HQ CIVIL AIR PATROL (CAP)
Maxwell AFB AL 36112-5572
28 February 1988

CAP OPLAN 1000
PLAN SUMMARY

1. PURPOSE. This plan provides guidance for Civil Air Patrol regions/wings to assist the National Command Authority (NCA) during times of national emergency (attack on the CONUS) and major disaster relief operations. This plan has three primary functions.

a. It provides general guidance for CAP activities during a real world contingency.

b. It should be used as an outline to build supporting wing plans for all CAP exercise/contingency operations.

c. It provides specific guidelines and reporting procedures for CAP participation in Military SAR, CARDA, Military Support of Civil Defense (MSCD)--wartime, and Military Assistance to Civil Authority (MACA)--peacetime.

2. OPERATIONS TO BE CONDUCTED.

a. CAP personnel and equipment may be requested to support the NCA; USAF MAJCOMs; other DOD, federal, state, and local agencies. Support should be coordinated with the requesting agency and HQ CAP-USAF. Operating procedures are included at the appropriate annex to this plan.

b. CAP wings will develop supporting plans between CAP and each local requesting agency in accordance with this plan. Each wing should coordinate efforts with its state based on individual state/CAP agreements. Emphasize that military requirements have priority on CAP assets--Air Force has first priority.

3. OPSEC/COMSEC. This plan contains no sensitive information. Communications with military agencies (other than CAP-USAF), military aircraft, or the National Command Authorities during exercises of this OPLAN (e.g., Friendship) will be at the instigation of those agencies/aircraft. The CAP will make NO ATTEMPT to contact them unless directed to do so by military authority. Only CAP frequencies will be used unless otherwise directed by military authority. Strict radio discipline will be maintained on all transmissions since unfriendly forces may be monitoring traffic.

4. COMMAND RELATIONSHIPS.

a. CAP retains command of CAP resources at all times.

b. CAP resources will be operated IAW CAP directives.

c. Limited mission control of CAP resources is exercised by the supported agency. See basic OPLAN, p.7, for further explanation of mission control.

d. Air Force, CAP, or supported agency officials may suspend a mission if unsafe operations exist.

HQ CAP
Maxwell AFB AL 36112-5572
28 February 1988

CAP OPLAN 1000
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HQ CIVIL AIR PATROL (CAP)
Maxwell AFB AL 36112-5572
28 February 1988

CAP OPLAN 1000 (U)
CAP SUPPORT OF THE DOD AND CIVIL AUTHORITIES DURING A NATIONAL EMERGENCY OR MAJOR DISASTER OPERATION

REFERENCES:

a. 10 U.S.C. 9441 (P.L. 80-557 as amended by P.L. 96-342 and P.L. 98-691).

b. 10 U.S.C. 9442 (P.L. 98-691).

c. DOD Directive No. 3025.1, Use of Military Resources During Peacetime Civil Emergencies within the US, its Territories, and Possessions.

d. DOD Directive No. 3025.10, Military Support of Civil Defense.

e. AFR 46-4, CAP Function and Organization.

f. AFR 46-5, Employment of Civil Air Patrol.

g. AFR 46-6, Support for CAP.

h. AFR 55-55, U.S. Air Force Reporting Instructions.

i. AFR 60-24, Security Control of Air Traffic and Air Navigation Aids (SCATANA)

j. AFM 64-2, National Search and Rescue Manual.

k. AFR 355-1, Disaster Preparedness Planning and Operations.

l. CAPR 55-1, CAP Emergency Service/Mission Procedures

m. USAF OPLAN 2-84 (S), Continental United States Airborne Reconnaissance for Damage Assessment (CARDA).

n. CONR/1AF OPLAN 3000-84 (S), 1 Apr 87, CONUS and Regional Air Defense.

o. DOT/FAA Advisory Circular 00-7B, 31 Aug 87, State and Regional Disaster Airlift (SARDA) Planning.

p. DOT/FAA Advisory Circular 00-32A, 18 Mar 87, Civil Air Patrol and State and Regional Disaster Airlift Relationships (includes Memorandum of Understanding, revised 14 Nov 85).

q. FEMA/CAP Memorandum of Understanding, 10 Aug 96.

r. State/CAP Wing Memoranda of Understanding.

s. Local CAP wing/unit written agreements with DOD agencies for pretasked missions.

t. Individual state SARDA plans.

u. Miscellaneous Memoranda of Understanding with various national disaster relief organizations.

TASK ORGANIZATIONS: See Annex A

1. SITUATION:

a. General. In case of a national emergency (an attack on the United States) or major disaster relief operation, this plan will be implemented to provide CAP support to National Command Authority (NCA) through a planned system of employment. It is expected that the CAP would be mobilized in the broad sense of "national mobilization" (JCS definition) during a national emergency.

b. Enemy. Estimates of forces, capabilities, and probable causes of enemy action are contained in classified documents.

c. Friendly Forces. Suppositions:

(1) Federal Emergency Management Agency (FEMA) will:

(a) Provide sufficient communications assets to support their assigned responsibilities.

(b) Insure that all FEMA regions and facilities establish procedures for receiving, collating, and disseminating damage reports to the appropriate agencies in the event NORAD or FAA air traffic control facilities are rendered inoperative.

(2) Federal Aviation Administration (FAA) will:

(a) Insure that air traffic control facilities have pre-positioned instructions for accepting and forwarding all wartime damage reports to NORAD, or the appropriate agency if NORAD is inoperative.

(b) Incorporate GLASS EYE reporting procedures in appropriate aircrew flight planning publications.

(3) HQ CAP-USAF will:

(a) Alert all CAP regions and wings by the most expeditious means when advised by Air University or higher authority that a potential threat to the CONUS exists.

(b) Issue an Air Force mission number upon declaration of an actual national emergency. In time of war or national emergency, declared by the President or Congress, the Secretary of the Air Force may authorize payment of travel expenses and allowances to CAP members, under authority of 10 US Code 9441, while carrying out any mission assigned by the Air Force. Normally, CAP resources committed to the State Area Command (STARC), after pretasked mission requirements are met, will be considered to have been "assigned by the Air Force".

(4) Civil Air Patrol Region CCs will:

(a) Notify their CAP wing commanders that a national emergency condition exists when so advised by HQ CAP.

(b) Coordinate activity reporting and send reports, as requested, IAW with Appendix 4 to Annex C.

(5) Civil Air Patrol Wing CCs will:

(a) Provide available resources for preplanned missions and taskings in support of this plan. CAP will insure when entering into agreements concerning the various State and Regional Disaster Airlift (SARDA) plans that the appropriate state officials understand that Federal and DOD requested support take priority over state and local requests.

(b) Provide communications support for CAP operations. Reports of CAP operations will be forwarded by the CAP wings to their respective STARC/CAP-LO.

(c) Submit aircraft status and configuration reports to the STARC IAW Appendix 4 to Annex C.

(d) Authorize relocation of Emergency Services resources to predesignated assignments when directed by HQ CAP-USAF, CAP region commander, or the STARC. Authority will be issued by HQ CAP-USAF/DO when communications are intact.

(6) USAF-CAP region/wing LO/LNCOs will alert the appropriate reserve Individual Mobilization Augmentees (IMAs) by the most expeditious means when notified by HQ CAP-USAF or higher authority. Formal written notification should follow from HQ Air Reserve Personnel Center. IAW HQ AFRES regulations the IMAs will report for duty based on the verbal and/or written notification.

d. Assumptions:

(1) World events will dictate an increased state of readiness by both civil and military authorities. Wing staffs will be alerted by the state emergency management director to report to the state Emergency Operations Center (EOC) with communications equipment to support state operations. State requests may be supported if there is no negative impact on DOD requests.

(2) Increased tension may precipitate an enemy attack upon the CONUS.

(3) During such a period of emergency, FEMA will be activated. This action could place national control of nonmilitary agencies including CAP and other civil resources under FEMA. However, upon declaration by the Secretary of the Air Force, CAP would become an Air Force resource and operate under DOD control with mission control authority being at the STARC level.

(4) The appropriate Continental United States Army (CONUSA) will activate the STARCs.

(5) HQ AFRES will activate their State and Federal Preparedness Liaison Officers (SPLOs/FPLOs).

(6) The FEMA region directors will activate their emergency resource boards.

(7) The CAP region commanders will advise all wing commanders to be prepared for an emergency.

(8) CAP wing commanders, in conjunction with state aviation and emergency management officials, will have selected control airports for emergency operations relocation. Communications resources, aircraft, crews, RADEF officers, and mission coordinators will be moved to each control airport, IAW CAPR 55-1.

e. Definitions:

(1) Air Force Emergency Operations Center (AFEOC). An operations center at Fort Ritchie, Maryland, designed to support the Air Force Chief of Staff in his role as a JCS member, the focal point for command and control of the JCS effort.

(2) Continental United States Airborne Reconnaissance For Damage Assessment (CARDA) plan. A program for reconnaissance and damage assessment of critical facilities (e.g., airports, road and rail interchanges, bridges, telephone switches, power plants, etc.). CARDA objective taskings are both preplanned and freeflow. There is a network for systematic reporting of the surviving facilities for reconstitution and recovery of the U.S. military and civil sectors.

(3) CARDA Coordination Center (CCC). A facility established at AFEOC to coordinate CARDA operations.

(4) Federal Emergency Management Agency (FEMA). The agency responsible for developing programs for all levels of government to cope with and recover from emergencies. FEMA headquarters and regional offices provide policy guidance and plans. FEMA primarily deals with civil sector emergencies, operations, and reconstitution. FEMA would request CAP support

through the appropriate STARC or CONUSA during a declared national emergency. For normal day-to-day operations FEMA will make requests directly to the CAP.

(5) National Emergency Airborne Command Post (NEACP). Specially configured command post aircraft used by the NCA for command and control.

(6) Security Control of Air Traffic and Air Navigation Aids (SCATANA). A joint DOD, DOT, and FCC plan which outlines restrictions, procedures, and conditions for controlling flight activities during a national emergency. NORAD has been designated DOD executive agent for SCATANA.

