

What's New in Operations?
(plus some other items that are
important to emphasize)





FY08 has been Busy...

Recent/Ongoing:

- Multiple wings – Tornado and flood damage assessment for federal, state and local agencies
- IA - Flew Senators Harkin and Grassley over flooding
- Multiple wings - Air Defense training support
- Multiple wings - Counterdrug
- Multiple wings - Air Show support
- AZ, DE & MD - Traffic monitoring missions
- FL, ME, SD & TX - Fire watch
- VA - National Interagency Fire Center support
- AR, DE, MD, SD, & WV - Bird/Animal surveys
- Multiple wings - Low level route surveys
- ME - Escort for new Navy ships
- HI - Tsunami warning training
- NC - Forward Air Controller training
- FL, MD, MS & NY - Coastal Safety Patrol
- OK - Altus AFB Photo surveys
- AR, AZ, NM, OK & TX - Falcon Virgo training
- CO - USAFA Aircraft vectoring training
- PA - Port of Philadelphia HLS missions
- MD & WA - Ardent Sentry Exercise
- AK - USCG HLS missions





Overview

- Fiscal Responsibility
- Staff Selection
- Training/Regulations
- Communications
- Advanced Technology
- Community Service Response
- Fostering Interagency Partnerships
- National Operations Center
- How To Get New Missions



- Fiscal Responsibility



Fiscal Responsibility

- Use WMIRS like a checkbook to manage your training budgets:
 - Recommend wings plan and schedule training early and accurately
 - Should be similar to your annual training plans submitted to CAP-USAF in July
 - Be careful not to overemphasize one type of training over another; training can be used not only for exercises, evaluations, and check-rides, but also for specialized training like CISM, ARCHER, and NIMS/ICS
 - Close missions as soon as feasible to release remaining funds for other budget purposes
 - Corrections can be made by key wing/region staff officers and the NOC if necessary once closed



Fiscal Responsibility

- Most missions come from our annual appropriation – agencies are often authorizing CAP to use its own funding
 - AFRCC
 - AFNORTH
- Remaining Fiscal Year funding is used to procure necessary equipment (like life rafts and communications equipment) and support other unfunded requirements



Protect CAP's Resources

- Cost to repair/replace damaged aircraft:
 - FY06: \$239,082
 - FY07: \$322,259
 - So far in FY08: \$572,000
- Loss of money for other aircraft maintenance requirements
- Also, as this cost increases less funding is available for training, cadet orientation flights, and other mission areas that we all would like to fund
- Don't let members have a "rental car" mentality



- Fiscal Responsibility
- Staff Selection



Staff Selection

- Select and recommend only the most outstanding people for key positions of responsibility
 - Instructor Pilots
 - Check Pilots
 - Flight Release Officers
 - Incident Commanders
 - Wing directors of Ops, Stan/Eval, ES, etc.
- Replace those who don't meet these high standards; recruit role models
- Pick people that will enforce the rules and demand that others do the same



Staff Advice

- Use your peers, Wing, Region and NHQ as a sounding board for operational matters
- Don't allow members to cut corners with training
- Loss of trust = less missions
- **Be passionate about safety!!!**



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Air Force Mission Training Funds

- NHQ uses NEC approved formula for the initial allocation:
 - Square Miles of the wing – 10%
 - Total Wing Membership – 15%
 - Qualified Mission Pilots – 40%
 - Qualified Mission Observers – 35%
- Region commanders usually adjust funding within their region to meet local requirements
- Regions can and do hold training funds for region level training programs
- Mission Pilot and Mission Observer data in Ops Quals must be accurate



