



2016 PCR-NV-001 Training Plan

Current Status: Approved

Commander's Intent

The purpose of this document is to outline training opportunities in emergency services that provides value to Civil Air Patrol's (CAP) customers. Emergency Services is a core mission of CAP. Nevada Wing continually strives to enhance our ability to provide emergency services to our communities, state, corporate region, and nation.

The approach to training exercises conducted by Nevada Wing is to develop plans that are practical, efficient, and cost effective. Nevada Wing agrees with Federal Emergency Management Agency (FEMA) that "an exercise is a focused practice activity that places the participants in a simulated situation requiring them to function in a capacity that would be expected of them in a real event." The Wing also aims to achieve two main benefits from their exercise program:

1. Individual training: Exercises that enable their members to practice ES positions and gain experience in those positions.
2. System improvements: To improve the CAP and the Wing's system for managing emergency response.

These benefits come not from just exercising, but from evaluating the exercise and acting upon the recommendations. The Wing believes that an exercise has value only when it leads to improvement. Nevada Wing will use an exercise program that is made up of a series of increasingly complex exercises. Each type of exercise builds on previous exercises using more sophisticated simulation techniques and requiring more preparation time, personnel, and planning. The Wing has always demonstrated that it accomplished this goal by providing squadrons within the Wing opportunities

to exercise. Starting from Drills, Tabletops, and Functional Exercises to a Full-scale evaluated exercise held in May of 2015 in which the Wing achieved an "Outstanding" grade.

In review of past Search and Rescue Missions performed by the Wing and Region, the Wing also examined the potential of major emergencies throughout the United States. The result of the review provided the following points of concern:

1. Nevada Wing provides excellent response to short notice, short duration missions, but should aspire to be able to contribute to longer duration missions. This would include providing full staff and crews to manned emergency positions for two shifts per day. In addition, because of Nevada's size in square miles, any major emergency would require not only one Incident Command Center (ICC) but various remote locations. In any major emergency the Wing could open one ICC with three remote locations depending on the size and scale of the emergency. Possible locations that could be ICC or remote bases for any major emergency within Nevada, include but are not limited to Las Vegas, Henderson, Pahrump, Elko, Winnemucca, and Reno. Throughout fiscal year 2014 - 2015 the wing attempted to increase these number with some success. However, there was a small decrease in numbers on all of the positions needed. This commitment will continue to involve increasing the number of staff and crews over the next year.
2. Although a valued member of the emergency services community. Nevada Wing needs to continue to be seen as an asset to the community. This includes attendance or inclusion in Local Emergency Planning Committees (LEPC), and meetings with incorporated jurisdictions, counties and state emergency managers. The Wing saw success with the Civil Air Patrol becoming a voting member of the Nye County LEPC.
3. Continual Search and Rescue Exercises (SAREXs) provide opportunities for improvement of the Wing's emergency response capabilities. A system of Orientation Seminars (squadron based); Drills, Tabletop (squadron or Wing based) and functional exercises (Wing based) which lead to a Full-scale exercise (including outside agencies, jurisdictions and corporate customers) should be planned.
4. Monitoring and observing SAREXs is an important function for evaluation. Qualified monitors are present under Full-scale exercises, they are not usually present under the other types of exercises. Monitors should be involved in all types of exercises to foster comment and provide feed back to SAREX participants. These points of concern will result in a base line requirements or needs. The following section illustrates the what is needed to address the points of concern.

The Wing proposed a process to review and evaluate the previous year's plan. By August the Wing should have the following:

1. Plan Review: The process is to review the prior year's plan and determine if goals, objectives and tasks were meet. What goals were successful and still relevant and what were not.
2. Needs Assessment: What direction does the Wing need to take due to Regional, or National Goals or direction.
3. Developing or renewing goals: Listing of goals, objectives and tasks for the next fiscal year and developing time frames, and corresponding budgets.
4. Implementing the Plan.

Some of these processes are included in the following sections.

The Wing also offers the following Emergency Services Mission statement:

The Nevada Wing of the Civil Air Patrol will be professional, and flexible, using enhance technology to perform various tasks and assignments for the community, state, and nation.

