



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

Operation Plan - OPLAN SER-AL-07 (AERIAL IMAGERY)

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
- 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
- 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>

Time Zone Used – Central Daylight Time (CDT) Local

Task Organization:

Alabama Wing Headquarters	Group I	Group II	Group III	Incident Commander
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AL-001(-) ADCON	AL-100 (-) ADCON	AL-200 (-) ADCON	AL-300 (-) ADCON	Deployed Personnel and Equipment (OPCON)
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I. SITUATION:

- A. This OPLAN establishes mission procedures and coordination responsibilities for the conduct of aerial imagery and survey missions flown by personnel of the ALWG. These missions are conducted in support of an external agency and approved by USAF or Corporate authorities.
- B. ALWG aircraft and aircrews are well suited to perform these missions at speeds and altitudes that are conducive to identifying suspected environmental hazards including fire alerts, tracking marine and land mammals/birds, identifying coastal erosion, and changes/damage to historical sites. ALWG air crews are also trained in visual search procedures, which compliment the skills needed for these missions. ALWG assigned Corporate aircraft are equipped with Global Positioning Satellite (GPS) receivers permitting the capture and documentation of specific geographic coordinates as needed.
- C. Southeast Region (SER) – To be published in implementing operations order.
- D. Adjacent Wings. To be published in implementing operations order.
- E. Assumptions. ALWG will be reimbursed for authorize expenses associated with the conduct of the mission.

II. MISSION. On order of the ALWG Commander, an ALWG-designated Incident Commander assumes operational control of select ALWG personnel and aircraft to provide near real time aerial imagery (still photos or video) of target areas of interest under the senior authority of USAF or Corporate authorities. Operations will be conducted from a single or multiple operational locations. Incident command functions will be conducted by virtual means.

III. EXECUTION.

- A. Commander’s Intent. The assigned IC is responsible for the execution of these missions. Close coordination with the requesting agency during the conduct of the mission is essential. The IC must ensure that the missions are flown IAW with restrictions described in this OPLAN and all pertinent CAP, Air Force, and FAA regulations. The IC will ensure reimbursement procedures are handled IAW applicable CAP regulations and directives. The IC will ensure crews understand that such missions are for spotting and

reconnaissance only. Aircraft may not loiter in the area of interest, nor provide surveillance of individuals or private property. My expectation is that these missions will be conducted in a manner that highlights both the capabilities and professionalism of ALWG.

B. Concept of Operation. Upon initial awareness of an external agency mission request, ALWG will obtain a written request in writing, to include a detailed description of the survey area of interest and desired time parameters. The request will be forwarded to the National Operations Center (NOC) by email or fax means. Mission requests, CAP POC information, detailed sortie information will be entered into the CAP Web Mission Information Reporting System (WMIRS) in sufficient time for approval from the Air Force approval authority. With USAF/NOC approval, the ALWG CC will identify a ALWG IC. The designated officer, in coordination with the DO, will be responsible for scheduling and activating ALWG personnel and aircraft to execute the mission.

C. Orders to Subordinate Elements.

1. Phase I – Pre-deployment.

a. ALWG Staff.

- (2) Receives and obtains approval of mission requests.
- (3) ALWG CC designates a ALWG IC
- (4) Time permitting, the ALWG DO coordinates the release of in implementing operation order.

b. IC/AL/Project Officer.

- (1) Upon designation by the ALWG CC, the IC will, in cooperation with the DO staff, identify required mission resources and determine their availability. For missions of an emergency nature, selection will commonly be made by determining the appropriate ALWG group(s) based on geographic proximity and/or mission specific requirements and contacting the SDO for that Group.
- (2) The IC will identify to the Group SDO(S) or select crewmembers mission resources required and the timing and destination for their deployment.
- (3) The IC will determine and assemble required incident command and staff personnel or staff assistance required and identify initial operational locations appropriate to his mission analysis
- (4) The IC, will conduct an Operational Risk Management (ORM) assessment of the anticipated operation and mission tasks
- (5) The IC or incident command staff will coordinate with the ALWG ES staff to obtain required elements of the ALWG mission kit (badges, signs, etc.)
- (6) The IC will maintain constant coordination with the ALWG DP and other relevant staff elements.

c. Groups/Designated Aircrews.

