Concept

The Mississippi Wing Hurricane Plan has been created to provide a template for a Mississippi Wing's CAP response to a future Hurricane. This plan is not intended to dictate or restrict actions or operational decisions that future Incident Commanders or Wing Operations and ES Staff may face, but to lay the ground work to make those decisions easier when faced with the pressure posed by emergency circumstances.

Most disaster relief tasks that will be assigned to this wing will be in support of the State of Mississippi MEMA, so in a number of places in the plan there will be an emphasis on meeting those needs.

However, we expect tasks to come from many directions so we have tried to build in as much flexibility as possible.

This plan focuses on six main areas:

- Pre-Storm Phase Readiness
- Evacuation
- ICP Location Planning
- Communications
- IT Connectivity
- Public Affairs

I - Pre-Storm Phase Readiness

I.1 - Asset Tracking

WMIRS has been selected as the tool to maintain the real time status of aircraft and vehicle assets in Mississippi Wing. Maintaining WMIRS records for assets will become critical during hurricane season to better allow for mission staff planning associated not only with evacuations, but mission operations following the storm.

Custodians and the MS Wing Aircraft Maintenance Officer will be responsible for the following:
• Asset location (including temporary moves)
• Asset access instructions (including combinations)
• Any special information about the asset
• Maintenance cycle status – 100 hours, oil changes, 12/24 month inspections, etc…
• Currency of aircraft supplies inventory

FAILING TO KEEP THIS INFORMATION CURRENT COULD ADVERSELY AFFECT MISSION PLANNING/EXECUTION IN AN EMERGENCY!

I.2 - General Disaster Readiness
These readiness steps are intended to mirror the State of Mississippi's response to potential hurricane threats:

• 1 June (beginning of Hurricane Season): MSWG Ops & ES Staff, Unit Commanders, MSWG IC's and Senior Mission Staff will review this plan.

• Conference Calls with all Squadron and Flight units should take place in early June and at least twice more during hurricane season.

I.3 - Pre-Storm Readiness Protocol
The path of a tropical system that enters the Gulf of Mexico is never completely predictable, but MSWG can take steps to prepare for a possible storm starting five days in advance without overly committing to a specific post storm footing. The below timeline of events prior to a storm is based heavily on the pre-hurricane preparation milestones used by the State of Mississippi, who will likely be our largest customer for this type of DR mission. This timeline allows room for flexibility with any specific advance planning and preparations that may be required, and provides a framework that the wing staff and assigned Incident Commander can leverage.

The MSWG Director of Emergency Services will act as the initial IC for any storm moving into the Gulf. As the storm moves in and we come to understand the extent of the duties we will be asked to perform, the Wing Commander or his designee will assign the secondary IC to run the ICP.

I.4 – Evacuation - Concept discussion
The aircraft evacuation plan is driven by three objectives:
1. Aircraft protection,
2. Operational availability of evacuated aircraft, and
3. Minimal effort asked of CAP members facing evacuation.

Minimal action should be required by Coastal Units during an evacuation as they will need time in preparation for their homes and work. The NOC will provide when requested, a mission to relocate potential affected aircraft out of the storm's predicted path. The primary IC will be tasked with input of this request to the NOC.

Custodian responsibilities
All MS squadrons are responsible to maintain and operate evacuated aircraft and to return those aircraft to partner squadrons when hurricane risk has passed. Additionally, custodian/host squadrons must make arrangements for priority access to fuel for two aircraft during a hurricane event.

Storm Minus:

• **Five days (-120 hours):**
- MSWG Command Staff , OPS Section, Aircraft Custodians will meet on conference call to review this plan -
- The Wing commander will appoint an IC
- The IC will assemble a mission staff.
- MSO and CUL appointed by IC.

• **Three days (-72 hours):**

All aircraft and vehicles in threatened areas are **evacuated** using their evacuation partnerships.
- Execution of Pre-Storm assignments begins.

Two days (-48 hours):

- All CAP assets in threatened areas have been evacuated or secured. MSWG units will perform their unit pre-disaster checklists. (Last Page of this document)

• **One Day (-24 hours):**
- All evacuations are to be complete.

• **Imminent:**
- Take Shelter and Maintain readiness for execution of post-storm tasks as assigned.

