



HQ, Alabama Wing  
Civil Air Patrol  
USAF Auxiliary  
105 South Hansell St.  
Maxwell AFB,  
Alabama 36112  
21 May 2023

**Operation Plan - OPLAN SER-AL-06 (SAFE HAVEN)**

**References:**

- A. Civil Air Patrol Regulation (CAPR) 70-1, Civil Air Patrol Flight Management, 1 October 2020,  
[https://www.gocivilairpatrol.com/media/cms/R\\_070001\\_C72108C0E2F06.pdf](https://www.gocivilairpatrol.com/media/cms/R_070001_C72108C0E2F06.pdf)
- B. CAPR 60-3, CAP Emergency Services Training and Operational Missions, dated 26 December 2012,  
[https://www.gocivilairpatrol.com/media/cms/R060\\_003\\_075A4369FBA8E.pdf](https://www.gocivilairpatrol.com/media/cms/R060_003_075A4369FBA8E.pdf)
- C. National Incident Management System, U.S. Department of Homeland Security, Federal Emergency Management Agency, <https://www.fema.gov/emergency-managers/nims>
- D. Atlanta, Memphis, New Orleans, Jacksonville Sectional Aeronautical Charts, Department of Transportation, Federal Aviation Administration, National Aeronautical Charting Office, Scale 1:500,000, <http://www.naco.faa.gov>
- E. Alabama – Atlas and Gazetteer, DeLorme, 2010.
- F. CAP Gridding System, undated, <http://www.capgrids.com>
- G. Mission Management & Support Guidelines, Headquarters, Civil Air Patrol, <https://www.gocivilairpatrol.com/programs/emergency-services/operations-support/mission-management-and-support-guidelines>

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**Time Zone Used – Central Daylight Time (CDT) Local**

**Task Organization:**

Phase I, IV – Habitual Command Relationship – Administrative Control (ADCON)

Phase II, III – Deployment and Employment – Operational Control (OPCON)

|                                  |                |                 |                  |                           |
|----------------------------------|----------------|-----------------|------------------|---------------------------|
| <b>Alabama Wing Headquarters</b> | <b>Group I</b> | <b>Group II</b> | <b>Group III</b> | <b>Incident Commander</b> |
|----------------------------------|----------------|-----------------|------------------|---------------------------|

|                 |                  |                  |                  |  |
|-----------------|------------------|------------------|------------------|--|
| AL-001(-) ADCON | AL-100 (-) ADCON | AL-200 (-) ADCON | AL-300 (-) ADCON | Deployed Personnel and Equipment (OPCON) |
|-----------------|------------------|------------------|------------------|--|

**I. SITUATION:**

- A. This plan established the primary mission procedures and coordination responsibilities for Alabama Wing (ALWG) movement of critical resources to and from safe haven from identified natural or manmade threats.
- B. ALWG personnel and resources are trained and postured to conduct one of CAP’s principal missions, emergency services, in response to taskings from the Air Force Rescue and Recovery Center (AFRRC), Northern Command (NORCOM), or Headquarters, 1<sup>st</sup> Air Force. CAP’s National Operations Center (NOC), and approved requests from external civil authorities.
- C. Alabama Emergency Management Agency (AEMA) – To be published in implementing operations order.
- C. Southeast Region (SER) – To be published in implementing operations order.
- D. Adjacent Wings. To be published in implementing operations order.
- E. Assumptions.
  - 1. Natural or man-made circumstances pose a heightened risk of loss, damage, or denial of use of Corporate aircraft.

2. Impending circumstances will grant but a brief opportunity (24-48 hours) to alert and direct the execution of precautionary measures.
3. Damaging winds associated with severe weather patterns pose the most probable threat to ALWG aircraft.
4. The threat of local flooding threatens a limited number of airports.
5. Competition for limited available hanger space among general aviation aircraft owners will preclude securing sheltered hanger space for the majority of ALWG aircraft in response to an imminent threat.
6. Among Alabama airfields supporting general aviation flight operations, the major, larger airfields, to include Mobile Regional (KMOB), Dothan Regional (KDHN), and Montgomery Regional (KMGM), Birmingham (KBHM), Huntsville International(KHSV), and Maxwell AFB (KMXF) are likely to reestablish operations most quickly following the wake of circumstances impacting normal operations.