- (1) Taking direction from the IC, group SDO(s) will assemble requested personnel and equipment resources
- (2) Subordinate leaders will commence pre-deployment tasks:
 - (a) Conduct safety inspections of aircraft (CAPF-71) and vehicles (CAPF-73); verify operational readiness of other mission equipment.
 - (b) Verify personnel mission qualifications utilizing the operations qualification utility on eServices.
 - (c) Conduct unit-level briefings

2. Phase II – Deployment.

a. IC.

- (1) The IC assumes operational control (OPCON) of designated mission personnel and resources upon departure from home station.
- (2) Authority for release of aircraft and ground personnel from home station and for mission tasking resides with the IC. An IL may delegate this authority to a subordinate staff element as appropriate to specific incident circumstances. Operations supervised by a Project Officer will utilize standing ALWG flight release procedures
- (3) As may be required, the IC and designated staff deploy to the designated Incident Command Post (ICP) and Staging Area

b. Groups/Deploying Elements. O/O of the IC, designated personnel and equipment deploy to the designated operational area. Deploying elements report to and accept OPCON direction from the IC upon departure from home station.

3. Phase III – Employment.

a. General. The initial operational period will be as identified by the IC.

b. IC.

- (1) IC will determine whether a written, or input to an, Incident Action Plan (IAP) will be required for individual operational periods; if prepared, an information copy will be provided to the A ALWG CC.
- (2) IC will continue to evaluate mission requirements, task organize available resources, and assign mission tasks
- (3) IC will determine the adequacy of mission resources and as required, coordinate with the ALWG DO for the provision of additional assets

- (4) IC will ensure that rotations between ALWG personnel will be accomplished through formal transition briefings
- (5) Every effort will be made to schedule personnel rotations outside of periods of maximum operational tempo
- (6) As appropriate, the IC will establish a schedule for periodic briefings to mission personnel
- (7) The IC will ensure that the WMIRS database is kept current IAW the constraint of the mission’s operational tempo

4. Phase IV – Redeployment.

a. IC/AL/Project Officer.

- (1) The IC will develop and execute a redeployment plan, including determining whether a time-phased redeployment of resources is appropriate
- (2) Upon mission close, the IC will notify by electronic mail, the Wing Commander, Vice Commander and DO of the mission’s outcome.
- (3) The IC, in conjunction with the DO, will schedule an after- action review, no later than 14 days after the close of the mission

b. Deployed Elements/Groups.

- (1) Upon return to home station, all elements will submit closing reports as established by the IC
- (2) All resources and equipment will be returned to an operationally “ready” status as soon as possible

D. Coordinating Instructions.

1. Mission Objectives.

Point Target/Area of Interest	Location	Notes
To be published in implementing operation order.		

2. Air Operations.

- a. All aircraft conducting flights greater than 50nm will file and open a FAA flight plan. This includes pre-positioning, employment, and repositioning of aircraft, and travel to/from any operational location.
- c. Crew Composition. One ES qualified and current CAP Mission pilot and one AP, MO, MS is the minimum air crew. A crew of three is recommended for maximum effectiveness. The PIC will fly from the left seat and is the ultimate

authority in mission/crew management. Cadets under 18 are not authorized to participate in aerial missions. In addition, specific mission circumstances may require that the PIC hold a current FAA Commercial Pilot’s certificate.

3. Legal Restrictions. Aerial reconnaissance of ground targets from public airspace will be limited to areas assigned for coverage. Targeting or surveillance of persons, groups of persons, buildings, or vehicles is not authorized. Initial identification and reporting of persons, vehicles or buildings within the area assigned for coverage is permissible. However, tracking of suspicious persons or vehicles to provide their continuous coordinates is prohibited.
4. Product Dissemination. GPS coordinates, photographs, and other identifying information will be provided to the external agency consumer by the most expeditious means possible as determined through pre-mission coordination. Additional dissemination of imagery will be as the consumer directs.

Agency/Command	Office/Unit	E-Mail or other Delivery Means
To be published in implementing operation order.		

5. Transportation of non-CAP passengers. Prior to boarding the CAP aircraft, non-CAP individuals must complete a CAPF 9 and approved by the USAF approval authority prior to the mission flight. The form must be maintained in a safe place other than the aircraft. This can be accomplished through WMIRS. The number of non-CAP crewmembers flying on board should be listed, along with their agency name.
6. Security. Although this OPLAN is unclassified, the conduct of such missions may be considered sensitive and/or law enforcement guarded. If applicable, CAP crewmembers will be considered “trusted agents” and should treat the mission as a need to know basis, if approached for information.