2. MISSION: For any national emergency or major disaster, as a noncombatant support organization, CAP must be prepared to use any of its personnel, equipment, or facilities in support of DOD operational elements and federal/local governments. This includes Military Assistance to Civil Authority (MACA) and Military Support of Civil Defense (MSCD). Natural disasters will continue to occur in wartime and should be considered in the overall CAP emergency services planning. During periods of national emergency, disaster response will be handled through the STARC.

3. EXECUTION:

a. Concept of Operations. This OPLAN, USAF CARDA OPLAN, MSCD and various other plans will be implemented automatically: upon receipt of CONUS nuclear detonation (NUDET) information; in the event of general war; or, as directed by the Chief of Staff, USAF, or higher authority. A CARDA Coordination Center (CCC) will be established along with other operations centers to support the national effort. CAP, as a volunteer civilian auxiliary of the Air Force, will be expected to provide an organization of private citizens to assist in meeting local and national emergencies. The Secretary of the Air Force may use CAP in fulfilling noncombatant Air Force missions. CAP will support military and civil requirements generated as a result of hostile attack.

(1) General. Upon notification that MSCD or CARDA have been implemented, aircraft and support equipment not otherwise committed will be reported available to support all military services and government agencies. These reports will be made to the appropriate STARC, CONUSA, and to HQ CAP-USAF/DO. See Annex C Appendix 4 for report outlines. CAP may be tasked with the following types of missions:

(a) Automatic CARDA concept involves the reporting of NUDET damage information by aircraft already airborne on other missions. All automatic reports will be made using the "GLASS EYE" format in Appendix 4 to Annex C.

(b) Preplanned CARDA involves the use of aircraft identified in advance to perform a specific function when

directed by NCA. Preplanned CARDA missions will use Wartime Air Traffic Priority List (WATPL), "Priority Three". (Appendix 6, Annex C.) Currently CAP has no preplanned CARDA missions.

(c) Tasked CARDA missions are those flown by aircraft identified in the aircraft status reports and which have been tasked by the CARDA Coordination Center (CCC) through the STARC. Headquarters USAF will establish the CCC at Fort Ritchie, Maryland, or its alternate. All tasked CARDA missions will support JCS requests and will normally use WATPL "Priority Six".

(d) Other Missions. See Annex C, Appendix 2. DOD and CARDA preplanned missions have priority; however, other missions may be tasked by the STARC.

(e) Order of Mission Priorities:

1. Air Force.

2. Other DOD.

3. Federal.

4. State.

5. Local.

(2) Requests For Military Support. The STARC will normally accept and process requests for military support. However, during an immediate post-attack phase, communications with a higher headquarters may be impossible. As an Air Force resource during national emergencies, CAP commanders at all levels may respond to requests for assistance when they feel such action is dictated to save lives, alleviate suffering, or prevent loss of property.

b. Task for Friendly Forces. Tasked organizations listed in Annex A will perform or coordinate the following:

(1) Develop a priority listing of facilities and equipment necessary to support wing minimum essential operations in trans-attack/post-attack period.

(2) Develop relocation plans and identify the relocation airfields for units in high risk areas. Identify these relocation sites to HQ CAP-USAF. Include: the geographic location (latitude/longitude and nearest town); maintenance capability; food stores and lodging; communications--land lines and phone numbers, also radios and frequencies. (Recommend coordination with state SARDA and emergency management planners.)

(3) Develop plans for support of SAR and CARDA operations. Identify potential resources in terms of aircraft, crews, alternate power, and other material.

(4) Submit aircraft status and configuration reports as outlined in Appendix 4 to Annex C.

(5) Designate specific individuals as points of contact (POC) for coordination of activities.

c. Coordinating Instructions.

(1) All times used will be Greenwich Mean Time (Zulu).

(2) This plan will be implemented under any of the following conditions:

(a) In the event of general war.

(b) Upon receipt of CONUS NUDET information.

(c) Upon declaration of a national emergency by the NCA requiring MSCD.

(d) Upon declaration of a major national disaster by the NCA requiring MACA.

(e) As directed by CAP National or a higher HQ.

4. LOGISTICS AND ADMINISTRATION: CAP regions/wings will forward one copy of their supporting plans/documents specified in paragraph 3 above to HQ CAP-USAF/DOS, Maxwell AFB AL 36112-5572 NLT 1 May 1988.

5. COMMAND AND CONTROL:

a. Command Relationships.

(1) HQ CAP-USAF will coordinate all military and civil operations planning conducted in response to JCS/NCA requirements.

(2) CAP retains command of CAP resources at all times. (See Figure 1.)

(3) Mission control of CAP resources is exercised by the supported agency until mission completion. This mission control is limited to the specific mission for which the resources are committed. Additional taskings or expansion of that specific mission should be coordinated with the CAP wing commander (or designee) prior to any additional tasking or mission expansion. Resources committed early may be recalled/reassigned to a higher priority mission by competent authority--i.e., CAP commanders (wing/region/national) or STARCs (if unable to communicate with CAP commanders). (See Figure 2.)

(4) CAP resources will be operated IAW CAP directives.

(5) Air Force, CAP, or supported agency officials may suspend a mission if unsafe operations exist.

(6) CAP command and mission control relationships may be viewed as two major phases.

(a) Normal day to day operations. Pre-arranged agreements between CAP and other agencies will be executed "business as usual". This is CAP's normal operation for SAR, DR, etc. CAP will continue to operate in this mode until a national emergency or major disaster relief operation is declared.

1 Air Force Reserve/Numbered Air Forces (AFRES/NAF) will task and coordinate CAP resources under MACA for disaster relief. (This will tentatively change to an Air Staff function located at HQ FORSCOM by Oct 88.)

2 CAP may assist a state/local agency in DR without AFRES/NAF tasking; however, there will be no Air Force reimbursement unless an Air Force mission number is assigned.

(b) National emergencies. (See Figures 1 and 2.) During any national emergency--enemy attack on the CONUS--normal lines of communication may not be available.

1 Pretasked missions are executed by the requesting authority through channels prearranged with the units involved. In all instances, pretasked DOD wartime support missions have priority on CAP resources. These taskings should not flow through STARCs or CONUSAs unless the STARC or CONUSA is executing its own CAP coordinated pretasked mission. (See paragraph "5 a (3)" above for mission control limitations.)

2 When the STARCs begin operation, they may task CAP resources not already committed by a preplanned DOD wartime support agreement. If a "need" arises that appears to require a higher priority than a pretasked DOD mission, the STARC, SPLO, CAP wing commander (or designee), and CAP LO/IMA should make a joint decision on appropriate priority.

3 CAP region/wing commanders may receive requests for CAP services from the National Communications System (NCS), FEMA, NORAD, SAC, or other authorities. Unless specific prior written agreements with DOD agencies exist, all requests must be made through the STARC, CONUSA, or HQ CAP-USAF/DO.

4 All military requirements for CAP operations will be forwarded from requester to the STARC. The CAP LO/IMA should be co-located with the STARC. If CAP resources are available, the STARC will issue the tasking, through the CAP LO/IMA, to the wing commander (or his designee). This tasking may come through the SPLO if the LO/IMA has not relocated.