USAF National SAR School

FY09 Inland SAR Planner Course Schedule

Course Number	Course Dates	Course Location	Application Deadline
09-01	20 – 24 OCT 08	Syracuse, NY	11 SEP 08
09-02	17 – 21 NOV 08	Nashville, TN	9 OCT 08
09-03	15 – 19 DEC 08	TRACEN Yorktown, VA	6 NOV 08
09-04	12 – 16 JAN 09	Camp Murray, WA	4 DEC 08
09-05	09 – 13 FEB 09	Lakeland, FL	5 JAN 09
09-06	09 – 13 MAR 09	Denton County, TX	29 JAN 09
09-07	20 – 24 APR 09	TRACEN Yorktown, VA	16 MAR 09
09-08	11 – 15 MAY 09	Warwick, RI	26 MAR 09
09-09	22 – 26 JUN 09	Las Vegas, NV	4 MAY 09
09-10	13 – 17 JUL 09	Cincinnati, OH	4 JUN 09
09-11	17 – 21 AUG 09	Boise, ID	6 JUL 09
09-12	21 – 25 SEP 09	Trenton, NJ	13 AUG 09



USAF National SAR School

- Apply Online at: https://ntc.cap.af.mil/ops/inland_sar/
 - The CAPF 17 is no longer used for this course
 - Commanders approve CAP participants electronically via an automated e-mail process.
 - CAP gets 6 slots at each course, and often can get additional slots if local agencies don't use all of theirs
 - HQ CAP/DOS will coordinate rank ordering with the chain of command when necessary. Just because a wing is hosting the course, does not mean the wing will get all of the slots.
- The AFRCC/National SAR School normally schedules a course in each state every 3 to 5 years
 - Wings can often help host the course, but it must be open to outside agencies
 - Hosting is at your own expense



National Emergency Services Academy

- Slots will be available to train over 400 personnel in 12 Courses in 3 schools in FY09
 - National Ground Search And Rescue School (NGSAR)
 - 2 Basic Courses
 - 2 Advanced Courses
 - Team Leader Course
 - First Responder Course
 - Incident Command System School (ICSS)
 - Basic Course – recommended for Branch Directors and below
 - Advanced Course – recommended for Section Chiefs & ICs
- NOTE: NESAs can train and qualify ICs with the Wing/CC's permission
- Mission Aircrew School (MAS)
 - 2 Basic Courses
 - Advanced/Instructor Course
 - ARCHER Training



National Emergency Services Academy

- NESA is normally scheduled in mid July to early August, in two session weeks, running Sunday to Saturday (Staff arrives one or more days early based on their duty assignment, and may be asked to stay longer)
- All Courses are conducted at Camp Atterbury in Edinburg, Indiana with significant support from the Indiana National Guard
- 2009 Student Fees: \$150 to \$175 per session based on when personnel register – encourage your personnel to apply early
 - **\$150 1 Oct through 31 Oct 2008**
 - **\$160 1 Nov through 31 Dec 2008**
 - **\$175 1 Jan to 31 May 2009**
 - **Registration will close 31 May 2009, or when slots are full**
 - Limited needs based scholarships for activity fees are available from the NESA Alumni Association for cadet and adult members each year
 - Scholarship recipients are normally selected and notified in late March
 - Contact HQ CAP/DO for more information
- Students can take multiple courses in back to back sessions, but cannot take multiple courses in the same week



National Emergency Services Academy

- Personnel completing all requirements for emergency services specialties on site will receive 101 card qualifications at NESA and take home documentation to their units in accordance with CAPR 60-3
- Participants are responsible for their own transportation and equipment
 - NESA needs a lot of corporate vans and aircraft to conduct the event
 - Many resources come from GLR, but some comes from neighboring regions as well, and are funded on the school training number; encourage all members to catch a ride, and suggest wings appoint a POC to arrange for group travel if you have several members participating
- Interested personnel can find additional information about any course and apply online at: WWW.NESA.CAP.GOV
- All applicants must be approved by their wing or region to attend, and the process forces it through the chain of command from the unit through groups to wing



Emergency Services Curriculum

- Training materials are available in multiple formats:
 - Electronically via the Web
 - Electronically via CD-Rom
 - On special request as staffing allows
 - Please don't wait until the last minute
 - Request that your staff members coordinate so that we are not fielding several requests for the same event
 - Contact HQ CAP/DO
 - Limited paper copies via Vanguard
 - Task Guides are currently available
 - Call the Toll Free Number: 800-221-1264
- Expect additional changes soon



