's expense (a CAPF 108 may be filed for reimbursement.)

GG. Billeting

1. On Site

No indoor overnight facilities. Restrooms are available in the terminal building. No onsite camping site is available!

2. Off Site

(Several Motels Available)

Members arrange their own hotel/motel accommodations.

HH. Messing

1. On Site:

None

2. Off Site

Many restaurant choices in the vicinity..

II. Medical

Grandview Hospital 405 W. Grand Avenue, Dayton, OH - (937) 226-3200

11. OTHER AGENCY INVOLVEMENT

JJ. Other Agency Involvement

Local Agencies invited by Incident Commander to participate in mission or visit/tour mission base. TBD

12. PUBLIC AFFAIRS

KK. Approval for Non-CAP passengersto fly on CAP aircraft

Requests for non-CAP passengers in CAP aircraft must be submitted in writing to the National Operations Center (NOC) and Ohio Wing Commander (as appropriate) at least 5 business days prior to the flight. The pilot must be Commercial Pilot rated. Supply the name and SSN of the individual and the reason for his/her being required as a passenger aboard a CAP aircraft. A CAP Form 9 (Release for Non-CAP Members) for approved passengers prior to the flight.

13. CONTINGENCIES

LL. Disaster or REDCAP

The exercise may be suspended or terminated, and CAP resources reassigned, only at the direction of the IC, Wing ESO, Wing CV, or Wing CC, otherwise, exercises are expected to continue as planned.

MM. Adverse weather

The Incident Commander shall monitor weather forecasts as the exercise approaches, to allow a cancellation decision no later than 1400 hrs local on the day the exercise begins (usually Friday.) Should the exercise be canceled/rescheduled, he/she will immediately notify the SD, WG/CC, and the OH Wing Email system. In the event that the information cannot be posted on the Ohio Wing Email System, all Group Commanders will be individually notified by Email.

Cancellation information will be posted on the OH Wing Email system by 1400hrs (local) each day for the following day.

During the exercise, Air Operations will monitor weather conditions between the flying areas and the mission base, and between the exercise location and participants' redeployment airports to allow for timely mission recall aircraft and terminate the mission.

NN. Mishaps

In the event of a reportable mishap, the Incident Commander will ensure all reporting actions are taken, including briefing all participants to refrain from speculating to the media regarding the mishap. The Incident Commander will determine the impact of the mishap on continued conduct of the exercise.

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OO. Communications

Staff Coordination

Communications requirements for the mission base and the mission will be coordinated through the Staff Officers listed below. Communications requirements for the OH Wing EOC shall be defined and coordinated via OH Wing Staff so as to be in place for the mission.

Incident Commander: CAPT Paul Siglock

OH Wing Director of Communications: LTC Ron Bricker: Facilities Manager (Mission Base Commander): TBD

Mission Base Communications Officer: TBD

Mission Base Communications

Mission Base Callsigns:

CAP/Voice: Dayton Mission Base SAR Radio: Dayton CAP Mission Base Mission Base Phone for Friday and Saturday only

Cellular: TBD

Mission Base Phone: TBD

Dayton Airport FBO: (937) 376-8107

NOTE: Use for emergency only.

CAP/VHF Frequencies:

Channel 1: Simplex Channel 2: Simplex2

Channel 3: Ground/Ground Tactical

Channel 4: Air/Ground and Air/Air Tactical

Repeater:

Dayton Repeater Columbus Repeater Aircraft: Channel 1: Simplex Aircraft Radio: 122.9 MHz

CAP/HF Frequencies:

Primary: Contact DOC Secondary: Contact DOC

Aircraft Actual SAR Frequency: 123.1 MHz (Actual Missions only.) USCG Frequency: Initial Contact/emergency 156.8 MHz

Switch to station's normal channel on request.