CIVIL AIR PATROL CHAIN OF COMMAND

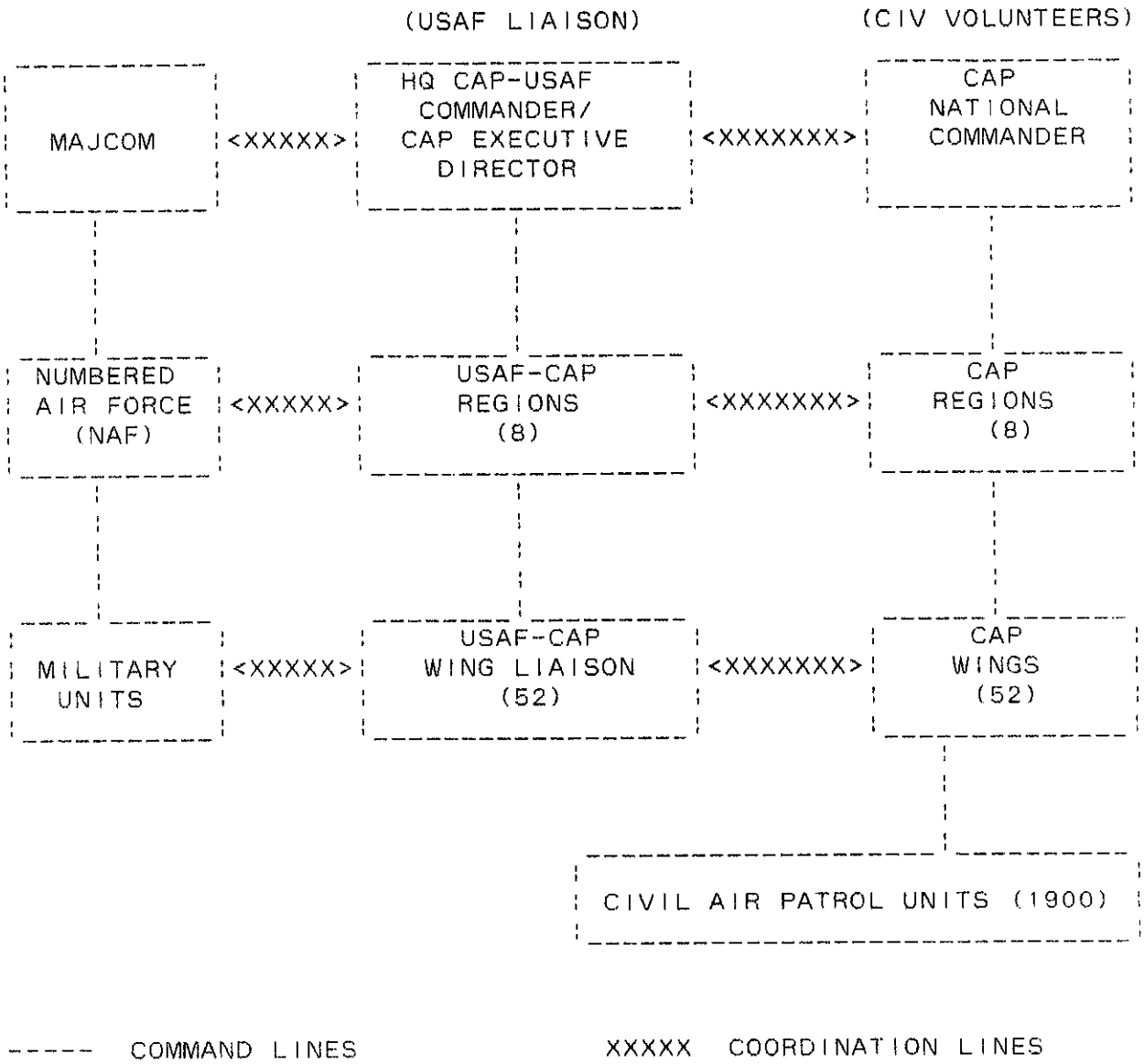

Figure 1

CIVIL AIR PATROL MISSION CONTROL

(Upon Activation of CAP OPLAN 1000)

```
     ___________          ____________          __________          ________
    |           |        |  NATIONAL  |        |          |        | FEMA   |
**<|  MAJCOM   |<XXXX>|   HQ CAP   |<XXX>|  FORSCOM  |<XXX>|  NAT'L  |
*   |___________|        |____________|        |__________|        |________|
*        |                    |                    |
*        |                    |                    |
*        |                    |                    |
*        |                    |                    |
*    ____|_____          _____|_______________|_____________________
*   |           |        |              /            /  OTHER DOD    |
**<|  NAF/     |        |    CAP      /            /    UNITS or   |
*   | AIR DIV   |<XXXX>|   REGION    /  CONUSA    /  FEDERAL      |
*   |           |        |              /            /    AGENCIES   |
*   |___________|        |_____________/____________/_______________|
*        |                    |              |   *                 *
*        |                    |              |     *             *
*        |                    |              |       *         *
*    ____|_____          _____|_____________|____       *    *
*   |  USAF     |        |              /          |       *
**<| WG/BASE   |<XXXX>|  CAP WING   /  STARC    |       *
*   |___________|        |_____________/___________|       *
*        +@                   |             +@           *
*        +                    |             +            *
*        +                    |             +            *
*        +                    |             +@           *
*        +          @   _______|____________+__          *
*        + + + + + +>|                        |         *
*                    |      CAP UNIT          |< * * * *
* * * * * * * * * *>|                        |
                     |________________________|
```

----- COMMAND LINES
+++++ LIMITED MISSION CONTROL @

XXXXX COORDINATION LINES
***** PRETASKED MISSIONS #

@ (Limited to specific mission for which CAP resources are committed.)

(Pretasked missions may not be expanded beyond the specific mission pretasking agreement without CAP Wing CC and STARC coordination.)

Figure 2

b. Communications and Electronics. This plan contains no information of a sensitive nature. HF/VHF and other communications with SAC, NEACP, NORAD, and the NCA will be at their instigation. No attempt will be made to contact them unless otherwise directed or planned in establishing documents. Strict radio discipline will be maintained on all transmissions--unfriendly forces may be monitoring traffic. Refer to Annex K for details.

JOHN T. MASSINGALE, JR.
Colonel, USAF
Executive Director

ANNEXES:

A - TASK ORGANIZATION
C - OPERATIONS
F - PUBLIC AFFAIRS
K - COMMUNICATIONS
Z - DISTRIBUTION

OFFICIAL:

BRUCE K. WARE
Colonel, USAF
National Headquarters/DO

HQ CAP
Maxwell AFB AL 36112-5572
28 Feb 1988

ANNEX A TO CAP OPLAN 1000
TASK ORGANIZATIONS/FRIENDLY FORCES

TASK ORGANIZATIONS

Headquarters Civil Air Patrol-United States Air Force (HQ CAP-USAF)/CC, DO, LG, AC, DP, CAR, PA, SE, TT, and JA

Civil Air Patrol-United States Air Force (USAF-CAP)/8 Region Staffs and 52 Wing Liaison Staffs

Civil Air Patrol/8 Regions and 52 Wings

FRIENDLY FORCES

Air Force Communications Command (AFCC)
Air Force Emergency Operations Center (AFEOC)
Air Force Logistics Command (AFLC)
Air Force Rescue Coordination Center (AFRCC)
Air Force Reserve/Numbered Air Forces (AFRES/NAF)
Air Force Systems Command (AFSC)
Air University (AU)
CARDA Coordination Center (CCC)
CONR/1st Air Force - (Air Defense)
Military Airlift Command MAC)
National Emergency Airborne Command Post (NEACP)
North American Air Defense Command (NORAD)
Strategic Air Command (SAC)
Tactical Air Command (TAC)

Alternate National Military Command Center (ANMCC)
Federal Aviation Administration (FAA)
Federal Emergency Management Agency (FEMA)
Office of the Joint Chiefs of Staff (OJCS)

Continental United States Armies (CONUSAs)
United States Army Forces Command (FORSCOM)

Maritime Defense Zone - Atlantic (MARDEZ LANT)
Maritime Defense Zone - Pacific (MARDEZ PAC)

Air Force National Guard (AFNG)
Army National Guard (NG)
State Area Command (STARC)
State Emergency Management Agencies (EMAs)
State Emergency Operations Centers (EOCs)

HQ CAP
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28 Feb 1988

ANNEX C TO CAP OPLAN 1000
OPERATIONS

REFERENCES: See basic plan.

1. GENERAL:

a. Purpose. This annex provides guidance for the conduct of CAP support operations.

b. Mission. See basic plan.

c. Area of Operations. The area of operations encompassed by this plan includes the CONUS, Alaska, Hawaii, and Puerto Rico. No operations will be conducted without prior approval of NCA.

2. CONCEPT OF OPERATIONS: See basic plan.

3. CONDUCT OF OPERATIONS:

a. Tasking of SAR during time of national emergency will be via the AFRCC through the STARC (SPLO/LO-IMA) or Alaskan Air Command RCC for Alaska/Pacific Air Command RCC for Hawaii.

b. Tasking by the CARDA Coordination Center will be determined by the availability of resources, communications, and the need for visual or photo coverage.

c. CAP flying units that receive a mission tasking will normally select the aircraft and crew for that mission. Unless the tasking specifies the type aircraft, use the aircraft with the highest probability of success.

(1) Minimum crew requirements: normally one pilot and one observer, with applicable Airborne Radiological Monitoring (ARM) / Direction Finding (DF) equipment--observer not required for a strictly courier mission. For wartime SAR, military aircrews will most probably use UHF 243.0 as emergency frequency.

(2) Prior to launch, each aircrew should be briefed on:

(a) General mission overview (type, purpose, etc.).

(b) Current SCATANA operations.

(c) Mission profile and recovery procedures.

(d) Reporting requirements and procedures.

(e) Mission specific uniqueness, if any.

4. OPERATING CONSTRAINTS:

a. Military SAR will operate at WATPL "Priority 2" upon NORAD alert.

b. Tasked CARDA missions will normally begin when SCATANA WATPL "Priority 6" is directed by CINCNORAD or a NORAD region commander. CAP will be notified of this condition by HQ CAP-USAF or the STARC.

c. Other military and civil mission priorities will be governed by the alert condition.

5. REPORTS:

a. GENERAL. The following reports are mandatory for real world operational missions and exercises such as Friendship.

(1) Reports initiated by the mission coordinator at each control airport are: AIRCRAFT STATUS AND CONFIGURATION and CAP SURVIVAL. These reports are submitted to the wing/CC. (See Appendix 4, this annex.)

(2) The wing/CC or designee consolidates the control airport data into a single report and submits it to CAP-LO/IMA for the STARC. The wing will also forward this information to the region and HQ CAP-USAF. The wing/CC is responsible for sending the POST ATTACK STATUS REPORT ONE (PSR1) to the STARC.

(3) The CAP SURVIVAL and PSR1 reports outline wing capabilities and mission activity.

(4) The AIRCRAFT STATUS AND CONFIGURATION report must include all available aircraft. Also, it must be updated daily by each control airport via radio.

(5) The procedures and format for damage assessment requests, and for submitting reconnaissance reports and aircraft status reports are contained in Appendix 4 of this annex.

(6) Automatic Response Phase: Following an attack, each commander must assess his own unit's requirements for survival, recovery, and reconstitution. Each commander must forward his damage assessment reports, including status of forces, to the next higher headquarters as soon as possible. Wings will forward reports to: wing liaison at STARC; region liaison at CONUSA; as well as CAP region staff.

b. REPORT SUBMISSION. Submit all reports by the fastest available means. Use the wing communications network to the maximum extent possible.

