



HEADQUARTERS
CIVIL AIR PATROL, TEXAS WING
UNITED STATES AIR FORCE AUXILIARY
P.O. BOX 154997

General Operations Plan

Standard General Operating Procedures for Search & Rescue, Disaster Relief & Homeland Security

Distributed Search and Rescue Exercise

DSAREX

28-31 August 2009

Special Instruction (SPIN) No 1

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Staging Areas

Location	SAM	Telephone	E-mail
ACT	Phillip Crawford	(254) 716-0882	phillip.crawford@sbcglobal.net
GPM	Terry Matthews	(817) 271-9008	terrymatthews7515@sbcglobal.net
GTU	Cheri Fischler	(512) 388-1670	sheri.fischler@gmail.com
IWS	Val Rose	(832) 671-1851	cillaann72@yahoo.com
TYR	Wilbur Dixon	(903) 592-2426	wadyplrid@msn.com

Mission Number

09-T-6997

CAPSTAR and IMU Sign-in Support

For CAPSTAR and IMU support, contact Maj Jack Lewis, (214) 533-8989, jack@jrl.net.

CAPSTAR manuals:

- <http://dmedders.com/sarex/CAPSTAR%20Users%20Guide.pdf>
- <http://dmedders.com/sarex/CAPSTAR%20Staging%20Area%20Users%20Guide.pdf>

IMU Database

IMU Database: <http://dmedders.com/sarex/SWRNET2wing.zip> -- to be updated 29 August 2009

IMU Virtual Server: 24.32.208.28

Staging Area Reporting Requirements

Staging Area Managers will track and report to the Incident Commander the number of initial and renewal ES qualifications by type, e.g., MP, MS, MSA.

Updated Form Locations

ORM forms: http://www.txwgcap.org/content/staff_support_safety.htm

Mission forms: http://www.txwgcap.org/content/staff_support_ops.htm

ICP Contact Numbers

Planning Section: Dick Hughes 917-592-0103

Operation Section: Ian Jaeger 330-546-3462

Air Operations:

- Barry Hosford 214-317-1083
- Frank Stalling 817-235-9497

Ops Plan Checklists

- Attachment 2: Paperwork Requirements
- Attachment 3: Communications Plan

Attachment 1: WMIRS Management

Concept

The Air Force has requested that Civil Air Patrol begin to capture mission sortie status in WMIRS with a granularity that approaches near real time. This allows the Air Force to view Civil Air Patrol aircraft in a consolidated Air Tasking Order that provides much greater visibility into CAP aircraft that are “in flight” at any given time. In order to accomplish this, Incident Commanders and mission staff will need to capture wheels up and wheels down times, and input those data elements into WMIRS so that WMIRS reflects a picture that is never more than 10 minutes old. This document lays out the process and organization to meet this mission requirement.

Organization

In order to facilitate this WMIRS tracking requirement, Texas Wing DSAREXs will incorporate new staff positions as outlined below:

- ICP WMIRS Officer – this officer will be a member of the Air Operations Branch, and will have the responsibility for ensuring that the required information is captured and loaded into WMIRS in a timely manner. Incident Commanders and Operations Section Chiefs are strongly encouraged to structure their ICP staff in such a way that this officer is also responsible for maintaining the CAPF107 for the mission, as well as being the CAPSTAR coordinator for the mission if CAPSTAR is used.
- Local WMIRS Officer – this officer will be responsible for ensuring that all wheels up and wheels down times are either captured and channeled to the ICP WMIRS Officer, or are entered directly into WMIRS and then communicated to the ICP. This role may be accomplished by the SAM or it can be delegated to another member, but the responsibilities must be briefed before any sorties are executed. The briefing will include the correct point of contact at the ICP to whom this data will be communicated.

Process

All Texas Wing DSAREX’s will incorporate this process flow in order to meet this WMIRS requirement.

- The Local WMIRS Officer will maintain awareness of the departure and arrival of all mission aircraft.
- The Local WMIRS Officer will record those times on his/her ICS 214 mission log and will up-channel that data to the ICP as briefed. Methods for this may include:
 - Direct entry into WMIRS with communication to the ICP WMIRS Officer
 - Communication to the ICP WMIRS Officer by any appropriate method (in this case the ICP WMIRS Officer will enter this data into WMIRS)
 - Use of the comm radio network to pass this data should be practiced during training
- The time elapsed from actual wheels up/down to the time this information is reflected in WMIRS should not exceed ten (10) minutes.
- No less than once per hour the ICP WMIRS officer will compare the CAPF107 & Mission board against all data in WMIRS and resolve any discrepancies.