UNCLASSIFIED//FOR OFFICIAL USE ONLY 15. COMMUNICATIONS PLAN DETAILS

PP. Procedures

- 1. Utilize the Dayton repeater for all search area communications with ground units.
- 2. Aircraft will contact base on Channel 1 or 122.9 MHz (if the base has an aircraft radio.
- 3. Air-ground coordination will be conducted on Channel 1 or Channel 2. NOTE: Aircraft utilize tone.
- 4. Maintain a communications status board listing information on all radio stations participating in the mission.
- 5. Log all communications with aircraft and field units in the radio station log (CAPF 110). Log all formal messages on ICSF 213, General Message Form.
- 6. The Communications Unit Leader shall periodically check with the Logistics Section Chief, Air Operations and Ground Operations for communications needs and provide status reports on air and ground units.
- 7. The Communications Officer will provide information on frequencies, call signs, and other specifics at the initial mission briefing, on ICSF 205 Radio Communications Plan.
- 8. Provide "wheels up" and "wheels down" times to Air Operations by monitoring the CTAF, SAR frequency and CAP VHF-FM.
- 9. Conduct a safety inspection of the communication center.
- 10. Mission base communications will be conducted on Channel 2 or ISR, unless otherwise briefed.

UNCLASSIFIED//FOR OFFICIAL USE ONLY 16. EQUIPMENT REQUIREMENTS

QQ. Mission base

CAP VHF-FM radios/antennas
Aircraft SAR radio/antenna
CAP-HF radio/antenna
Power supplies (primary and emergency) as needed
Cellular Phones (if utilized)
Safety equipment per CAPR 100-1 (Fire extinguishers, first aid kit, etc.)
Backup equipment for VHF-FM at a minimum

RR. Aircraft

CAP corporate aircraft have capability to communicate on either SAR (122.9 MHz) or CAP VHF-FM frequencies. A/C also have ELT direction finding equipment.

Aircraft may communicate with US Coast Guard as required (per Ohio Wing Emergency Communications Plan).

Use Marine Channel 16 (156.8 MHz) for initial contact/emergency only. Switch to station normal operating channel on request.

SS. Ground Sorties

Ground teams will maintain communications with the mission base via CAP VHF-FM or HF frequencies.

Teams will also utilize ELT direction finding equipment. Cellular phones may be used if available.

TT For all mission participants

Remember, Senior Members MUST have completed Level I and Cadet Protection and Cadets must have their first achievement to get a CAPF101 with GES on it. Also all members must have completed the current CAPT 116 *General Emergency Services Questionnaire* and CAPT 117s for appropriate areas! Members must bring proof of all certifications/authorizations with them to the mission! Members arriving without the appropriate paperwork will be sent home at their own expense and the Squadron and Group Commanders will be notified.

2-3. Specialty Rating Requirements and Performance Standards. For each specialty rating, standards have been developed to train and qualify members in stages. 2-3. Specialty Rating Requirements and Performance Standards. The most current versions of the task guides for all specialties are found at the National HQ Operations website. Prerequisites must be completed prior to initiating training requirements. Once trainees have met the prerequisites, they will be required to complete familiarization and preparatory training for the specialty before serving in that position on actual or training missions under supervision. Familiarization and preparatory training is the minimum set of tasks that the member must master prior to acting as a supervised trainee on practice or actual missions. These tasks represent those skills that will keep the member safe and allow the member to function under supervision without jeopardizing the mission. This requirement avoids placing personnel not ready to perform certain jobs or those who work for them at risk. Once familiarization and preparatory training is completed, trainees must complete advanced training and participate satisfactorily in two missions before a CAPF 101 is approved and a member is considered "Qualified." Advanced training covers the remainder of the tasks required for specialty qualification. On actual missions, it is expected that these tasks could be accomplished by the trainee's supervisor or other fully trained members if they became critical. Because of this, trainees are allowed to learn these "on the job." These two "missions" do not have to be on different mission numbers, be Air Force assigned or approved, or be completed after advanced training. These sorties must be complete sorties and/or operating periods where the member participates in all aspects of their assigned mission specialty. It is possible to participate in more than one specialty on a given mission or day. , Note: All personnel will conduct training using the standardized National task guides. Recommended changes to task guides for all specialties will be submitted through the chain of command to the Region Commander. If the Region Commander concurs with the proposed change, he/she will forward the recommendation to NHQ CAPJDO. NHQ will forward the recommendation to all Region Commanders for their consideration. Proposals that are approved by a majority of the Region Commanders will be incorporated into the standardized National task guides.

GROUND TEAM LEADERS AND UDFT AND MISSION PILOTS ARE RESPONSIBLE FOR MAKING SURE ALL MEMBERS UNDER THEM HAVE THE ABOVE AND HAVE AN APPROPRIATE SQTR, IN THEIR POSSESSION, IF NEEDED.