APPENDICES:

1 - Common Abbreviations
2 - Military Support of Civil Defense
3 - Preplanned CARDA
4 - Report Formats and Damage Assessment Requests
5 - Wartime Search and Rescue
6 - SCATANA

HQ CAP
Maxwell AFB AL 36112-5572
28 Feb 1988

APPENDIX 1 TO ANNEX C TO CAP OPLAN 1000
COMMON ABBREVIATIONS

AFCC	US Air Force Communications Command
AFEOC	US Air Force Emergency Operation Center
AFRCC	US Air Force Rescue Coordination Center
AFRES	US Air Force Reserve
ARM	Airborne Radiological Monitoring
CAP	Civil Air Patrol
CAP-LO	CAP-USAF Liaison--located at STARC during a crisis
CARDA	Continental US Airborne Reconnaissance for Damage Assessment
CCC	CARDA Coordination Center
CONUSA	Continental United State Army (5)
CONUSA/CAP LO	CAP Liaison to the CONUSA (Region CC or Designee)
DCA	Defense Communications Agency
DOT	Department of Transportation
EAM	Emergency Action Message
EBS	Emergency Broadcast System
EMP	Electro Magnetic Pulse
EO	Executive Order
EOC	Emergency Operations Center
EWO	Emergency War Order
FAA	Federal Aviation Authority
FCC	Federal Communications Commission
FEMA	Federal Emergency Management Agency
FORSCOM	US Army Forces Command
FPLO	Federal Preparedness Liaison Officer (USAF) Assigned to FEMA Region
FRC	Federal Regional Center
FTS	Federal Telecommunications System
GLASS EYE	Report rendered on observed wartime damage by aircraft
GRM	Ground Radiological Monitor
GSA	General Services Administration
IMA	Individual Mobilization Augmentee (Military Reservists)
JCS	Joint Chiefs of Staff
JSDC	Joint State Defense Command (alternate STARC name)
MACA	Military Assistance to Civil Authority (peacetime)
MAJCOM	Major Command (Air Force)
MARS	Military Affiliate Radio System

MC	Mission Coordinator
MSCA	Military Support for Civil Authorities (an alternate name for MACA)
MSCD	Military Support of Civil Defense (wartime)
MTMC	Military Traffic Management Command
NAWAS	National Warning System
NCA	National Command Authority
NCS	National Communications System
NDP	Nuclear Defense Planning
NEACP	National Emergency Airborne Command Post
NORAD	North American Air Defense Command
NUDET	Nuclear Detonation
NWS	National Weather Service
OJCS	Office of Joint Chiefs of Staffs
OSC	On-scene Commander (may be MC)
POL	Fuel and Oil for Aircraft and Ground Vehicles
RACES	Radio Amateur Civil Emergency Service
RDC	Regional Defense Command (alternate CONUSA name)
RDO	Radiological Defense Officer
REOP	Regional Emergency Operations Plan
RM	Radiological Monitor
RMEC	Regional Military Emergency Coordinator
RPC	Regional Preparedness Committee
RRAB	Regional Resources Advisory Board
SAC	Strategic Air Command
SAR	Search and Rescue
SCATANA	Security Control of Air Traffic and Air Navigation Aids
SPLO	State Preparedness Liaison Officer (AFRES adviser to STARC for all USAF matters)
STARC	State Area Command
SARDA	State and Regional Disaster Airlift
WATPL	Wartime Air Traffic Priority List

HQ CAP
Maxwell AFB AL 36112-5572
28 Feb 1988

APPENDIX 2 TO ANNEX C TO CAP OPLAN 1000
MILITARY SUPPORT OF CIVIL DEFENSE

REFERENCES: See basic plan.

1. GENERAL.

a. Purpose. This appendix establishes HQ CAP-USAF policies and responsibilities for CAP support of the national Civil Defense Program. It defines policy for Military Support of Civil Defense during a national emergency (enemy attack on the United States) or a condition that might precede such an emergency. Subject to military priorities, active and reserve military forces, the National Guard (when federalized), and the Civil Air Patrol (when mobilized by NCA) shall be considered available to provide Military Support of Civil Defense to civil authorities. After mobilization, CAP becomes an Air Force resource and will respond to both military and civil mission requests as an auxiliary of the USAF. This means all requests for CAP resources must be made by the requesting agency through the STARC/Air Force SPLO/CAP LO. Preplanned taskings will not require this coordination. However, the CAP liaison function at the STARC must be kept informed of all CAP operations.

b. Mission: The CAP can perform the following noncombat missions as required by DOD Directive 3025.10 under MSCD:

(1) Air search and ground rescue.

(2) Air and ground radiological monitoring.

(3) HF, VHF, and VHF-FM communications.

(4) Air reconnaissance and damage assessment.

(5) Route survey and movement control.

(6) Airlift/Courier service.

(7) Any other missions within the CAP capability as designated and tasked by the STARC, through the SPLO or CAP-LO/IMA (CAP liaison to the STARC).

NOTE: Upon NCA mobilization of CAP under wartime conditions; fulfillment of agreements between CAP and agencies other than DOD will depend on availability of CAP resources. Air Force then DOD taskings have highest priority. See basic OPLAN para 3a.(1)(e) for tasking priorities.

c. Area of Operations: The area of operations encompassed by this plan is normally the state in which the wing resides. However, missions may be flown in support of adjoining states where the need exists. Such a mission to an adjoining state should have approval of the wing/CC or higher authority.

2. CONDUCT OF OPERATIONS:

a. HQ CAP-USAF will issue an IMPENDING NATIONAL EMERGENCY alert notification to all CAP regions and wings when deemed necessary. (See TAB A, this appendix, for recommended actions).

b. HQ CAP-USAF will issue a NATIONAL EMERGENCY alert notification to all CAP regions and wings upon declaration of a civil defense emergency by the NCA or when the CONUS is subjected to an enemy attack. This message will contain an Air Force Mission Number. In lieu of issuance of a mission number and no contact with HQ CAP-USAF is possible, CAP may obtain operational authorization from the USAF-CAP LO or designee. (See TAB B, this appendix, for recommended actions.)

NOTE: For any exercise of this plan such as Friendship, the IMPENDING NATIONAL EMERGENCY or NATIONAL EMERGENCY alert messages will have the word **EXERCISE** as a prefix, e.g., **EXERCISE** IMPENDING NATIONAL EMERGENCY.

c. All military mission requests for CAP tasking will flow through the STARC to the USAF SPLO or CAP LO who will provide the wing staff at the EOC with these taskings. Mission priorities will be IAW the WATPL (Tab A, Appendix 6 to this annex). Military missions will have priority on CAP aircraft and crews IAW the WATPL.

d. Civil missions may flow from a FEMA region to the CONUSA or state EOC and then to the STARC, or from local governments to the EOC to the STARC for tasking. The SARDA fleet at the control airports is expected to be available for these missions. (See MSCD Process Diagram, Figure C-2-1.)

e. Missions will be assigned by the CAP wing to subordinate CAP units as appropriate. Local CAP units will normally respond to mission requests from local government only after approval by the wing CC or designee who will coordinate the request with the STARC/LO.

f. Mission assignment exceptions: Local units may respond directly to local government needs if communication with the wing staff has been disrupted--see g. below. Local CAP units may also be tasked directly by the STARC if the wing staff is unable to function or communicate because of the wartime situation. Local units must make every effort to re-establish contact with the parent wing and report all mission activity performed.

MSCD PROCESS

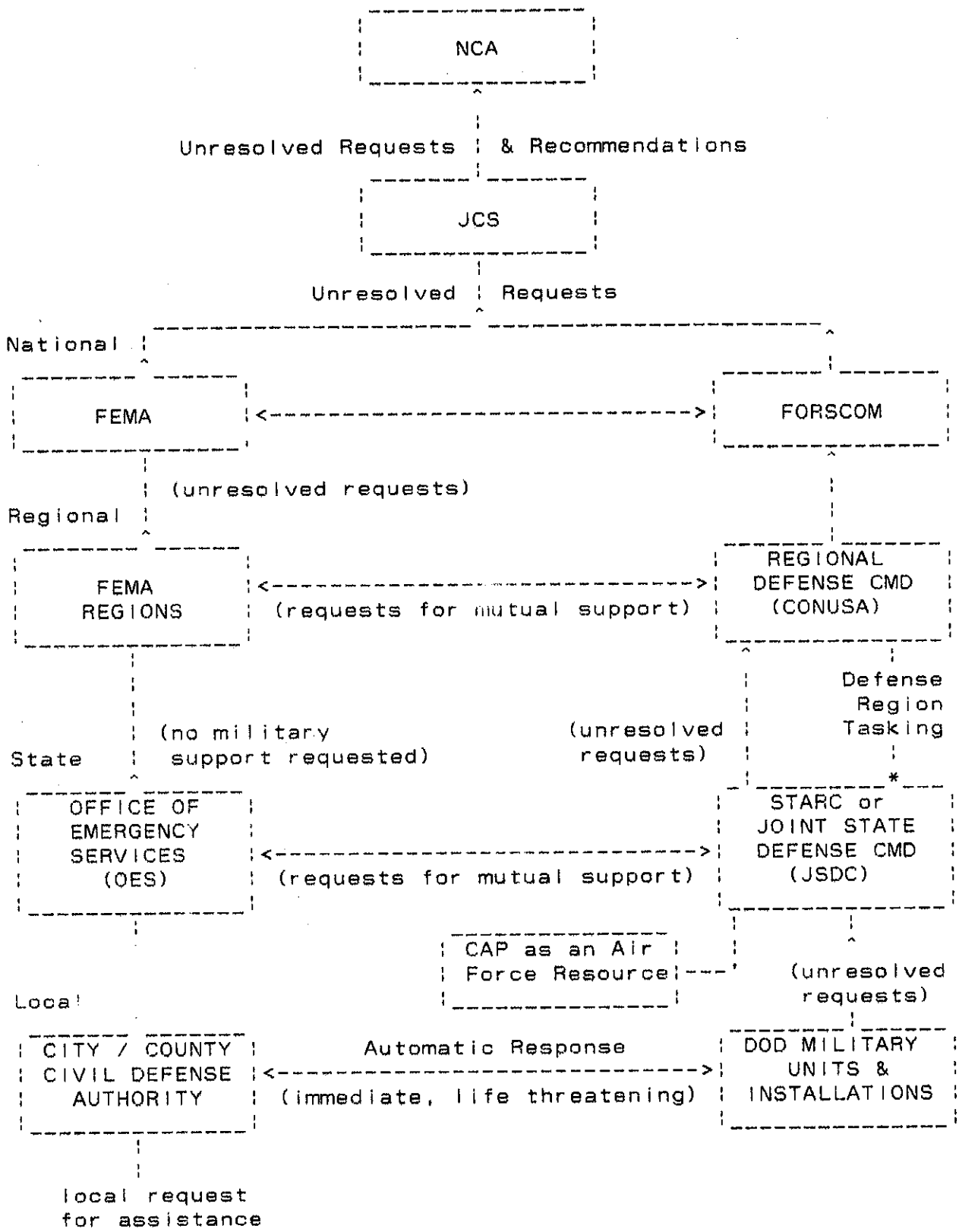

Figure C-2-1

g. If a situation is determined to be life threatening, and a CAP unit responds to a local request without an Air Force mission number authorization, i.e., to protect lives and property not within the civil authorities' capability, then CAP must keep in mind that while a mission number may eventually be issued after the fact, there are no guarantees. For CAP to operate as an Air Force asset the strict requirements for use of military resources in the area of civil authority must be met.

h. All CAP emergency services units will train and be prepared to execute any missions listed under 1.b. above, to include the necessary communications to support these requirements.

i. Under authority of DOD Directive 3025.10, Air Force bases/units are to support, within their capability, the logistical requirements of CAP units engaged in missions related to MSCD and military tasked operations.

