

ARKANSAS WING

CIVIL AIR PATROL



EARTHQUAKE
STANDARD OPERATING
PLAN

JUNE 1, 2009

SQUADRON COMMANDER,

June 1, 2009

ALL PREVIOUS EARTHQUAKE PLANS NEED TO BE REPLACED !!!

THERE WILL NOT BE AN AUTOMATIC LAUNCH OF AIRCRAFT !!!

THIS IS AN UPDATE. REMOVE THE REVISED MAY 1, 2004, and all other Earthquake plans FROM THE EARTHQUAKE FOLDER. Remove the back 5 pages of forms and airport diagram and place them in the folder. REPLACE PLAN WITH THIS "2009" REVISION. OTHER MATERIALS REMAIN THE SAME, ONLY THE PLAN CHANGES.

It is recommended additional copies of this plan be distributed within the squadron. The plan is no longer SQUADRON specific. The folder stays in and moves with the aircraft.

The Incident Commander will give the assignments. A crew of three 101 card holders would be desired. Due to the quick response desired, a crew of two of which one member is familiar with the plan and routes would be acceptable. Advise the Incident Commander of the availability and 101 qualifications of those people who are immediately available. There may be a need for only a 101 pilot to be used for transportation purposes. The number of people flying will be determined by the assignment.

It can be anticipated, personnel and equipment east of the White river will not be available to respond. All squadrons should study the attached plan. Become familiar with the plan to the level they could fly any of the routes as designed.

The Arkansas gridded chart does not meet FAA requirements. The pilot in command should have a current sectional in hand. There are also Arkansas Highway maps for the Observer and scanner to be used for the marking of areas of destruction, highway damage, and other notes. This map and notes will be used during the debriefing of the crew, then turned in for information to ADEM.

The Earthquake Packet should be kept in the assigned aircraft.. ALL MEMBERS should know where a local plan package is kept. The packet can be duplicated for distribution within the squadron. Every member of the squadron should be knowledgeable of the overall plan, and the duties the squadron is expected to perform. The EARTHQUAKE RESPONSE IS ALERTED BY A 6.0 magnitude earth tremor. No aircraft will launch automatically. Make every effort to establish contact with one of the following: Wing HQ, Homeland security Officer, Wing Chief of Staff, Wing Vice Commander, Wing Commander. ALL aircraft will remain at their base until released by the Incident Commander with an assignment and a mission number. Most likely there will be a big demand for people at the Mission Base, Little Rock Wing Headquarters. PLEASE REFER TO PAGE 6.

Any questions? Feel free to contact me 501-753-9294 WW79 or PILOTRLP@AOL.COM
Robert L. Penton, Lt.Col. Earthquake Planning Coordinator

Forward
ARKANSAS WING CIVIL AIR PATROL
NEW MADRID EARTHQUAKE
STANDARD OPERATIONS PLAN

1. GENERAL SITUATION;

A. This plan will outline the operation planning, personnel requirements and a general sequence of events to provide for assistance to the State of Arkansas in the event of a severe earthquake. An Earthquake response is alerted by a 6.0 or higher magnitude.

B. Friendly Forces:

- (1) Arkansas Dept. of Emergency Management will provide funding to support this PLAN and other support as coordinated with the Director of ADEM.
- (2) Civil Air Patrol will provide logistics support through use of available Corporate assets necessary to support this PLAN.
- (3) Local CAP Squadrons will provide tasked personnel and equipment within the resources available to support this PLAN.

2. MISSION ASSUMPTIONS;

A. It is assumed that the Arkansas Wing CAP will have the capability to respond to emergency missions involving, but not limited to:

- (1) Courier Service
- (2) Damage assessment
- (3) Transportation of a limited number of personnel and supplies
- (4) Reconnaissance and photographic missions
- (5) Radio Communications

B. The Director of Emergency Services, Arkansas Wing CAP will:

- (1) Supervise planning, organizing, directing and controlling functions
- (2) Insure the operation is effectively planned and executed.
- (3) Task Wing functions and subordinate units to provide support required to accomplish this mission.
- (4) Promote flying and ground safety.
- (5) Discharge responsibilities as overall project officer to this PLAN.