Problems with current CAPR 60-1

- Rules too complicated for easy understanding, resulting in frequent misinterpretation
- FAA and other CAP regulations duplicated
- Parts are out of date with recent online changes
- Regulation too large (70 pages) to encourage pilots to thoroughly read or keep with them
- Key rules are scattered throughout the bulk of regulation as they accumulated over the years
- Certain definitions are not consistent with FAA accepted terms (ie – aircraft groups)



Goals for Revised CAPR 60-1

- Reword the rules for clarity and brevity
- Leverage existing FAA and CAP regulations to eliminate duplication
- Reorganize the content from bottom to top to put key concepts together
- Get the terminology in conformity with the FAA



Proposed Policy Changes

- Reintroduced Grounding Appeal boards
- Kept the Check Pilot Check ride
- Moved damage assessment and liability levels to a policy letter, later to supply regulation
- Eliminated self flight release due to WMIRS and electronic flight release
- Permit Wing Commanders or Missions ICs to release to anywhere in US due to increasing multi-state Homeland Security missions and C-4s



Other Proposed Policy Changes

- Moving Trend Analysis reports from manual submission to capture by WMIRS
- Moving +10nm over water flight requirements to website or policy letter since applicable to low number of operations
- Mandated use of Ops Qual FRO report by FROs instead of replying on FRO checklist. Also moved FROs to appointment on Wing orders to match cadet o-ride and check pilots
- Eliminated “Experienced Tow Pilot” from the regulation pending a definition of this term by the National Glider Team



New National DOV Website

- One-Stop Shop for all CAP Pilots
 - Frequently used Regulations and Forms
 - Online Training and Testing Links
 - Special Operations
 - News and Links to Other sites



... performing missions for America

FREQUENTLY USED REGULATIONS & FORMS

[CAP Regulation 60-1](#)

[CAP Form 5 - Pilot Check Ride](#)

[Aircraft Questionnaire Form](#)

[CAP Form 99 - Flight Release Log](#)

[Aircraft Information File](#)



TRAINING

[On-line Exams hosted at NTC](#)

(The Annual CAP 60-1 Exam for Pilots, Cadet Orientation Pilot Exams, and ROTC Orientation Pilot Exams are located here).

[CAP Flight Release Officer Course](#)

[CAP/SSF Tow Pilot Course](#)

[Self Conducted Pilot Proficiency Flight Guidelines](#)

[Mission Pilot Proficiency Profiles](#)

SPECIAL OPERATIONS

[FAA Exemptions and non-CAP Passenger Requirements](#)

[Air Force, Army and Navy Landing Permits](#)

[Extended Over Water Operation Requirements](#)

LINKS TO OTHER SITES

[CAP eServices \(FRO Report, Pilot Ops Qual Access\)](#)

[FAA Airmen Practical Test Standards](#)

AIRCRAFT FAMILIARIZATION

[CAP Aircraft Checklists](#)

[CAP Garmin G-1000 Aircraft Information Page](#)

[Cessna 172-R Familiarization Course](#)

[Gipsland GA8 Airvan Familiarization Course](#)

[Maule MT7-235 Familiarization Course](#)

INSTRUCTOR LEAD COURSES - DOWNLOADS

[National Check Pilot Standardization Course](#)

[Takeoff & Landing Flight Clinic Courseware](#) [Course Powerpoint](#)

[CRM Flight Clinic Courseware](#) [Course Powerpoint](#)

[Takeoff & Landing Flight Clinic Powerpoint](#)



PATH FORWARD

- Posting on National Website for Review by all Members IAW CAPR 5-4 - Complete
- Incorporation of comments and Final Review by CAP-USAF, CAP/EX, CAP/CC
- Publish new Regulation



- Fiscal Responsibility
- Staff Selection
- Training/Regulations
- Communications



Narrowband Transition

- Narrowband Transition Beginning
 - New frequency assignments: Coordination 87% complete
 - CAP wings are updating their plans:
 - Refining transition plans and budget requirements
 - Working with State and local agencies to obtain needed support
 - Seeking financial or manpower support to help install repeaters
 - Some wings will have site changes – working to get them approved by the NRCG
 - Will soon begin reprogramming radios
 - The CAP National Technology Center (NTC) in Richmond, VA will assist wings with site surveys and technical advice