TABS:

A - Impending National Emergency Alert: Recommended Procedures
B - National Emergency Alert: Recommended Procedures

HQ CAP
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TAB A TO APPENDIX 2 TO ANNEX C TO CAP OPLAN 1000
IMPENDING NATIONAL EMERGENCY ALERT: RECOMMENDED PROCEDURES

1. SITUATION: In a period of rising tensions, such as overwhelming evidence of an impending attack on the United States or other national emergency, HQ CAP-USAF will issue an alert to CAP regions and wings. Upon receipt of this message, region commanders will take immediate action to insure their wings have received the alert and are prepared to respond to the crisis situation.

2. OPERATIONS TO BE CONDUCTED:

a. Wing commanders will:

(1) Notify their key staff and the control airport mission coordinators (MCs) of the impending national emergency.

(2) Prepare strength and status reports for the STARC/CAP LO.

b. Wing commanders or liaison officers will:

(1) Notify the SPLO and the state Civil Defense Director that they are preparing to implement wartime operations.

(2) Ensure release of ARM equipment and pretasked CARDA flight holders (if applicable) via the STARC/CAP LO to CAP wings and units.

c. Mission coordinators will:

(1) Notify their CAP control airport staff and aircrews to prepare themselves and their families for a 21-day deployment and effect a 24-hour standby alert.

(2) Notify the control airport manager or fixed base operator of pending operations.

(3) Check the POL supply.

(4) Notify the local CD director to coordinate housing and feeding facilities for CAP SARDA operations personnel.

d. Alternate power supply, ARM, and communications equipment should be prepositioned and checked at this time.

e. Aircraft should be identified and matched with potentially available aircrews.

f. CAP units should establish contact with any military units with whom they have wartime support agreements, e.g., NORAD survivability plans, NCS or SAC connectivity operations, etc.

g. Regions and wings will arrange a 24-hour communications watch with HQ CAP-USAF.

h. Responsible staff members will prepare to submit operational reports. (Annex C, Appendix 4.)

i. Pretasked personnel will prepare to evacuate aircraft, equipment, and personnel from high risk areas.

j. See Figure C-2-A-1 for Control Airport Staffing List Worksheet.

3. EXAMPLE MESSAGES: See Figures C-2-A-2 and -3.

CONTROL AIRPORT STAFFING LIST WORKSHEET

POSITION	NAME	HOME PHONE	WORK PHONE	RADIO CALLSIGN
MC	_____	_____	_____	_____
PAO	_____	_____	_____	_____
AIR OPS	_____	_____	_____	_____
RADEF	_____	_____	_____	_____
COMM OFF	_____	_____	_____	_____
ADMIN	_____	_____	_____	_____

UNIT ASSIGNMENTS: WING STAFF

EXAMPLE

BASE POSITION	NAME	HOME PHONE	WORK PHONE	RADIO CALLSIGN
MC	_____	_____	_____	_____
PAO	_____	_____	_____	_____
AIR OPS	_____	_____	_____	_____
RADEF	_____	_____	_____	_____
COMM OFF	_____	_____	_____	_____
ADMIN	_____	_____	_____	_____
GRND TM LDR	_____	_____	_____	_____
AIRCREW #1	_____	_____	_____	_____
AIRCREW #2	_____	_____	_____	_____
AIRCREW #3	_____	_____	_____	_____
AIRCREW #4	_____	_____	_____	_____
FBO	_____	_____	_____	_____

Figure C-2-A-1

EXAMPLE MESSAGE

"EXERCISE" IMPENDING NATIONAL EMERGENCY ALERT

PRECEDENCE: PRIORITY

DTG: _____

FROM: (wing)/CC

TO: ALL UNITS, ALL PERSONNEL, _____ WING

EXERCISE

1. HEADQUARTERS CAP-USAF HAS ISSUED AN "EXERCISE" IMPENDING NATIONAL EMERGENCY ALERT AS PART OF EXERCISE (Friendship XX).

2. ALL WINGS SHOULD IMPLEMENT ALERT PROCEDURES OUTLINED IN ANNEX C OF CAP OPLAN 1000 (or the procedures specified for a specific exercise).

3. WHEN THE "EXERCISE" NATIONAL EMERGENCY BEGINS, UNITS ARE TO REPORT TO THEIR PREDESIGNATED EXERCISE LOCATIONS.

4. IN THE EVENT A "NATIONAL EMERGENCY" IS DECLARED, WING/UNITS ARE TO REPORT TO THEIR PREDESIGNATED LOCATIONS.

5. THE WING NET CONTROL STATION IS _____. THE ALTERNATE NET CONTROL STATION IS _____.

6. ALL UNITS SHOULD MONITOR _____ FOR FURTHER INSTRUCTIONS.

EXERCISE

Figure C-2-A-2

EXAMPLE MESSAGE (real world)

IMPENDING NATIONAL EMERGENCY ALERT

PRECEDENCE: PRIORITY

DTG: _____

FROM: (wing)/CC

TO: ALL UNITS, ALL PERSONNEL, _____ WING

1. HEADQUARTERS CAP-USAF HAS ISSUED AN "IMPENDING NATIONAL EMERGENCY" ALERT (because of _____).

2. ALL WINGS SHOULD IMPLEMENT ALERT PROCEDURES OUTLINED IN ANNEX C OF CAP OPLAN 1000.

3. IN THE EVENT A NATIONAL EMERGENCY IS DECLARED, WING/UNITS ARE TO REPORT TO THEIR PREDESIGNATED LOCATIONS.

4. THE WING NET CONTROL STATION IS _____. THE ALTERNATE NET CONTROL STATION IS _____.

5. ALL UNITS SHOULD MONITOR _____ FOR FURTHER INSTRUCTIONS.

Figure C-2-A-3

HQ CAP
Maxwell AFB AL 36112-5572
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TAB B TO APPENDIX 2 TO ANNEX C TO CAP OPLAN 1000
NATIONAL EMERGENCY ALERT: RECOMMENDED PROCEDURES

1. SITUATION: In a period of national emergency, declared by the President or Congress, MSCD will in all probability be implemented. FEMA will promulgate the NCA decision to implement MSCD to the FEMA regional directors. Within CONUS, unified and specified commanders of the military services will promulgate the NCA decision to components and subordinate commands. HQ CAP-USAF will issue a NATIONAL EMERGENCY alert to CAP region and wing commanders via all means available including HF radio. This message WILL INCLUDE AN AIR FORCE MISSION NUMBER. If HQ CAP-USAF is unable to contact all CAP wings, those wings not contacted will receive authorization for MSCD mission execution from the STARC through the AF SPLO or CAP LO.

2. OPERATIONS TO BE CONDUCTED:

a. Region commanders will:

(1) Contact the USAF FPLO at the applicable FEMA region.

(2) Prepare to relocate with key staff to the appropriate Federal Regional Center (FRC) or designated location, if so directed by the FPLO or higher authority.

NOTE: A USAF-CAP Region Liaison representative(s) will re-locate to designated CONUSAs and a USAF Wing Liaison representative will re-locate to the STARC.

(3) Establish radio contact with their wings and request wing operational status reports. (Annex C, Appendix 4)

(4) Pass status reports to the applicable CONUSA/CAP LO and STARC/CAP LO for each wing concerned.

(5) Pass status reports to HQ CAP-USAF via HF when requested if contact is available.

b. Wing commanders will:

(1) When directed by HQ CAP-USAF, or higher authority, authorize CAP emergency service deployment to predesignated locations. If communications are lost due to hostile forces, CAP units will initiate an automatic response under this authority.

(2) Re-locate with key staff members to the state EOC if requested by the STARC. Communications equipment should be pretested and in place.

(3) Establish contact with all agencies with whom the wing has emergency support agreements; arrange to cover them, if possible. Keep in mind that Air Force and DOD missions have priority over ALL other missions regardless of any agreement or memorandum of understanding with any state or local agency. Any non-DOD mission, e.g., SARDA, will be coordinated through the STARC/CAP LO prior to implementation.

(4) Report any shortage of equipment or personnel to the STARC/CAP LO, SPLO, and CAP region commander. All resources must be accounted for--committed or uncommitted.

(5) Establish HF contact with all subordinate CAP emergency service units; prepare to supplement communication units as necessary.

(6) Insure MCs have: pretasked CARDA flight folders (if applicable); ARM and GRM equipment; and, operational emergency power available at control airports.

(7) Obtain CAP operational status reports from MCs and prepare for transmission to the appropriate agencies.

c. Mission coordinators will:

(1) Have CAP SARDA staff report to the control airport.

(2) Advise the control airport fixed base operator or airfield manager that CAP will commence operations. Make known to them your POL and MX requirements.

(3) Notify the county CD authority and arrange to obtain ARM and GRM equipment, shelter, and feeding facilities.

(4) Obtain pretasked CARDA mission folders (if applicable) from STARC/CAP LO.

(5) Establish aircraft and aircrew requirements; call upon general aviation and business aircraft pilots/owners if authorized under state SARDA plan.

(6) Prepare status reports and pass as requested.

d. Mission execution:

(1) All tasking of CAP after an actual national emergency is declared will be through the STARC/CAP LO.

(2) If the STARC is not activated, or prior to its activation, CAP can accept emergency missions from state EOCs or FEMA EOCs. CAP would still require a mission number as specified above for assurance of reimbursement.