C. Unit Commanders will:

- (1) Provide tasked personnel and equipment within the resources available to support this mission.
- (2) Assure aircrew preparation and planning is adequate and complete.

3. ACTIVATION OF PLAN

- A. The plan will automatically be activated if there is a 6.0 or larger magnitude earthquake within the state of Arkansas, or a joining state..
- B. When an earthquake occurs the Arkansas Department of Emergency Management will contact the CAP NOC requesting a mission number.
- C. Aircraft will not launch without a mission number.

4. GROUND PERSONNEL:

- A. Pre-designated members will immediately proceed to Little Rock Wing Headquarters to activate the Mission Base with an Incident Commander, and other mission positions.

5. AIR CREW PERSONNEL;

- A. A Highbird aircraft with full fuel, and a qualified crew will launch as soon as possible.
- B. Little Rock squadron will anticipate launch on the route one assignment.
- C. The Hot Springs aircraft will anticipate launch to Little Rock Adams Field.
- D. Other squadrons with aircraft will remain on standby. Those squadrons will report to Mission Base by phone, radio, or relay through highbird, the availability of the aircraft and crews within one hour of first notice.
- E. All air crews will be knowledgeable and stay in compliance with the 60-1 regulations for crew duty times and flight hours.

6. COMMUNICATIONS:

- A. All CAP radios will be turned on. Operators will stand by to give assistance as needed utilizing designator CC2 on VHF-FM and designator WB on HF.
- B. Designator CC2 is the assigned channel for all Arkansas VHF-FM communications.
- C. A pre-designated aircraft "Highbird" will be launched as a manual relay for communications between aircraft, ground stations, ADEM, and Mission Base.
- D. If landline communications are not working, then HF-ALE will be used to communicate with CAP National Headquarters and other agencies involved in the Earthquake response with HF-ALE capabilities.
- E. If Memphis Center is down, and CAP FM is down, 123.4 will be monitored and used between "highbird", CAP aircraft, and ground personnel.

7. SAFETY;

- A. Under no circumstances will the safety of personnel or equipment be jeopardized in accomplishing the mission.
- B. In the event of damage to an airport where a CAP aircraft is on the ground, that aircraft will remain on the ground until the airport is satisfactory for a safe take off.

EARTHQUAKE STANDARD OPERATIONS PLAN
FLIGHT CREW INSTRUCTIONS

1. The mission is to fly a highway route search, as per the highway map, Arkansas Sectional, and written instructions. Fly normal cruise speeds. An altitude of 2000' to 2500' should be above helicopters and below aircraft on normal flight plans. Be especially watchful for other aircraft at areas of destruction. DO NOT FLY into any smoke or plumes. Gas or toxic chemicals may be in what you are seeing. DO NOT FLY IFR!!! REMAIN VFR AT ALL TIMES!!!

OBJECTIVE; QUICKLY IDENTIFY AREAS OF MASS DESTRUCTION WHERE MEDICAL ASSISTANCE IS NEEDED. ROUTES AND METHODS TO DELIVER MEDICAL PERSONNEL AND SUPPLIES TO THE AREA.

2. As soon as airborne contact mission base "Little Rock Mission Base" on CC2. Continue to call every 10 minutes until contact is established. When HIGHBIRD is operative, ONLY CC2 on VHF-FM will be used for communications. Upon contact advise the route being flown, and present position as to the town previously over flown or approaching. After the initial radio contact, Calls to Mission Base should be limited to people in distress reports. Monitor assigned frequency and be ready to respond with position reports. Do Not change a flight plan unless ordered by mission base.. If for any reason the flight to Little Rock will be more than 3 hours 30 minutes, discontinue the planned route and proceed direct to LIT so as to land with one hour of fuel on board. Advise Mission Base of the place where the flight plan was discontinued.