HF-ALE Radio

- Additional emphasis is being put on HF-ALE both internally and externally
- Wings will soon be receiving new Fixed, Mobile, and Rapid Deployment Packages
- CAP has a \$10M unfunded requirement that will be funded ASAP



- Fiscal Responsibility
- Staff Selection
- Training/Regulations
- Communications
- **Advanced Technology**



Advanced Technology

- Status Reporting
 - System custodians need to keep the status of their system updated
 - There is great interest in these systems, and the NOC can't offer our services accurately unless it is kept current
 - The NTC can't help repair systems unless they are told there is a problem – Don't Wait Until It is Too Late
- Don't tinker with the systems
 - If you or your staff have an idea to improve the systems, let us know
 - Failures due to tinkering or not following directions reflect poorly on the entire organization
- Test and plan for backups before demonstrating capabilities to customers, keep the leadership in the loop, and ask for help if needed



Advanced Technology

- Globalstar SDIS update
- Update on other picture transmission methods being considered
- Update on AFNORTH's FMV plans
- Surrogate Predator Update
- ARCHER Update



- Fiscal Responsibility
- Staff Selection
- Training/Regulations
- Communications
- Advanced Technology
- Community Service Response



Community Service Response

- DoD policies that govern coordination and approval of requests for defense support of civil authorities (DSCA) normally do not apply to the Air Force Auxiliary
- The AF may respond directly to civil-support requests, including those involving counter-drug activities, using the services of CAP
- Approval authorities must ensure that CAP missions supporting State/local agencies or NGOs as AFAMs demonstrate a "federal interest" in the activity
- CAP may only support an agency or department of the Federal government in its capacity as the Air Force Auxiliary



Immediate Response

- Immediate response is appropriate to:
 - Save lives
 - Prevent human suffering
 - Mitigate great property damage under imminently serious conditions
- CAP must receive authorization from the appropriate AF approving authority to conduct an immediate response mission as an AFAM, and some organizations (federal agencies) cannot be supported in anything other than AFAM status
- Corporate Officer must authorize support in “C” mission status (911T)
 - Some costs may not be reimbursable to comply with the law
 - Only Corporate insurance coverage
 - Public image and intent needs to be considered
 - It may be difficult to get federal endorsement to continue the same mission if you are already doing it without federal support



Community Service Response

Support to LEAs -- Two Options

- Air Force Mission – Preferred option
 - SAR, CD, HLS missions primarily
 - AFRCC/AFNORTH must approve
 - Air Force funding
 - Posse Comitatus applies
 - FECA/FTCA “insurance” coverage
- Corporate Mission
 - Missing person searches & aerial reconnaissance
 - Corporate officer must approve (with input from NOC)
 - Wing/state/customer funding
 - Posse Comitatus does not apply but CAP regs limit support to “passive” assistance (can’t be involved in pursuit/arrest/seizure or other high risk activities)
 - Corporate insurance coverage



AF Mission Support to Law Enforcement

- CAP can provide a variety of assistance to LEAs, especially when an LEA is tasked with missions that are not truly enforcement like SAR
- LEA Transportation Missions: (CAP must fund due to FAR Part 135 issues)
 - May transport LEA to attend planning meetings and to do aerial surveys in support of mission planning
 - May not transport prisoners or contraband (some exceptions – chain of custody)
 - May not transport in direct support of an on-going operational mission
 - May not transport where hostilities are imminent
- CAP personnel may make spot reports of suspicious activities to LEAs



Posse Comitatus Act

- Cannot:
 - Search individuals/vehicles
 - Seize
 - Arrest
 - Interrogate
 - Direct Law Enforcement Activities
- Applies to "A" and "B" missions but CAP has similar restrictions in CAPR 900-3 for all missions