3. EXAMPLE MESSAGES: See Figures C-2-B-1 and -2.

EXAMPLE MESSAGE

"EXERCISE" NATIONAL EMERGENCY ALERT

PRECEDENCE: PRIORITY

DTG: _____

FROM: (wing)/CC

TO: ALL UNITS, ALL PERSONNEL, _____ WING

EXERCISE

1. HEADQUARTERS CAP-USAF HAS ISSUED AN "EXERCISE" NATIONAL EMERGENCY ALERT AS PART OF EXERCISE (Friendship XX).

2. ALL WING UNITS ARE TO IMPLEMENT ALERT PROCEDURES OUTLINED IN ANNEX C OF CAP OPLAN 1000 (or specified procedures for a specific exercise).

3. UNITS ARE TO REPORT IMMEDIATELY TO ASSIGNED LOCATIONS.

4. THE WING NET CONTROL STATION IS _____. THE ALTERNATE NET CONTROL STATION IS _____.

5. ALL UNITS MONITOR _____ FOR FURTHER INSTRUCTIONS.

6. THE AIR FORCE MISSION NUMBER FOR THIS MISSION IS _____.

7. IN THE EVENT AN ACTUAL "NATIONAL EMERGENCY" IS DECLARED, WING/UNITS ARE TO REPORT TO THEIR PREDESIGNATED LOCATIONS.

EXERCISE

Figure C-2-B-1

EXAMPLE MESSAGE (real world)

NATIONAL EMERGENCY ALERT

PRECEDENCE: PRIORITY

DTG: _____

FROM: (wing)/CC

TO: ALL UNITS, ALL PERSONNEL, _____ _____ WING

1. HEADQUARTERS CAP-USAF HAS ISSUED A NATIONAL EMERGENCY ALERT (because of _____).

2. ALL WING UNITS ARE TO IMPLEMENT NATIONAL EMERGENCY PROCEDURES OUTLINED IN ANNEX C OF CAP OPLAN 1000.

3. UNITS ARE TO REPORT IMMEDIATELY TO ASSIGNED LOCATIONS.

4. THE WING NET CONTROL STATION IS _____. THE ALTERNATE NET CONTROL STATION IS _____.

5. THE AIR FORCE MISSION NUMBER FOR THIS MISSION IS _____.

6. ALL UNITS MONITOR _____ FOR FURTHER INSTRUCTIONS.

Figure C-2-B-2

HQ CAP
Maxwell AFB AL 36112-5572
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APPENDIX 3 TO ANNEX C TO CAP OPLAN 1000
PREPLANNED CARDA

REFERENCES: See basic plan.

1. GENERAL. Preplanned CARDA operations support missions may be required in the future. Direction and guidance will be provided by higher authority when needed.

2. TASKS AND RESPONSIBILITIES. When requested, all tasked organizations will:

a. Provide an estimate of resources available to support preplanned CARDA missions.

b. Develop plans necessary to carry out assigned CARDA mission.

3. TRAINING AND EXERCISES.

a. Any training or exercise missions that would simulate CARDA will be handled as routine airborne surveilance/reconnaissance operations using plain language target identifiers.

b. CAP liaison personnel may assign CARDA type targets for exercise purposes when not tasked by STARC. When play is in a major exercise such as Friendship this should be coordinated with the STARC, if able.

c. Reporting will be IAW Appendix 4 to this annex.

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APPENDIX 4 TO ANNEX C TO CAP OPLAN 1000
REPORT FORMATS AND DAMAGE ASSESSMENT REQUESTS

REFERENCES: See basic plan.

1. GENERAL.

a. This appendix covers formats/procedures for reporting:

(1) Aircraft Status and Configuration.

(2) CAP Survival.

(3) Post Attack Status.

(4) Damage Assessment.

(5) Visual Mission (GLASS EYE).

b. Reports will be unclassified.

c. TEMPEST CIDER reporting has been deleted. Report any MSCD operations IAW Appendix 2 above or as requested by higher authorities.

d. For exercises of this plan, CAP will honor ALL planned exercise communications degrades. For example, if the telephone system is to be simulated inoperative, then telephones will not be used and an alternate way to communicate must be used.

2. REPORTING INSTRUCTIONS.

a. Aircraft Status and Configuration Report.

(1) Submission.

(a) Tasked organizations will submit an initial report upon implementation of this plan or when directed by higher authority. This includes exercising of this plan. Reports will be updated each 24 hours.

(b) Control airports will report available aircraft to the STARC liaison through wing operations, if possible. The STARC will consolidate the number of aircraft available in its state and forward this to its CONUSA and FORSCOM, if needed.

(2) This report should include:

(a) Number and type of aircraft available, radius of operation, and ownership status.

(b) Aircraft location.

(c) Aircraft configuration for communications and specialized equipment (camera, TV, ARM, ELT DF, etc.).

(d) Ground communications available at location.

(e) Point of contact/person in charge at specified location and phone number(s), if available and operable.

(3) Recommend using a worksheet for each aircraft tail number, then consolidate into one message.

(4) Worksheet and message examples. MC/AIR OPS personnel will consolidate the pertinent information from the worksheets and pass to wing, who in turn will pass to STARC. See Figures C-4-1 and -2.

b. CAP Survival Report.

(1) This report MUST be made ASAP after any enemy attack or major disaster. Each Control Airport will report to the wing. The wing will consolidate these and submit to the LO and region.

(2) Worksheet and message examples. See Figures C-4-3 and -4.

c. Post Attack Status Report (PSR1).

(1) This report's purpose is to aid command authorities in their initial post attack assessment of recovery and reconstitution capability. It does four things: identifies surviving forces; provides initial damage assessment; indicates residual capability; and, indicates current status and activity.

(2) The CAP wing is responsible for submitting the PSR1 report to the STARC. The frequency of the report is as required. Recommend reporting significant changes in forces as they occur. The initial report will be made ASAP after an enemy attack.

(3) For exercises of this plan, instructions will be given for initiating this report. CAP will not, repeat will not, respond to line item 9 on the PSR1 during any peacetime exercise or test! There are also PSR2 and PSR3 reports, however they do not apply to CAP.

(4) PSR1 contents and example. See Figure C-4-5.

AIRCRAFT STATUS AND CONFIGURATION REPORT WORKSHEET

(MC and/or AIR OPS complete one for each aircraft assigned. Consolidate into one message and submit to STARC.)

1. TAIL NUMBER: N-_____

2. AIRCRAFT TYPE / RADIUS OF OPERATION: _____ / _____
   (radius - use 40% of actual range)

3. AIRCRAFT LOCATION: _____

4. HOW IS AIRCRAFT CONFIGURED?

   RADIO EQUIPMENT--
   FAA VHF: YES / NO CAP VHF: YES / NO UHF: YES / NO

   ELT DF: 121.5 Mhz- YES / NO 243.0Mhz- YES / NO

   SPECIAL EQUIPMENT--
   CAMERA: YES / NO TV CAMERA: YES / NO ARM: YES / NO

   ENVIRO-POD: YES / NO OTHER: (specify) _____

5. AIRCRAFT STATUS: CORPORATE / MEMBER OWNED

6. GROUND COMMUNICATIONS AVAILABLE AT LOCATION: _____

   _____

7. POINT OF CONTACT (If staged at other than mission base):

   NAME: _____

   PHONE NUMBERs: _____

Figure C-4-1

AIRCRAFT STATUS AND CONFIGURATION REPORT - EXAMPLE

P 141330Z MAY 86
FM (mission base)
TO (wing)
BT
EXERCISE (if for exercise only)
SUBJECT: AIRCRAFT STATUS AND CONFIGURATION REPORT

1. NUMBER - TYPE - OPERATION RADIUS - CORP/MBR OWNED:
   A. 4 - C172 - 200 NM - 2 / 2
   B. 2 - PA28 - 350 NM - 0 / 2
   C. 1 - T41 - 200 NM - 1 / 0

(NOTE: Continue alphabetically until all have been reported.)

2. (Location, if any are staged at other than mission base.)

3. NUMBER - TYPE CONFIGURED FOR:
   A. RADIO EQUIPMENT--
      FAA VHF: ALL
      CAP VHF: ALL
      UHF: 1- T41
      ELT DF: 121.5 Mhz- ALL
      243.0 Mhz- 2- C172, 1- T41

   B. SPECIAL EQUIPMENT--
      CAMERA: 2- C172, 1- T41
      TV CAMERA: 1- PA28
      ARM: 2- C172, 1- PA28, 1- T41
      ENVIRO-POD: 1- C172
      OTHER: (specify)

4. GROUND COMMUNICATIONS AVAILABLE: (HF only, HF with limited VHF-FM, tin cans with waxed cord, smoke signals, etc.)

5. POINT OF CONTACT: (mission base)
   A. (name, rank, position) KALISKY, PETER J., LT COL, MC.
   B. (phone #, if available & operable) 205-555-1212.

6. (Point of contact for stage location, if different from mission base. Give name, phone, etc. as in item 5.)

EXERCISE (if for exercise only)
BT

Figure C-4-2

CAP SURVIVAL REPORT - WORKSHEET

1. REPORTING AIRPORT OR WING _____

2. PARENT WING OR REGION _____

3. LOCATION PHONE NUMBER _____ WORKING / INOP

4. CURRENT OPERATIONS (if any) _____

5. UNIT STRENGTH _____

PERSONNEL	A. SENIORS	_____	B. CADETS	_____
AIRCRAFT	C. CORPORATE	_____	D. MBR OWNED	_____
RADIOS	E. FIXED	_____	F. MOBILE	_____

G. GND TEAMS _____ H. OTHER SPECIAL EQUIP_____

6. CAPABILITY (Use codes below.) _____

CODE	CAPABILITY
A	Supporting general emergency needs, e.g., clearing debris to permit rescue and access to vital resources; rescue, evacuation, and first aid for casualties; recovering and collecting food, essential supplies, and critical items.
B	Repair and restoration of essential facilities - transportation, communications, power, fuel, water.
C	Monitoring radiation and assisting in identifying contaminated areas. Decontaminating those areas.
D	Maintaining movement control surveillance.
E	Providing assistance for emergency food and food preparation facilities when mass feeding support is required.
F	Assisting with damage control of facilities, utilities, and communications.
G	Providing interim communications using available mobile equipment to provide command and control.