**II. MISSION.** O/O of the ALWG CC and at the direction of a designated IC, subordinate units take directed measures to safeguard Corporate aircraft and select critical equipment against expected hazards associated with natural or man-made threats IAW an implementing directive.

**III. EXECUTION:**

- A. Commander's Operational Intent. Among service organizations, CAP represents a unique capability. One characterized by our capability to provide a trained air-ground team prepared to manage and conduct a full range of mission tasks. Our aircraft represent the keystone of our uniqueness. Given warning of impending natural or man-made threats to the safety of our aircraft, MDWG will issue immediate guidance to subordinate units directing specific actions to be taken to minimize potential risks. The timeliness of your response to these directives may well make a difference in the Wing's collective ability to respond to mission taskings in the wake of the threat. If directed, groups will be expected to relocate aircraft by the most expeditious means possible, pooling immediately available resources, rather than delaying action to permit a subordinate unit to muster its own air crew at a later time. Ensuring the safety of our members carries far more

weight than any concern for a material asset. Actions directed by this plan are by no means to be viewed as justification to place a single member at personal risk.

B. Concept of Operation.

1. Upon evaluating information related to expected hazardous conditions, the ALWG responding to recommendations arising from the staff will issue an implementing directive to this OPLAN directing specific actions to be taken to safeguard Corporate aircraft. This directive will be issued by the most expeditious means possible and may include a verbal order or e-mail transmission. These directed actions will be associated with short timelines for execution. The directive will also reflect a response to the unique circumstances posed by a specific threat. In drafting the implementing directive, consideration will be given, among others, to these factors.

- Distancing aircraft from threat circumstances
- Expediting the return of the fleet to mission capable status
- Maintaining group integrity at relocation airfields

2. It can be expected that the actions directed to safeguard ALWG aircraft will mirror in whole, in part, or a combination of four probable courses of action (COA):

- a. COA 1 (Hold Fast) – Assigned Corporate aircraft remain at current locations.
- b. COA 2 (Disperse North) – All, or specified aircraft, are directed to relocate to airfields north of a circumstance dependent geographical location.
- c. COA 3 (Disperse South) – All, or specified aircraft, are directed to relocate to airfields south of a circumstance dependent geographical location.
- d. COA 4 (Secure Shelter/Rapid Recovery) – Aircraft make use of available hanger space at home stations. Specified aircraft are directed to alternate airfields, where availability of covered shelters have been confirmed. Other aircraft may be directed to alternate airfields, where recognized responsiveness of airfield services can be expected to facilitate regaining operational availability of aircraft.

C. Subordinate Unit Instructions.

1. ALWG Staff Elements

a. DO.

- (1) Evaluates emerging threats.
- (2) Provides a recommendation to the ALWG CC to minimize risks associate with the impending threat,
- (3) Monitors the evolving threat situation and execution of directed actions.
- (4) Coordinates staff input to assist in the drafting of the implementing directive.
- (5) At the earliest opportunity, provides a warning order (WO) to subordinate units, providing warning of the impending threat, indicating immediate tasks and likely actions to be directed in the implementing directive.
- (6) Completes an Operational Risk Management (ORM) assessment of the anticipated activities and plans for the implementation of mediating actions to address risks.
- (7) Be prepared (B/P) to coordinate a transportation plan to assist groups in returning to home station aircrews engaged in relocation activities
- (8) Serves as the ALWG staff lead to coordinate the drafting and publishing of an implementing directive, to include air and ground movement annexes, as appropriate.

b. Directorate for Logistics (LG).

- (1) B/P to coordinate with DO ground transportation to home station for aircrew members relocating aircraft as directed in the implementing directive
- (2) Provides staff input to assist in the drafting of paragraph four of the implementing directive

c. Communications (DC)

- (1) Reviews available communication means and their adequacy to support the intended activities.

- (2) Provides staff input to the DO to assist in the drafting of paragraph five of the implementing directive to include a recommendation for the potential relocation of HIGHBIRD equipment.