3. It is very possible, because of widespread destruction, the numerous county roads, numbered highways and small towns will not be identifiable from the highway map. Where there are large areas of destruction, several bridges unusable, identify the area by Lat/Long. The routes include Lat/Long and airport identifiers to assist crews in determining their location. Distance and bearing to an airport, using GPS will be a very good location identifier.

4. Be alert for destruction where people are at risk from fallen structures, fires, or flooding. Log an estimate of the number of people, the location in the town, or estimated distance and direction from a town on the highway map. If an airport or area open enough for helicopters to set down is located, this should also be reported. Identify the airport by name if possible. Spend a minimum of time at a site. DO NOT circle more than two times. Then move on so the full route will be covered as soon as possible. Pictures of destruction will help emergency forces to determine what types of equipment and people should be dispatched.

5. Be alert for major roads which are NOT passable. Use the unmarked Arkansas Highway map for denoting those sections. Mark the highway map with an "X" between intersecting roads. Some areas have roads paralleling interstate highways within a mile or two. Observe both roads for damage. For serviceable bypasses mark them as such around the "X" areas.

6. On the highway map, hospitals are positioned with a blue square with a "H".

When over flying, make note of the condition of the hospital.

EARTHQUAKE STANDARD OPERATIONS PLAN

DISPLACED AIRCRAFT PROCEDURES

If a squadron has an alternate aircraft assigned at the time of an Earthquake alert, the squadron will use the Civil Air Patrol aircraft available. Advise the Incident Commander of the change of aircraft numbers during the first communications.

If an aircraft is at an airport other than usually assigned, the person in charge should notify the missions headquarters, and Incident Commander of the availability of qualified people to fly the aircraft, and the availability of the aircraft..

The Incident Commander will make the determination as to the assignment and movement of the aircraft.

ARKANSAS WING AIRCRAFT ROSTER

CPF IS SPOKEN "CAP FLIGHT"

CPF 320*	N538 C	Cessna 172	CPF 325	N836CP	Cessna 182T
CPF 321*	N800P	Cessna 182	CPF 326**	N9577X	Cessna 182
CPF 322	N901CP	Cessna 172S	CPF 327	N918CP	Cessna 172S
CPF 323**	N9453X	Cessna 182	CPF 328#**	N967CP	Cessna 182T
			CPF 329#**	N971CP	Cessna 182 T

Aircraft equipped Garmin G1000

*Aircraft equipped for Slo-Scan

**Aircraft equipped with SDIS

EARTHQUAKE STANDARD OPERATIONS PLAN

CONTINUING RESPONSE

REFER TO: CAP Reg. 60-1, FLIGHT TIME AND DUTY LIMITATIONS

CAPR 60-1 January 2009 para.2-2, OPERATION LIMITS

d. The maximum crew duty day for pilots is 14 hours of official CAP duty. Pilots will not serve as PIC past the end of their crew duty day. Pilots will not flight plan to exceed 8 hours PIC time between periods of crew rest. Pilots must have 10 hours of crew rest between the last official CAP duty and the first official CAP duty in the next duty period. A wing or higher commander may authorize exceeding the 8 hour PIC time limit, provided each flight in excess of the requirements is individually approved and an appropriate risk assessment is made by the commander involved.

Within ten to twelve hours of the activation of the emergency response plan, there will be a need for replacement flight crews, and mission base personnel. Squadron Commanders should supply the Incident Commanderr a list of people, their Emergency Services Rating, and the times when they will be available. The Incident Commander will prepare a duty time and place for replacement personnel to report. It will be prudent for the Civil Air Patrol to be able to supply fresh and rested crews for several days. Therefore rather than assembling all people at Mission Headquarters, replacement flight crews will be scheduled in from the outlying squadrons.