I.4. B - PERSONNEL
Many CAP members live in areas that may be affected by a disaster. This plan has been created with the expectation that those members will not be leveraged for any storm related tasks from Storm – 72 hours until after storm passage, in order to allow those members to manage personal and family affairs, and evacuation needs. Units will follow their DR checklists as directed by this plan.

I.4. C - EQUIPMENT
The below equipment should be considered for any evacuation plan. It is the responsibility of custodians to ensure that this equipment is located in a manner that it can be evacuated should that need arise.
- Vehicles should be sheltered and out of the predicted surge area.
- Portable Repeaters
- HF Rapid Deployment Packages (RDPs are at Biloxi and Jackson)

- MS Wing Digital Cameras, GPS units and connecting cables
- Command/Communications Trailer
- Communications Vans (MS048 and MS096)

II - ICP Location and Planning

This plan has approached the question of ICP location with an overarching premise that the ICP should always be located in an area that provides sufficient infrastructure to permit operations, but that it should be close enough to the disaster affected area to permit effective staging without excessively long transits. Based on our experiences from prior disasters we realize that an ICP that has ineffective communications and connectivity can only be marginally effective, so this has been a particular focus. In order to be most effective an ICP requires the following:
• Sufficient logistics infrastructure to support the ICP staff, aircrews, and ground teams
• Communications capability, both by radio and telephone
• Internet connectivity

Based on the above considerations this plan has developed a two pronged ICP strategy:
1) Leverage a fixed location and develop that location as much as we can
2) Develop the capability to stage an ICP away from a prepared location (Portable ICP)

II.1 - Fixed locations targeted by this planning team:
• Wing Headquarters – KHKS

Communications: The HKS location plans to use its existing radios
Electricity: The ICP is located at MS Wing Headquarters where electric power is available and portable generators can be used to provide power to the location if needed.

Housing Crews & Staff: Members responding to the mission should be prepared with sleeping bags and personal items as these will not always be available.

Local hotels, fuel and food service providers are within a 5-mile radius of HKS. There are limited facilities on base for showering and sleeping, these will be reserved for night operations crew. Total space in the building is limited to 10 staff.

ICP Kit: The use of the MSWG ES ICP kit with computers, office supplies & equipment is planned to augment available HKS equipment. (Needs to be developed/procured!!)

II.2 - Portable ICP:
Because not all disasters will permit us to prepare a fixed ICP in advance, and because we cannot prepare for every possible contingency, Mississippi Wing also needs the capability to deploy an ICP that is not tied to a previously foreseen location. This plan envisions the use of the Command Trailer assigned to MS048 in combination with an airport FBO, or state or local government facility that can be provided for CAP's use, to be leveraged as an ICP. A number of challenges present themselves here, and this plan has taken steps to provide solutions:

Communications: The MSWG Comm. vehicles and trailer are the primary solutions to provide portable comm. support, but portable HF & VHF comm. kits can also be used.

Electricity: In cases where the ICP is not located where commercially available electricity is available, portable generators can be used.

Housing Crews & Staff: Members responding to the mission should be prepared with sleeping bags and personal items as these will not always be available. The IC should make every effort to ensure that cots are provided to crews, ground teams, and staff.

Other Logistics considerations (food, fuel, etc…): The premise is that we will only locate an ICP in a place that can support these needs through intact infrastructure (i.e. commercially available food).

ICP Kit: MSWG ES has created an ICP kit with computers, office supplies & equipment that can be deployed to support IPC operations. The MSWG DOS should be contacted for further information.

III - Communications

III.1 - Concept

The Mississippi Wing Emergency Communications Plan and the MS**WG Communications Training and Operations Plan** define the wing strategy both for emergency communications as well as for training requirements to prepare for major missions such as a hurricane response. Incident Commanders and Communicators in Mississippi Wing should be familiar with both documents.

III.2 - Communication Readiness Protocol

In addition to the Pre-storm Readiness Protocol listed in Section 1 above these following steps are outlined as necessary steps for Communications Unit Leaders designated by the Incident commander:

Storm Minus:

• Five days (-120 hours):

- CUL appointed by IC.
- CUL coordinates with MSWG Director of Communications:
- Initiate update to MSWG Emergency Communications Plan and distribute the updated plan.
- Initiate coordination of HF frequencies with SER, and ALE frequencies with NTC
- Locate HF ALE Rapid Deployment packages (RDP) and portable repeaters, and determine if any need to be evacuated.