## 2. Groups

- a. At the earliest opportunity, provides a WO to subordinate units, providing warning of the impending threat, indicating immediate tasks and likely actions to be directed in the implementing directive.
- b. As directed in the implementing OPORD and making use of immediately available group resources, take action to safeguard Corporate aircraft.
- c. Establish appropriate control measure to maintain 100% accountability of personnel.
- d. Identify requirements exceeding group resources immediately to the DO
- e. Report completion of directed actions to the DO
- f. NLT 24 hours after the passage of an identified threat, groups will report to the ALWG D the mission readiness status of all aircraft

## C. Coordinating Instructions.

1. COA 1. Units will physically confirm the proper placement of aircraft tie downs, emplaced control surface locks, the cabin is locked and secure, and that auxiliary equipment that might be stored in close proximity to the aircraft does not pose a missile hazard. As appropriate, coordination will be made with the FBO for anticipated required services (i.e. de-icing, taxiway snow removal, etc.). Units will identify an immediate recovery team tasked with inspecting and returning the aircraft to a mission ready status in the immediate wake of the threat's passage. This may include the conduct of a ground engine run-up and avionics check, and digging out the aircraft from accumulated snow.
2. COA 2 – 4.

- a. The IC retains flight release authority for all air sorties; aircraft will not depart home stations without a CAPF 104 issued by the DO and having completed a sortie ORM.
- b. All aircraft will deploy with tie-down straps, chocks, and, as deemed necessary, anchor points.
- c. All aircraft flying from home station a distance of 50nm or greater will file and open a FAA flight plan. All aircrews during the conduct of approved A, B, and C missions will utilize ATC flight following, when available, to ensure greater situational awareness for both ATC, CAP, and local aviation traffic. CAP aircrews operating in the local airport traffic pattern are exempt from this requirement. Exceptions to this guidance are at the discretion of the mission AOBD or IC.

#### **IV. SERVICE SUPPORT:**

- A. Administration and Personnel: Wear of duty appropriate uniforms IAW CAPR 39-1 and applicable ALWG Supplements is required of all mission participants.
- B. Funding.: Funding for this mission is provided through the CAP annual appropriation out of the Air Force Missions line. An approved and funded mission can be found in WMIRS in support of this mission. CAP anticipates costs in the following area:
  1. Aircraft Costs. Moving aircraft out of harm's way, and chase planes to ferry crews or aircraft back as appropriate. This is not to shift aircraft for mission pre-positioning beyond getting them out of harm's way though.
  2. Ground Vehicle Costs. Moving vehicles or equipment out of harm's way is also sometimes necessary, and ferrying crews back via ground is also authorized.
  3. RON. Movement of resources should be accomplished with sufficient lead time to bring crews home to take care of their own property and families, but CAP/DO understanding weather can sometimes be unpredictable or can change at the last minute, and mechanical issues do occur. If RONs are necessary, Wings must coordinate with the CAP NOC Duty Officer prior to personnel remaining overnight, and lodging will only be reimbursed up to the GSA rate for the location plus tax per person.

4. Per Diem. Per diem will be paid IAW 173-3 at the internal rate of \$35 per day for personnel required to RON as noted in paragraph 3 above.
  5. Hangar costs or other storage fees will be coordinated with the NOC for approval in advance.
- C. Logistics
1. Corporate aircraft will obtain POL products through Fixed Base Operators; payment will be made using a ALWG Credit Card; reimbursement of expenses for use of privately-owned aircraft is not authorized
  2. Maintenance. Groups will coordinate with the ALWG Aircraft Maintenance Officer for unscheduled maintenance requirements

**V. COMMAND & SIGNAL:**

- A. This order effective for planning upon receipt, execution O/O ALWG CC.
- B. Changes in the scope of the mission or new requests must originate with the customer, in this case CAP/DO. Any changes in scope or requirements will be coordinated with CAP/DO for vetting and implementation with CAP-USAF.
- B. Command: Incident Command Post Location. Virtual
- C. Signal.
1. ALWG command net will be opened NLT - TBP
  2. Frequency and channel allocation:
    - a. ICP-Air, Air-Air – TBP
    - b. ICP-Ground - TBP
    - c. Air-Ground Coordination - TBP
  4. Telephone Numbers - TBP