Corporate Missions Supporting LEAs

- Missions must be requested by LEA through NOC
- Corporate missions must be paid by wing, state or LEA funds (except Counterdrug missions)
- Aircraft and other resources used cannot be marked with "USAF", "USAF Auxiliary" or "US Air Force"
 - Avoid having "USAF" on uniforms or patches too
- CAP can provide "passive" assistance to LEAs
 - Members cannot be deputized



Corporate Missions Supporting LEAs

- Prohibit members from exposure to criminal activity or suspects, including but not limited to pursuit, arrest and seizure
- Don't put members at risk; examples:
 - Situations where they could be shot at
 - Getting involved in high speed chases
 - Taking part in other similar dangerous activities
- Limit involvement to searching for a missing person, aerial reconnaissance and reporting observed activity



Corporate Missions Supporting LEAs

- Avoid circumstances in which members could become witnesses to testify at trial
- Examples of missions CAP can support
 - Searching for missing persons not believed to be in the custody of criminals
 - Searching for remains to confirm the fate (note: limit cadet involvement to age 16 or older)
 - Aerial reconnaissance to provide photos of a crime scene or to help LEA develop future plans
- Example of mission CAP cannot support
 - AMBER Alert (child abduction)



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- Community Service Response
- Fostering Interagency Partnerships



Fostering Interagency Partnerships

- Developing Relationships
 - Should be an ongoing task
 - Don't wait for disaster to strike
 - Plan, practice and exercise together including RFAs
 - Conduct thorough after action reviews, learn from them, and implement changes where reasonable and possible
- Getting (and staying!) on agency checklists
 - Pick the right people to represent CAP at all levels
 - Start small; develop trust
 - Don't over or undersell your capability
 - One Team – One Voice
 - Deliver what you promise
 - Professionalism, professionalism, professionalism!



Fostering Interagency Partnerships

- Expanding Your Missions
 - Bring to the table what the wing does best
 - Be patient...consistent performance is important
 - The crawl, walk, run approach works; bigger missions bring great complexity that could have diminishing returns
 - Use existing agreements and partnerships to build a better position for your wing
 - Don't be afraid to ask other wings and NHQ for ideas



- Fiscal Responsibility
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- National Operations Center



National Operations Center

- NOC seminar is Saturday at 10:30
- Centralized mission coordination center
 - Obtain AF approval: AF Assigned & CAP Corporate
 - Coordinate additional resources from other wings
 - Request C4 assistance for large scale missions
 - Consolidate and up-channel mission reports
- It is important to keep WMIRS resource info up-to-date like alert rosters, aircraft status, etc.
 - AFRCC uses these alert rosters to task wings
 - All "A" "B" and "C" sorties must be in WMIRS
- Transportation missions: In most cases CAP cannot provide transportation and be reimbursed



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- **How To Get New Missions**



AFJROTC Orientation Flights

- AF has approved CAP to conduct flights
 - Great new mission for CAP
- HQ AFJROTC determines which AFJROTC units will participate and what their flying budget is
- Glider orientation flights also authorized
- Contact the NOC if you have any questions





Sample Mission Templates

- Sample Operations plans and mission request letters available in WMIRS

Welcome John Salvador

CAP currently has 655 finds and 16 saves Credited by AFRCC

Explanation of Menu Items Located on Tool Bar

Mission Status Map:	Used to View Wings with Active Sorties.
Mission List:	Used to view missions
Mission Management:	Used to maintain missions in the system, including the management of images.
Tools and Utilities:	Opens sub-menu for Mission Status Map, Member Contact Lookup, Alert Roster/ES Resources, Aircraft Status, and User Administration.
User Administration:	Access to the Unit Admin function in WMIRS. Permits the assignment of certain privileges to users.
Return to WMIRS Menu:	Returns you to this page. You can then enter other areas as required.
Return to Main Menu:	Returns you to the main menu. You can then enter other areas as required.
Log Out:	Logs you out of the system and returns you to the Login Page.

[28 WMIRS 108 Approvals Pending.](#)

[View Current Authorized AF JROTC Detachments.](#)

Pilot's Direct Sortie Entry for Non-mission Corporate Flying (C8, C9, C16, C17, C20)

NOTE: Unless otherwise required by your wing, these flights/sorties can be entered after the flight is completed.