• **Three days (-72 hours):**

- CUL prepares a detailed Incident Communications Plan and disseminates to staff.
- CUL sends email through all Mississippi wing cap requesting all radio equipment be checked for proper operation, and HF stations be prepared to come on the air and provide assistance and relays.
- CUL briefs HF net controls.
- ICP tests communications assets including HF and VHF circuits. Additional equipment is brought in as needed.
- Communications personnel review this plan.

III.3 - ICP Equipment

The following communications equipment should be available at the Incident Command Post for a Hurricane Response Mission. The Incident Commander and CUL should take appropriate steps to ensure that this equipment is present and functioning correctly when making a decision for ICP location.

Large mission ICP radio equipment should include:
HF: minimum one Micom 2 or 3 with broadband antenna
Second HF radio if available, ALE when available
VHF: minimum 2 EF Johnson 5317 with fixed antennas
Third EFJ 5317 if possible
ISR: as needed to support staff communications
Liaison radios: as needed.
Telephone: Wing cell phone package (WG ES officer)
FAX (Almost all units have a multi function printer/scanner/fax)
EFAX (Check with DC)
Backup power (batteries, generator, etc..)

IV - IT Connectivity

(And a Discussion of Limitations and Alternatives)

The authors of this plan have identified three specific and discrete internet needs that will drive our strategy:

1) WMIRS. Missions of the future will require near real time status and reporting requirements for higher headquarters. The requirement for WMIRS sortie tracking and pre-approval is a reality, and that makes the availability of internet connectivity an integral capability for an ICP.

2) Communication. The ability to correspond with CAP representatives at the NOC, with higher CAP headquarters, with C4 facilities, and with customers, will be integral to the successful conduct of future CAP DR operations in Mississippi Wing.

3) Data Handling. Many CAP DR missions now involve digital imagery, which requires significant connectivity bandwidth. This limitation has been considered, and the proposed

alternative is to put images on USB drives or CD's, and then to transport those media either directly to a customer, or to a location which will permit sufficient bandwidth to upload it.

The use of Air Cards and a wireless router be used. (Not available anymore.)

For the Portable ICP concept the use of Air Cards would become the primary means of ensuring connectivity. This capability will be acquired by MSWG. (Not available) Members are using personal hotspots from phones.

V - Public Affairs

One lesson that we have learned from the aftermath of Hurricane Katrina is that any faltering in the Public Affairs battle can give the impression that we have lost the war, even if our mission operations are a resounding success.

The role of Mission Information Officer is absolutely crucial and essential. In a large-scale engagement such as a Hurricane DR mission, not only may CAP encounter many excellent opportunities to show the public how we support our community, state, and nation, but the media may also begin to make demands for access to the mission itself, and to the mission staff. In this regard, prior planning and knowledge of CAP operations, as well as ability to work with and coordinate with outside agencies and the media are the key to success for the Mission IO. For missions assigned by the State of Mississippi, all media releases will be coordinated with the overall IO at the EOC.

Squadron Taskings – DR (Earthquake event at 6.0 or greater) or Hurricane < 24 hrs from area

- ☐ Alert Officer or CC is tasked with notification/location of all squadron members for a health/welfare check and notification of possible tasking.
- ☐ Notify Wing DO, DOS of squadron status and availability.
- ☐ If able, establish communication link (any means available) to Jackson Base (MB16) or airborne repeater (Channel R68 on mobiles and handhelds). HF frequencies SEC, SED, SEF and VHF channel CC2 will also be in use.
- ☐ If you have Emergency communication Kits, locate and load in vehicles for potential transport.
- ☐ Charge batteries that might be needed.
- ☐ Disburse any Communication equipment to appropriate staff.
- ☐ Make sure vehicles / Aircraft are fueled and ready for use.
- ☐ Personnel should be prepared for extended duty. (cash, 72 hr packs, aircrew go kits, binoculars, cameras w/charged batteries, etc.