IV. SERVICE SUPPORT:

A. Administration and Personnel:

1. Wear of duty appropriate uniforms IAW CAPR 39-1 is required of all mission participants
2. IC will establish appropriate control measures to assure 100% accountability of participating personnel and mission resources; individuals reporting for duty will

present a current CAP identification card and CAPF-101. In addition, pilots must carry their FAA issued pilot license and medical certificate.

3. The IC will within 15 days assemble all mission paperwork, including mission logs, CAPFs 104 108, 109, 122, and MDWG Form 103 and forward the completed mission package to the DO.

B. Logistics

1. POL. Corporate aircraft will obtain POL products through the Fixed Base Operator; payment will be made using a ALWG Credit Card; reimbursement of expenses for use of privately-owned aircraft is not authorized
2. If a CAP aircrew is required to remain overnight (RON) due to distance from home station, authority must be obtained in advance by the USAF approval authority through WMIRS. If safety issues arise requiring an RON without prior approval, the RON must be coordinated through the NOC.

C. Maintenance. The IC will coordinate with the MDWG Maintenance Officer for unscheduled maintenance requirements.

D. Information Management. The ALWG PAO will provide the IC/AL initial guidance for participating member engaged in any interactions with the media and public. This guidance will be coordinated with the requesting agency.

V. COMMAND & SIGNAL:

A. This order effective for planning upon receipt, execution O/O ALWG CC

B. Command. Command and control of CAP resources remains within CAP at all times.

1. Phase I – ALWG CC, VC, COS
2. Phase II-III – Deploying personnel and resources OPCON to the IC.
3. Phase IV – Upon return to home station and rendering of final reports to the IC, previously deployed elements are returned to parent command control

C. Signal. E-mail communications is the primary method.

1. ALWG command net will be opened NLT - TBD
2. ICP command net will be opened NLT - TBD
3. Frequency and channel allocation:

- a. ICP-Air, Air-Air – TBP
- b. ICP-Ground - TBP
- c. Air-Ground Coordination – TBP
- d. Other - TBP

4. Telephone Numbers - TBP

Agency/Unit	Individual Name	Landline	Cellular
To be published in implementing operation order.			

5. Codewords – None

- 6. All members will remain cognizant that CAP frequency plans are FOUO information

D. Safety

- 1. Safety remains paramount and supersedes any mission objective. All CAP aircrew members must comply with Wing and National safety policies. Any mishaps will be handled IAW CAPR 62-2.
- 2. Prior to each flight, the pilot in command (PIC) will complete a weight/balance computation, and sortie-specific ORM analysis.
- 3. Altitude and Weather Minimums. Although IFR flight by IFR qualified PICs to and from the search area is permitted, the weather must be IAW VFR minimums during the reconnaissance phase of the flight. Except for takeoffs and landings, flights are not authorized to descend below 1,000 ft AGL without prior approval obtained from the CAP-UFAF/XO. Approvals will be documented by email and attached to the WMIRS request.
- 4. IAW CAPR 60-1, Air crew flight time and duty limitations will be strictly observed:

CAPR 60-1, 2-15. Flight Time and Duty Limitations. Pilots will not be scheduled for more than 8 hours and will not, under any circumstances, exceed 10 hours flight time during a 14-hour crew duty day. The crew duty day begins when reporting for work or CAP duty (whichever occurred first) and ends upon engine shutdown at the completion of the flight activity. At least a 10-hour crew rest period should be provided between duty days. Exceptions to the crew duty day limitation will be considered for life-saving missions only and will be requested by the pilot-in-command through the incident commander to the wing commander. Approval for up to 16 hours crew duty day may be granted by the wing commander only after all appropriate Operational Risk

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Management (ORM) considerations have been evaluated. The wing commander must advise the region commander of any crew duty day extensions within 24 hours of such action.

Signed

ALTIERI
Col, Director for Operations
FOR THE COMMANDER

OFFICIAL:

BABBITT
Assistant Director for Operations (Plans)

DISTRIBUTION:

ALWG Electronic Distribution List

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