Figure C-4-3

CAP SURVIVAL REPORT - EXAMPLE

P171630Z MAY 87
FM (BASE)
TO (WING)
BT
EXERCISE (for exercises only)
1. (BASE)
2. (WING)
3. 517-123-4567 / INOP
4. IN SHELTER
5A. 20 5B. 15 5C. 0 5D. 3 5E. 1 VHF BASE STA 5F 1 5G 1
5H. NONE
6. DEAF
EXERCISE
BT

Figure C-4-4

PSR1 CONTENTS AND EXAMPLE

Contents:

LINE 1. Post Attack Status Report One (PSR1)
LINE 2. From (Abbreviated name of sending HQ)
LINE 3. To (Abbreviated name of receiving HQ)
LINE 4. Date 01-31 (day), 01-12 (month), last digit of year
LINE 5. Senders parent HQ
LINE 6. Senders location (town name)
LINE 7. State (two-letter abbreviation)
LINE 8. Number of personnel physically available
LINE 9. Estimate of percentage effective
(CAP entry for exercises is NO RESPONSE)
LINE 10. Status and Activity Codes

Code	Definition
ZA	Awaiting Mission
AB	Damage Assessment
AC	Area Damage Control
ZG	Dispersal (of sender)
ZH	Radiological Monitoring
ZI	Transportation Support
ZK	Communications Support
AL	OPLAN Execution
ZM	Regroup/Regeneration

LINE 11. Rank of Person in Charge
LINE 12. Last Name of Person in Charge

Example:

LINE 1. PSR1
LINE 2. CAP ND WG
LINE 3. ND STARC
LINE 4. 15067 (i.e., 15 Jun 87)
LINE 5. CAP NCR
LINE 6. Mandan
LINE 7. ND
LINE 8. 18
LINE 9. NO RESPONSE
LINE 10. ABZH
LINE 11. COL
LINE 12. ZAHRADKA

Figure C-4-5

d. Damage Assessment Requests.

(1) Questions about the status of military and civilian installations or facilities will be answered at the lowest echelon possessing the information. If information is not available, the request will be forwarded to the next higher echelon for resolution. Should the information not be available nor the request resolved prior to reaching the JCS level, a priority will be assigned and, if required, the CARDA Coordination Center (CCC) will be tasked to obtain reconnaissance of the area. This coverage will normally be visual, and the CCC will put out taskings. Unless CAP is assigned a preplanned CARDA tasking, the CCC must task CAP through the STARC. The STARC may use SARDA or CAP resources for damage assessment without a CARDA tasking.

(2) Expected damage assessment request format:

ITEM 1 - Request number
ITEM 2 - Name and location of requesting agency
ITEM 3 - Name and description of target
ITEM 4 - Desired essential elements of information (EEI) or status
ITEM 5 - Coordinates of target
ITEM 6 - Desired and latest acceptable dates
ITEM 7 - Remarks

(3) CAP aircrews will report damage assessment missions IAW item "e" below unless the user needs something different. Use the best available means to get the job done.

NOTE: All requests will be tasked through the STARC and reports will be return routed through the STARC.

e. Visual Mission Report (GLASS EYE).

(1) Use the format below to report results of all tasked missions as well as any visual sighting of apparent NUDET damage.

(2) Communications procedures.

(a) Attempt to make reports while airborne. If unable, then report ASAP after returning to base.

(b) As soon as an airborne observation is made, contact any FAA or military communications facility and request they relay a GLASS EYE report to NORAD and FEMA.

(c) If contact cannot be made, attempt contact with any CONUS aeronautical station on assigned HF/VHF frequencies.

(3) NORAD is expected to relay these reports to the NMCC, and other prime users, e.g., JCS, CCC, FEMA, FORSCOM.

(4) Format and Item Description of GLASS EYE Reports:

ITEM 1 - Mission identifier
ITEM 2 - Date/time of observation (GMT)
ITEM 3 - Ground ZERO: latitude/longitude and installation/location name
ITEM 4 - Radius in NM of damage
ITEM 5 - Crater: yes or no
ITEM 6 - Remarks, ARM readings, etc.

A. Airfields - condition of runway
B. Major highways - condition and traffic
C. Railroads - condition
D. Ports - channel obstructions; ships sunk; pier damage
E. Military installations - damage
F. Industrial Complex - damage
G. Population Centers - damage
H. Other significant damage or conditions

(5) Example of GLASS EYE Report:

"(FAA facility) this is (call sign) with a GLASS EYE report. Request relay to NORAD and FEMA.

ITEM 1 - CAP 123
ITEM 2 - 211545Z
ITEM 3 - 3805N/7635W BOONDOCK AFB
ITEM 4 - 2.0 NM
ITEM 5 - YES
ITEM 6A - Runway usable, light debris
ITEM 6B - Massive damage to base, fires out of control, evacuation in progress, 10 RADs at 800 feet, 5 mi SE.

(6) If an airborne report was not possible, GLASS EYE reports will be made ASAP after landing. Use the GLASS EYE report format and submit by any means possible. Normal reporting channels will be for CAP to submit this report via any practical means to the appropriate NORAD Air Defense region and the STARC.

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APPENDIX 5 TO ANNEX C TO CAP OPLAN 1000
WARTIME SEARCH AND RESCUE

REFERENCES: See basic plan.

1. SITUATION. A declaration of war or other national civil defense emergency involving the United States will increase the requirement for DOD search and rescue resources.

NOTE: For reasons of clarity, Alaskan Air Command RCC and Pacific Air Command RCC will be referred to under the broad heading of AFRCC in this appendix.

a. Enemy. See basic plan.

b. Friendly.

(1) DOD SAR resources

(2) Other federal, state and local SAR resources.

2. ASSUMPTIONS.

a. The AFRCC will continue to prosecute inland SAR in the event of any national emergency.

b. The AFRCC will task CAP SAR resources through the STARC.

c. SAR resources will be in limited supply.

d. CAP will experience a heavy demand for SAR resources.

e. Direction-finding and communication ability on 243.0 MHz will be required for SAR forces since most military aircraft and aircrews will be UHF capable only.

f. Radiological fallout may necessitate ARM equipment and delayed SAR actions.

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APPENDIX 6 TO ANNEX C TO CAP OPLAN 1000
SECURITY CONTROL OF AIR TRAFFIC AND AIR NAVIGATION AIDS (SCATANA)

REFERENCES: See basic plan.

1. SITUATION. Three types of situations may require the implementation of SCATANA.

a. First, an emergency may arise which results in the declaration of an Air Defense Emergency within the NORAD area. Under this condition, SCATANA will be automatically implemented.

b. Second, a NORAD region commander may direct SCATANA implementation for his region only. This would occur when his region or an adjacent region is under attack even though an Air Defense Emergency had not been declared.

c. Third, an emergency may arise which results in the declaration of a defense emergency outside the NORAD area. Under this condition, SCATANA may or may not be implemented.

2. INTENTION.

a. SCATANA is intended to provide effective use of airspace during wartime. It establishes security control and priorities for all mission essential military and civil aircraft and air navigation aids (NAVAIDs). Air traffic moving within United States areas and coastal approaches is selectively limited, consistent with air defense requirements. NAVAIDS operation, e.g., VOR, TACAN, and ILS, is also selectively limited. Air defense should be enhanced with SCATANA plan implementation.

b Unless operational requirements dictate otherwise, SCATANA actions will be consistent throughout an individual ARTCC area. Military offensive and defensive operations will have priority over other military and civil flights. Minimum interference with normal air traffic, consistent with the operational requirements of the air defense system, should occur.

3. IMPLEMENTATION.

a. The appropriate military authority will: direct the ARTCC(s) to implement SCATANA and issue specific restrictions or special instructions, such as:

(1) Route restrictions on flights entering or operating in the defense area or portions of it.

(2) Air traffic volume restrictions.

(3) Altitude limitations in selected areas.

(4) NAVAIDS operating restrictions which permits their use by friendly forces. (This includes continued operation of those NAVAIDS essential to support major contingency operations, as long as the actual air defense situation permits.)

(5) Modification or removal of any previous restrictions or instructions. (This will be accomplished as the tactical situation permits.)

b. ARTCCs will:

(1) Disseminate SCATANA implementation instructions to civil and military air traffic control facilities and other appropriate aeronautical facilities.

(2) Impose the air traffic restrictions as directed, and IAW the Wartime Air Traffic Priority List (WATPL).

(3) Issue a general radio broadcast of security control instructions notifying all VFR traffic that SCATANA has been implemented. VFR traffic will be advised to land at the nearest suitable airport for filing an IFR/DVFR flight plan. Air-filing will probably not be accepted.

(4) Issue specific security control instructions to/for each IFR aircraft.

(5) Impose NAVAID controls as follows:

(a) Shut down IAW the time(s) specified in NORAD-FAA region supplemental agreements. The specified times should permit the landing or dispersal of airborne aircraft.

(b) Specific navigation aids needed for authorized flights will be operating and available. This will be only those indicated in appropriate flight plans. They will operate only for the length of time needed by each specific aircraft.

(6) Reduce or remove SCATANA restrictions and resume air traffic and NAVAIDs operation as directed.

c. Civil/military air traffic control and flight service facilities will:

(1) Maintain current information on status of air traffic restrictions.

(2) Approve/disapprove flight plans IAW current ARTCC instructions. Approval indicates that a security control authorization has been granted.

(3) Forward flight plans/approval requests to the ARTCC.

(4) Disseminate instructions and restrictions to air traffic as directed by the ARTCCs.

d. The pilot-in-command will conform to security control instructions as follows:

(1) IFR flights - comply with instructions received from the appropriate aeronautical facility.

(2) VFR flights - land at the nearest suitable airport when so directed.

(3) Aircraft on the ground - file an IFR/DVFR flight plan with the proper FAA facility and receive approval prior to departure.

TAB:

A - Wartime Air Traffic Priority List (WATPL)

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MAXWELL AFB, AL 36112-5572
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TAB A TO APPENDIX 6 TO ANNEX C TO CAP OPLAN 1000
WARTIME AIR TRAFFIC PRIORITY LIST (WATPL)

1. GENERAL. When SCATANA is implemented, a system of traffic priorities is required to ensure the optimum use of airspace, consistent with air defense requirements. This system will be the prime means of controlling the volume of air traffic.