Personnel being deployed into the area of destruction should be prepared to sustain themselves for a minimum of forty eight hours. This would include, but not limited to: food, water, clothing, sleeping equipment, fuel, and other comfort items.

Mission Headquarters will initially set up at Civil Air Patrol Wing Headquarters in Little Rock. Aircraft assigned and arriving at Little Rock will use the Central North facilities. Transportation will be provided, and crews will report to Wing Headquarters.

**ARKANSAS WING CIVIL AIR PATROL
2201 CRISP DRIVE
LITTLE ROCK, ARKANSAS 72202**

**501-376-1729 OR 501-376-0050
1-888-876-1729 FAX 501-374-6743**

EARTHQUAKE STANDARD OPERATIONS PLAN

ARKANSAS WING HIGHBIRD FLIGHT PLAN

.The Highbird aircraft will depart with two people. A qualified pilot and an observer. It will be desirable for the pilot to be IFR qualified. The aircraft will be orbiting at 8,000' to 9,000' which could be above a cloud cover. It is also desirable that the highbird be a 172S with the added fuel capacity. All aircraft on this assignment will depart with FULL FUEL.

The Highbird will be a relay station between other aircraft and Mission Base. Arkansas has been assigned Designator CC2 on CAP FM communications within the state.

The second crew member must be experienced in the use of the CAP FM radio. His duty will be to receive messages and relay them between other aircraft and Mission Base.

File a flight plan, preferable IFR with FAA. If the pilot is not IFR qualified, request flight following with the Memphis Center 126.85. The aircraft will orbit between Conway Cantrell (CWS) CTAF 122.8 N35 04.5' W92 25.30' and Mt. View Wilcox Memorial (7M2) CTAF 122.7 N35 51.52' W92 05.31 at an altitude assigned by Memphis Center. The estimated time for the flight will be four hours. There is no hurry to get any place. Slow the aircraft to 90 – 100 knots and lean the mixture.

It will be O.K. for the aircraft to divert and fly closer to the destruction area for a better assessment and reporting, as long as it is able to stay in contact with the Mission Base, and other ground based stations in the state. Any changes to the flight plan will need to be cleared with Memphis Center., and mission base.

The mission of the Highbird is to stay in touch with all Arkansas aircraft flying at the far corners of the state. If Memphis center is not operational monitor 123.4 for contact between CAP aircraft, and other agency aircraft within the state.

It is anticipated the second 172S will be the other aircraft to fly the Highbird Mission assignment.

The squadron where the second 172S is at the time, should plan on being the replacement aircraft for the highbird mission.

The Incident Commander will direct the Highbird as to the time to recover at Little Rock Adams Field. Total flight time is expected to be around 4 hours.

Land with one hour of fuel on board

EARTHQUAKE STANDARD OPERATIONS PLANS

FLIGHT PLAN ROUTE "A"

AIRCRAFT LAUNCH FROM LITTLE ROCK

Fly direct to Forrest City without deviating. Observe traffic on I-40. If there are obvious tie ups because of destruction, report locations immediately to mission base. (73NM) 40 minutes.
FCY CTAF 122.8 N34 56.3' W90 46.3'. Check the airport and the hospital.

Fly south of I-40 1-2 miles also checking HWY 70 to the Mississippi river. (38NM) 15 minutes.

Contact Memphis Approach 119.1 before entering class B airspace. Advise the controllers where you want to fly. Emphasize you will stay west of the Mississippi River. Check West Memphis Municipal AWM ASOS 118.17, CTAF 123.05 N35 08.1' W90 14.0, Bridges at N35 09.0' W90 05.0'. You may be handed off to Memphis Tower 128.42 Check both highway bridges and long approaches in Arkansas. Fly north, and stay WEST of the river and east of I-55. As you leave the area you may be handed off to Memphis departure 124.15. Even at 2000' they may stay with you as far north as Osceola.