[Information on entering Non-mission Corporate Sorties \(size: 1.3MB\)](#)

[Mission Directives](#)

[OPSPLAN Templates and Samples](#)

[Consolidated MX "A9" Mission Procedures - 1 April 2007](#)

[WMIRS Instructions - May 2007](#)

[ARCHER Information for Incident Commanders and Mission Base Staff](#)

[Take a virtual tour of the new National Operations Center](#)

[State Director Monthly Mission Procedures](#)

[Automated Training Mission \(CAPF 10\) Approval Process](#)

[SDIS Test Mission Page](#)

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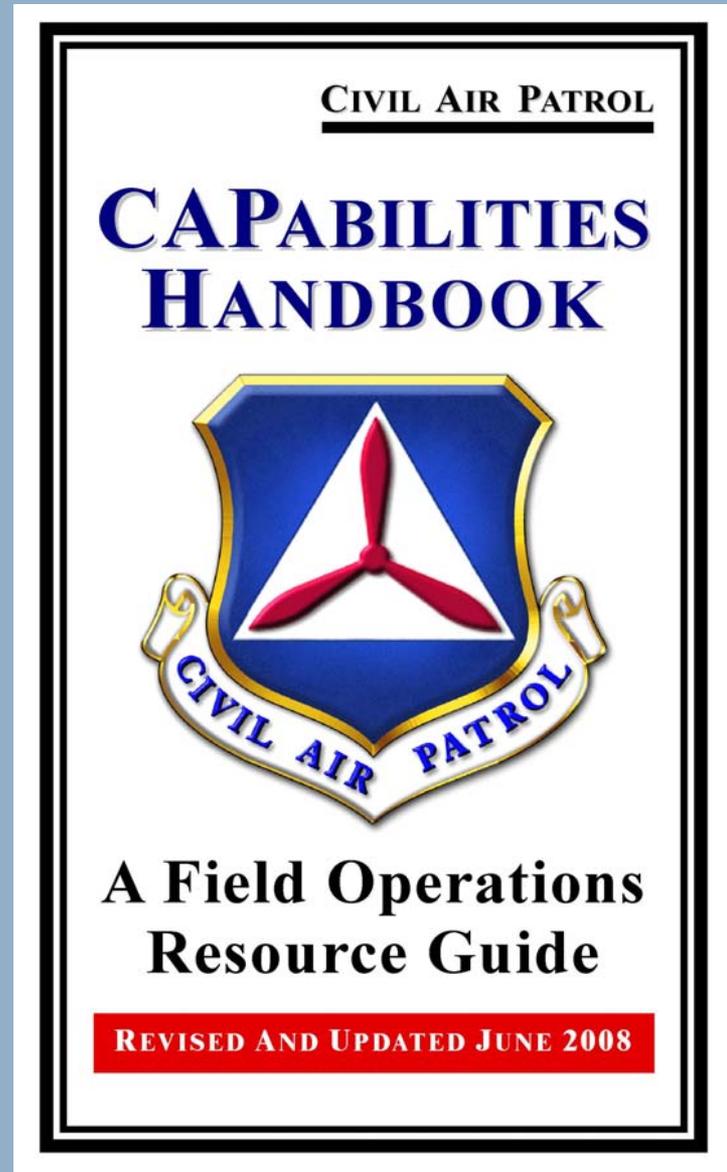
Sample Briefings for Customers

- Briefings for Federal and State Agencies:
<http://video.cap.gov/rich/fedagency/information.cfm>
- Briefing for Military Bases:
<http://video.cap.gov/rich/oscc.cfm>



New CAPabilities Handbook

- Great resource guide to give to all potential ES customers
- Clearly spells out all of CAP's mission capabilities and who to contact to request missions
- Available for download in e-Services
- Printed copies are also available





Summary

- The National Operations Staff and the NHQ Missions Directorate is 100% committed to providing outstanding support to you and your members
- Every program or tool we develop is designed specifically to help make your job easier
- Please don't hesitate to call if you need help