2. PRIORITY LIST. There are eight priorities that shall take precedence in order listed. Subdivisions within priorities are equal.

a. Priority One.

(1) Aircraft engaged in active CONUS defense missions, i.e., interceptors, antisubmarine aircraft, and airborne early warning and control aircraft.

(2) Retaliatory aircraft executing the EWO.

(3) Airborne command elements which provide backup to command and control systems for the combat forces.

(4) The President of the United States and Prime Minister of Canada and respective cabinet members essential to national security.

b. Priority Two.

(1) Forces being deployed for direct, immediate support of combat operations against the enemy. (Could be CAP, i.e., key personnel movement).

(2) SAC aircraft in direct, immediate EWO support not included in priority one.

(3) SAR aircraft supporting priorities one and two.

c. Priority Three.

(1) Forces being deployed in support of combat operations against the enemy.

(2) CARDA missions supporting immediate combat operations. (May include CAP aircraft.)

(3) SAR aircraft not included in priority two. (Includes CAP aircraft.)

(4) FAA test flights for emergency airway/airport facilities restoration in support of immediate combat operations.

d. Priority Four. Dispersal of:

(1) Tactical military aircraft.

(2) U.S. air carrier aircraft assigned to the War Air Service Program (WASP).

(3) U.S. civil air carrier aircraft allocated to the Civil Reserve Air Fleet (CRAF) Program.

(4) FAA flight inspection aircraft.

(5) Foreign civil air carrier aircraft in the U.S. IAW specific international agreements.

(6) Public aircraft assigned to FAA or other Federal agencies.

e. Priority Five.

(1) Movement of military commanders, their representatives, and key DOD civilians which is of the utmost importance to national security, or which will have an immediate effect upon combat operations. (May include CAP aircraft.)

(2) Dispersal of non-tactical military and other public aircraft.

f. Priority Six.

(1) Flight operations IAW approved Federal and State emergency plans, such as SARDA. (Includes CAP aircraft.)

(2) Essential CARDA missions not included in c(2) above. (Includes CAP aircraft.)

(3) Flight inspection activity in connection with airway and airport facilities.

g. Priority Eight. All other flights not specifically listed above.

3. POLICY FOR WATPL APPLICATION.

a. The restrictions apply to all aircraft except those in receipt of a Security Control Authorization.

b. The priority will depend solely on the mission.

c. The originator of a request for aircraft movement will determine and verify the appropriate priority IAW the list above.

d. The individual who files the flight plan is responsible for including the request originator's priority number.

e. In wartime conditions, situations may occur that cannot be related to the WATPL, such as aircraft emergencies, etc. Any such situation will be treated individually. Appropriate FAA and military agencies will consider the urgency of the inflight situation relative to existing tactical military conditions.

f. SCATANA priorities for air traffic clearances should not be confused with civil priorities assigned to general aviation aircraft under the SARDA plan. SARDA priorities are designed to provide controlled use of civil aircraft capability and capacity. Thus, SARDA priorities have secondary significance when the WATPL for the movement of aircraft is in effect.

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ANNEX F TO CAP OPLAN 1000
PUBLIC AFFAIRS

REFERENCES:

a. AFR 190-1, Public Affairs Policies and Procedures

b. CAPM 190-1, Handbook for Public Affairs Officers

1. GENERAL:

a. Purpose. This Annex outlines Public Affairs (PA) support for CAP response to natural disasters and national emergencies.

b. Situation. Effective understanding of the role played by CAP units requires a continuous, coordinated public affairs program. All agencies involved, i.e., OJCS, CCC, FEMA, FAA, NORAD, State EOCs and control airports, etc., as well as local CAP units and National HQ CAP must be kept in the loop. Coordination will avoid confusion, eliminate redundant media releases, and allow for maximum media coverage.

c. Assumptions.

(1) Print and broadcast media will be interested in publicizing CAP involvement. Local media will concentrate on unit participation, while national media will concentrate on a broader aspect of the events as they occur.

(2) Commanders at all levels will actively support an aggressive public affairs effort.

d. Responsibilities. The CAP, in conjunction with other participating agencies, will provide public affairs stories, releases, and interviews for media agencies which request them.

(1) Tasked organizations will establish procedures to coordinate public affairs releases through wing and region PAs to HQ CAP-USAF/PA for clearance and guidance.

(2) Specific instructions on handling media coverage, assignment of observers, press releases, motion pictures, photographs, radio or television broadcasts will be issued by HQ CAP-USAF/PA.

(3) Unless otherwise directed, the following items are releasable:

(a) Designation of units involved.

(b) Type of equipment and aircraft, unless classified.

(c) General personal interest stories.

(d) General stories about training facilities, methods, etc., unless classified. These stories must not indicate future operational planning.

(4) ITEMS NOT RELEASABLE -- Any reference to CAP involvment with other DOD/Federal exercises or CAP involvment in a war plan/exercise will not be released to the public, unless releases have been made by DOD/Federal agencies or HQ CAP-USAF/PA.

2. CONCEPT OF OPERATIONS:

a. CAP will:

(1) Establish a close working relationship with HQ CAP-USAF/PA, DOD/PA, SAF/PA and civilian equivalents.

(2) Coordinate between individual CAP Regions, respective wings, subordinate units, and HQ CAP-USAF/PA.

b. HQ CAP-USAF/PA will: Relay coordinated releases throughout CAP; coordinate CAP mention in active and reserve component (AFRES/AFNG) DOD Public Affairs media; and, forward an appendix to this annex prior to implementation.

3. LIMITING FACTORS: Availability of qualified PA personnel and local media may limit the extent of coverage given any particular region or unit.

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ANNEX K TO CAP OPLAN 1000
COMMUNICATIONS

REFERENCES:

a. CAPM 100-1, Communications.

b. Wing and Squadron Emergency Communications Plans.

c. Wing and Squadron Operations Plans.

d. See also basic plan.

1. GENERAL:

a. Purpose. This annex outlines communications procedures for executing this plan.

b. Situation. Effective functioning of all agencies depends heavily on proper coordination. Communications between all agencies involved--OJCS, CCC, FEMA, FAA, NORAD, State EOCs, control airports, etc.--is of paramount importance.

c. Assumptions.

(1) Communications will suffer heavy losses.

(2) Landline communications will be disrupted.

(3) High Frequency (HF) radio will be the primary source of relaying vital information over long distances.

(4) Very High Frequency (VHF) radio (FM and AM), if operational, will be equally vital for relaying information in the state/local area.

d. Responsibilities. The CAP, in conjunction with other agencies, will provide VHF and HF communications for agencies requiring this service.

(1) Tasked organizations will establish procedures and required circuitry for communicating with their respective lower echelons and higher authority.

(2) The AFCC will transmit instructions to USAF Military MARS stations. MARS will: monitor frequency 6758.5KHZ; accept and relay GLASS EYE reports to NORAD.

2. OPERATIONAL CONCEPT FOR CAP:

a. CAP will:

(1) Establish a compatible primary and secondary HF net between HQ CAP-USAF and CAP Regions.

(2) Establish a primary and secondary HF net between individual CAP Regions and their respective wings.

(3) Establish a primary and secondary HF communications net between individual wings, State EOCs, and control airports.

b. HQ CAP-USAF will:

(1) Assign frequencies, net control stations, and schedules.

(2) Forward to all tasked agencies an appendix to this annex prior to implementation, if necessary.

c. For all exercises of this plan: When communications degrades are to be simulated for special wartime or disaster scenarios, all degrades will be honored. (For example, if telephone systems are simulated out, then telephones will not be used during that portion of an exercise.)

3. LIMITING FACTORS: Availability of equipment, personnel, and operable frequencies will limit communications at some locations.

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APPENDIX 1 TO ANNEX K TO CAP OPLAN 1000
NCS AND FREQUENCY ASSIGNMENTS

1. MISSION NET CONTROL STATIONS

A. (WING) NCS
(1) Callsign: _____
(2) Communications Officer: _____

(3) Frequencies: _____

(4) Operating Schedule: _____

B. (WING) ANCS
(1) Callsign: _____
(2) Communications Officer: _____

(3) Frequencies: _____

(4) Operating Schedule: _____

C. (BASE) EOC
(1) Callsign: _____
(2) Communications Officer: _____

(3) Frequencies: _____

(4) Operating Schedule: _____

D. (BASE)-BASE
(1) Callsign: _____
(2) Communications Officer: _____

(3) Frequencies: _____

(4) Operating Schedule: _____

E. (BASE)-BASE
(1) Callsign: _____
(2) Communications Officer: _____

(3) Frequencies: _____

(4) Operating Schedule: _____

2. FREQUENCY ASSIGNMENTS: Will be designated by each wing in its supplement to this OPLAN.

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ANNEX Z TO CAP OPLAN 1000
DISTRIBUTION

	NUMBER OF COPIES
CAP National Administrator	1
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CAP Wings	208
USAF-CAP/LRs/LOs	68
OJCS/J7-JED	1
OSAF/MT	1
HQ AF/XOOOB/XOOOE	2
ANMCC RECA	1
HQ FORSCOM/FCJ3-OX	3
HQ FORSCOM/FCJ3-OCF	1
CONUSAs (5)	10
State Adjutants General	52
HQ AFRES/DOH	5
AFRES NAF HQs (3)	6
HQ FEMA NP-MP	2
FEMA REGIONS (12)	12
State Emergency Management Agencies	52
HQ FAA AVS-14/ADL-10	2
HQ NORAD J-3/J-5	2
21, 23, 25, 26 NORAD/DOXs	8
HQ 1AF/DOX	1
HQ AFCC/DOX	1
HQ AFLC/LOC/XOWE	2
HQ ARRS/AFRCC	2
HQ MAC/DOX	2
HQ SAC/DO/DOOD	2
MARDEZLANT	2
MARDEZPAC	2
COAST GUARD	1
NCS	1
TOTAL	475