



HEADQUARTERS
WEST VIRGINIA WING- CIVIL AIR PATROL
UNITED STATES AIR FORCE AUXILIARY
112 Airport Road
CHARLESTON, WEST VIRGINIA 25311-1056

Incident Action Plan (IAP)
22-3 Mission Number – REQ-22-1183
1-30 Nov 2021

Note: Many requirements for participation, as well as reporting procedures have changed. Read this order in its entirety to ensure your compliance.

- 1. Scope:** This Operations Order outlines activities for a month long training exercise focusing on adverse weather operations to conduct electronic search & rescue training/proficiency, airborne photography training/proficiency, ground team operations/proficiency and mountain flying training/proficiency. Local training on electronic searches, ground team operations and airborne photography can be held at various local locations within the State of West Virginia at any time during the period of 1-30 Nov 2021. Squadron operations and ES officers should identify those members in need of Familiarization and Preparatory training to prepare them to conduct live training in advanced training status for credit on their respective Specialty Qualification Training Record. In the event of an actual REDCAP mission assigned to the West Virginia Wing, assets will be re-directed as needed to the REDCAP mission IC.
- 2. Mission:** Aircrews and ground teams may be asked to perform prescribed search patterns, DF searches, photography of infrastructure and natural features, with emphasis on pilot proficiency, training of aerial photographers and ground team operations. Safety will be emphasized including both good air and ground safety practices. All training will be conducted in accordance with CAP Regulations. Procedures reference will be the “Mission Aircrew Guide” of the National Emergency Services academy and the various Task Guides for other specialties.
- 3. Safety:** A Mission Safety Officer (MSO) will be assigned prior to the start of the mission. The MSO is tasked with ensuring that all activities are conducted in a SAFE manner. All participants have the authority to halt any activity if there are safety concerns until a safety review is performed.
- 4. Concept of Operations:** This exercise focuses on providing initial and recurrent training to both mission pilots and mission transport pilots in electronic and visual search techniques, recognition of hazards, mountain flying procedures, and safe practices. Concurrent training will be conducted for observers and scanners in search techniques. During practice DR air sorties, aerial photographers will take pictures of selected targets and upload the results. This is a very efficient way to provide real world training to our mission pilots and aerial photographers. Mission staff training and ground team training will also be concurrently conducted.
- 5. Purpose:** This exercise focuses on the training of pilots in proper aircraft procedures and the training of Aircrews in the use of the highly technical photographic equipment that is assigned to each of the Wing CAP aircraft. Aircrews will also receive training in the use of the new FEMA photo up-loader, photo upload to other customer driven platforms like DAART and Homeland Security Information Network (HSIN).
- 6. Incident Commander:** The overall Incident Commander (IC) for this mission will be Colonel Paul McCroskey. Col Rod Moore will serve as the Air Operations Branch Director (AOBD).

7. **Logistics:** Squadron Commanders will be notified by the IC or AOBD when their respective Aircraft, aircrew or ground team will be required to operate in the field.

Training will provide emphasis on pilot proficiency and aircrew training in aerial photography and ground team operations. Contact the Incident Commander for sortie approval prior to conducting a sortie. Ground Team Operations may be conducted during this exercise.

8. **Communications:** Air to Air communications will be on Air 1. Base to Air will be on Air 1. All base locations and aircraft will monitor CAPGUARD. HF stations will be utilized as the primary means of communication between mobile command posts across the state. SIRN radios utilizing the CAP channel will be utilized as a last resort, as well as, cellular communications. Testing of non-traditional methods of communication is vital to ensuring ongoing operations can be sustained in any environment.

9. **Administration:**

- All members are reminded that proper Uniforms, in accordance with CAPM 39-1, will be worn at all times. Golf shirt uniform is authorized for mission staff and aircrews.
- All members must have in their possession a current CAP ID card; an OPS Quals generated ES 101 card with the **date printed on the form** that reflects their current qualifications.
- Members are encouraged to utilize CAP corporate vehicles for transportation.
- Pilots of aircraft assigned to the mission will enter a sortie in WMIRS and obtain a Flight Release from the Incident Commander, or AOBD, as appropriate. Local release may be authorized.

10. **WMIRS Entry:** Vehicle Drivers will make the WMIRS entry for their vehicle prior to leaving the home base. Upon sortie completion, mileage, man hours and fuel costs must be entered. RECEIPTS MUST INCLUDE-Vehicle Number, odometer reading, cost per gallon, total cost, mission number and sortie number and must include driver’s signature. Also, receipts must be readable.

Pilots will make the initial WMIRS entry for each sortie assigned and will complete the briefing portion of the WMIRS before takeoff. Pilots will obtain a briefing for each sortie from the Mission IC, the Mission AOBD, or aircrew briefer.

11. **Projected Costs:** Based on the following:

Total aircraft cost - 25 sortie hours x \$60/hour =	\$1,500.00
Vehicle fuel (includes ground training sorties, admin and target placement sorties.) – 6 vehicles x 15 gals per vehicle x \$3.33/gal =	<u>\$ 300.00</u>
TOTAL COST:	\$1,800.00

12. **Deliverables:** Initial and recurrent training of pilots in proper aircraft procedures, mountain flying procedures, and the training of Aircrews in the use of the highly technical photographic and DAART FMV equipment that is assigned to each of the Wing CAP aircraft.

SAFETY IS THE #1 PRIORITY