Fly North, EAST of I-55. NOTE TOWER 1486' AT Frenchmans Bayou on the east side of I-55. Check Osceola Municipal 7M4, CTAF 122.8 N35 41.3' W90 00.4'.
The hospital is just north of the airport..

Blytheville Municipal HKA ASOS 135.025, CTAF 123.05, N35 56.2' W89 49.5'.
60 NM north from Memphis. Estimate 30 Minutes. Total flight time around 1:30

Check Arkansas International BYH CTAF 122.7, N 35 57.51' W89 56.36'.

Over fly highway 18 Blytheville to Jonesboro, basic heading 260 degrees, (40NM), 25 minutes.

Jonesboro, JBR ASOS 118.52, CTAF 123.6. N35 49.52' W90 38.47'.
Check the airport and the Hospital north side of the bypass.

'Climb to an appropriate altitude, 2500' or higher, and fly direct to Little Rock Adams field, heading 228 degrees (102NM). Estimated time, no wind 1 hour..

Total distance Little Rock - Little Rock 320NM 2 hours 50 minutes at 110 knots.

Land with one hour of fuel on board.

EARTHQUAKE STANDARD OPERATIONS PLAN

FLIGHT PLAN ROUTE "B"

BEGIN AT BRINKLEY

Check the airport, Federer Memorial (M36), CTAF 122.8 N 34 52.5' W91 10.3'.

Overfly highway 49 Brinkley to Jonesboro basic heading 020 degrees (70NM). 30 Minutes
Check hospital down town, and Hospital north of the south bypass towards the airport.
Jonesboro Municipal. JBR ASOS 118.525 CTAF 123.6, N35 49.52', W90 38.47'.

Overfly highway 63 basic heading 150 degrees. Check Marked Tree municipal 6M8 CTAF 122.8 N35 32' W90 24.0'. Stay west of I-55, DONOT ENTER MEMPHIS AIRSPACE, UNLESS NEED TO LAND AT West Memphis. Stay below 3000' and do not fly into the second ring. Leg (42NM) 25 minutes. Just north of Marion N35 15.0' W90 15.0' Fly WEST.

Overfly highway 64 through Wynne to Bald knob. Basic heading 275 degrees . Check Wynne Municipal (M65), CTAF 122.8 N35 13.54' W90 45.42', (25NM) 15 minutes, and the Wynne hospital down town... Check Woodruff County airport M60 (25NM) CTAF 122.9 N35 16.18' W 91 16.13'. Check bridge at Augusta. (15NM) Check Bald Knob municipal M74 CTAF 122.9, N35 18.00', W91 33.30'.

Overfly highway 67 Bald Knob to Cabot. Basic heading 230 degrees (30NM). Then to Little Rock Adams field (18NM)

Total 220NM for the route 2 hours no wind. Time and distance to Brinkley start point must be added to the proposed flight plan time.

Land with one hour of fuel on board.

EARTHQUAKE STANDARD OPERATIONS PLAN

FLIGHT PLAN ROUTE "C"

BEGIN AT BALD KNOB

Overfly highway 67 Bald Knob to Corning . Basic heading 30 degrees (85NM).
Check airports and hospitals enroute.

North of Newport the four lane highway is not open to traffic, check old HWY 67.
Newport Municipal M19 ASOS 118.15, CTAF 122.8 N35 38.15' W91 10.35'.

Walnut Ridge Regional ARG AWOS 135.925 CTAF 122.8 N36 07.31' W90 55.28'.

Pocahontas Municipal M70 CTAF 122.8 N36 14.43' W90 57.18'.

Corning Municipal 4M9 CTAF 123.0 N36 24.15' W90 38.52'.

Overfly highway 62 Corning to Piggott. Basic heading 090 degrees (19NM).
Piggott Municipal 7M7 CTAF 122.9 N37 22.40' W90 09.57'.

Overfly highway 49 Piggott to Jonesboro Basic heading 205 degrees (40NM).