5. Codewords – none
6. All members will remain cognizant that CAP frequency plans are FOUO information

C. Safety.

1. Safety of our resources (aircraft, vehicles, other equipment and personnel is the reason for this mission and is the primary mission objective. All CAP personnel must comply with safety policies. Any mishaps will be handled IAW CAPRs 160-1 and 160-??
2. CAP members participating in directed 1AF or CAP Safeguard operations will ensure the appropriate safety and storm related preparations of their persons, family, and property prior to supporting said operations. The safety of our CAP members is paramount and will NOT be placed in harm's way by a desire to accomplish this mission at all costs.
3. ALWG Safety Officer will coordinate with the DO to generate the initial ORM assessment and offer/seek recommendations to/from commanders to mitigate risks.

Signed

ALTIERI  
Col, Director for Operations  
FOR THE COMMANDER

OFFICIAL:

BABBITT  
Assistant Director for Operations (Plans)

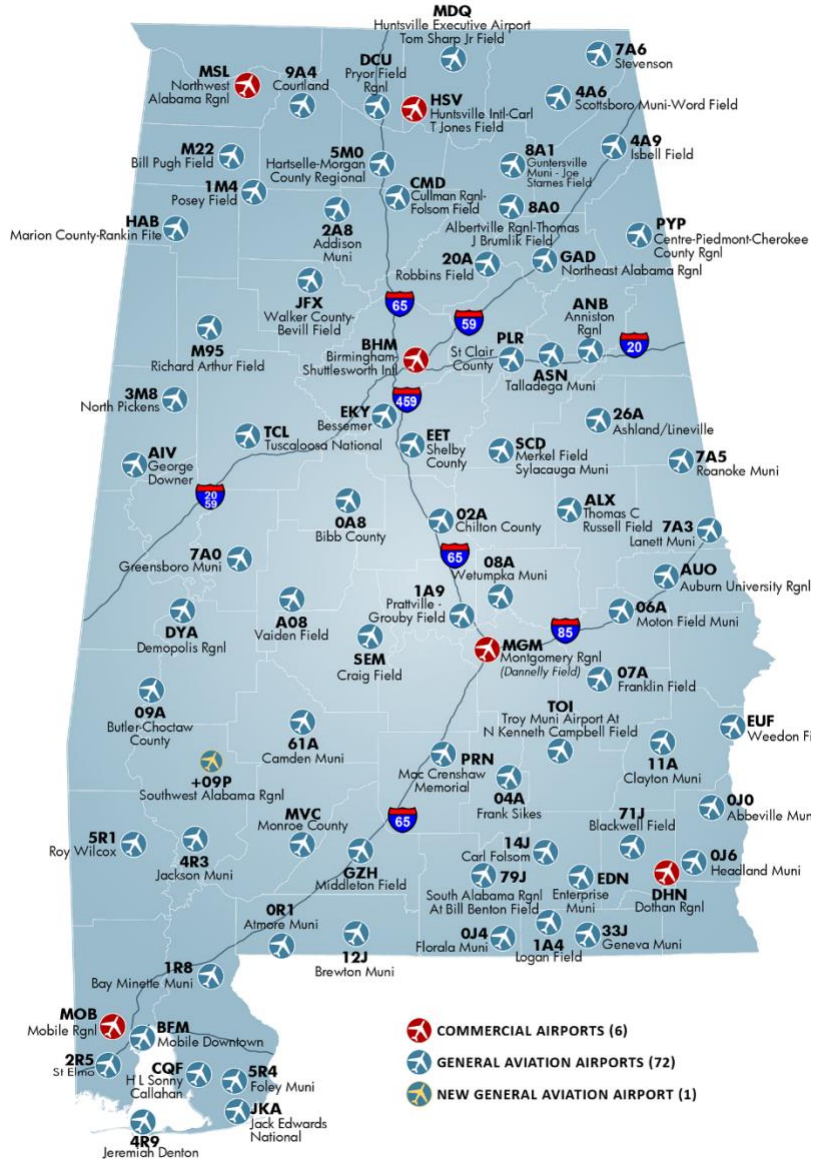
ANNEXES:

Annex A (**ALABAMA AIRPORTS**)

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Annex A (ALABAMA AIRPORTS) to OPLAN SER-AL-05 (SAFEHAVEN)



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