Rector Municipal 7M8 CTAF 122.9 N36 15.00' W90 19.10'.

Paragould Kirk Field PGR CTAF 122.8 N36 03.49' W90 30.35'.

Jonesboro Municipal JBR ASOS 118.52 CTAF 123.6 N35 49.52' W90 38.47'.

Overfly highway 1 Jonesboro to Marianna. Basic heading 185 degrees

Wynne Municipal M65 CTAF 122.8 N35 13.53' W90 45.41'.

Forrest City Municipal FCY CTAF 122.8 N34 56.31' W90 46.30'.

Marianna Lee County 6M7 CTAF 122.8 N34 46.45', W90 48.35'.

Total 206NM for the route, 2 hours no wind. Time and distance to Bald Knob start point must be added. Also the time and distance to a known refuel available airport must be added to the proposed flight plan time. If route is taking more than available aircraft time, advise mission base of route stop point.

Land with one hour of fuel on board.

EARTHQUAKE STANDARD OPERATIONS PLANS

FLIGHT PLAN ROUTE "D"

BEGIN AT LITTLE ROCK, OR LAKE VILLAGE

Overfly highway 530/65 Little Rock to Lake Village, and highway 82 to Greenville bridge.
Basic heading 150 degrees (105NM).

Pine Bluff Grider Field PBF ASOS 120.77 CTAF 123.0 N34 10.29' W91 56.04'.

Dumas Billy Free Municipal 0M0 CTAF 122.8 N33 53.04' W91 32.03'.

McGehee Municipal 7M1 CTAF 122.9 N33 37.12' W91 21.53'

Lake Village Municipal M32 CTAF 122.9 N33 20.41' W91 18.57'.

Greenville Bridge N33 18.00' W91 10.00'.

Fly to the Helena Bridge, Heading 020 degrees. N34 30', W90 35'.

Helena Thompson-Robbins HEE CTAF 122.8 N34 34.35', W90 40.33'.

Overfly highway 49 Helena to Brinkley Basic Heading 330 degrees (45NM)

Brinkley Frank Federer M36 CTAF 122.8 N34 52.49' W91 10.35'

If flown as above plus Brinkley back to Little Rock

Total 290NM 2 hours 45 minutes no wind.

If this route is flown out of Monticello, begin at Mc Gehee. Before reaching Brinkley you will be advised if it is necessary to fly the Dumas to Little Rock segment.

Land with one hour of fuel on board.

EARTHQUAKE STANDARD OPERATIONS PLANS

FLIGHT PLAN ROUTE "E"

LITTLE ROCK TO SHEARVILLE I-40

Overfly highway 165 Little Rock to Stuttgart (45NM).

Stuttgart Municipal SGT AWOS 119.025 CTAF 122.8 N34 36.01', W91 34.28'.

Overfly highway 165/79 to Clarendon. Municipal 4M8 CTAF 122.8 N34 38.55', W91 23.40'.

Check the bridge at Clarendon N34 42' W91 18'.

Marianna Lee County 6M7 CTAF 122.8 N34 46.45' W90 48.35'

Overfly highway 79 Marianna to I-40 Shearville. Basic heading 60/360 degrees.

Check the two bridges over the St Francis, east of Marianna

Continue overflying highway 79 to I-40.

Route could be flown reverse order if better suited to aircraft availability.

Total route 125NM one hour 15 minutes plus time to and from airports.

Land with one hour of fuel on board.

SQUADRON EARTHQUAKE PACKAGE WILL INCLUDE THE FOLLOWING ITEMS

A copy of the Earthquake Standard Operating plan June 1, 2009

An Arkansas Gridded sectional.

Two Arkansas road maps

Note pad and appropriate damage recording forms

At least two pencils

Form 103 Mission Authorization Personnel Register

Form 104 Mission Flight Plan Briefing Form

Form 121 Aircraft/Vehicle Register

Form 9 At least two: Release for Non-CAP Members