Commander's Intent Training Goals

| Position | Requirement | Previously Qualified | Anticipated Loss | Training Goal | Trained | Lost To Attrition | Currently Qualified |
|--|-------------|----------------------|------------------|---------------|---------|-------------------|---------------------|
| Communications | | | | | | | |
| ICUT - Introductory Communications User Training | 220 | 176 | 10 | 0 | 0 | 0 | 275 |
| Counter Drug | | | | | | | |
| CD - Counterdrug | 90 | 77 | 0 | 0 | 0 | 0 | 68 |
| Emergency Services | | | | | | | |
| ADIS - Aerial Digital Imaging System Operator | 10 | 1 | 0 | 0 | 0 | 0 | 1 |
| AOBD - Air Operations Branch Director | 35 | 31 | 5 | 0 | 0 | 0 | 29 |
| AP - Airborne Photographer | 15 | 2 | 0 | 0 | 0 | 0 | 2 |
| CERT - Community Emergency Response Team | 50 | 36 | 5 | 0 | 0 | 0 | 34 |
| CUL - Communications Unit Leader | 30 | 18 | 5 | 0 | 0 | 0 | 17 |
| FASC - Finance/Admin Section Chief | 15 | 10 | 5 | 0 | 0 | 0 | 9 |
| FLM - Flight Line Marshaller | 25 | 12 | 3 | 0 | 0 | 0 | 13 |
| FLS - Flight Line Supervisor | 12 | 8 | 3 | 0 | 0 | 0 | 6 |
| GBD - Ground Branch Director | 20 | 13 | 5 | 0 | 0 | 0 | 11 |
| GIIEP - Geospatial Information Interoperability Exploitation Portable Operator | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| GTL - Ground Team Leader | 30 | 19 | 3 | 0 | 0 | 0 | 17 |
| GTM1 - Ground Team Member Level 1 | 30 | 20 | 4 | 0 | 0 | 0 | 14 |
| GTM2 - Ground Team Member Level 2 | 30 | 25 | 5 | 0 | 0 | 0 | 21 |
| GTM3 - Ground Team Member Level 3 | 60 | 40 | 5 | 0 | 0 | 0 | 34 |
| IC1 - Incident Commander Level 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| IC2 - Incident Commander Level 2 | 12 | 7 | 2 | 0 | 0 | 0 | 7 |
| IC3 - Incident Commander Level 3 | 22 | 16 | 2 | 0 | 0 | 0 | 17 |
| LO - Liaison Officer | 15 | 10 | 2 | 0 | 0 | 0 | 10 |
| LSC - Logistics Section Chief | 15 | 14 | 2 | 0 | 0 | 0 | 11 |
| MC - Mission Chaplain | 4 | 3 | 1 | 0 | 0 | 0 | 2 |

| | | | | | | | |
|---|-----|-----|---|---|---|---|-----|
| MFC - Mountain Flying Certification | 50 | 33 | 5 | 0 | 0 | 0 | 30 |
| MO - Mission Observer | 140 | 121 | 5 | 0 | 0 | 0 | 112 |
| MP - SAR/DR Mission Pilot | 50 | 35 | 5 | 0 | 0 | 0 | 30 |
| MRO - Mission Radio Operator | 80 | 62 | 5 | 0 | 0 | 0 | 68 |
| MS - Mission Scanner | 190 | 145 | 5 | 0 | 0 | 0 | 149 |
| MSA - Mission Staff Assistant | 90 | 71 | 5 | 0 | 0 | 0 | 72 |
| MSO - Mission Safety Officer | 20 | 18 | 4 | 0 | 0 | 0 | 17 |
| OSC - Operations Section Chief | 25 | 19 | 5 | 0 | 0 | 0 | 18 |
| PIO - Public Information Officer | 20 | 13 | 3 | 0 | 0 | 0 | 12 |
| PSC - Planning Section Chief | 25 | 19 | 3 | 0 | 0 | 0 | 19 |
| SMC/BISC - AFRCC SAR Management Course | 8 | 5 | 1 | 0 | 0 | 0 | 6 |
| SPC - National Inland SAR Planning Course | 20 | 11 | 2 | 0 | 0 | 0 | 12 |
| TMP - Transport Mission Pilot | 65 | 56 | 5 | 0 | 0 | 0 | 52 |
| UDF - Urban Direction Finding Team | 35 | 31 | 3 | 0 | 0 | 0 | 31 |
| WS - Water Survival | 5 | 2 | 0 | 0 | 0 | 0 | 1 |
| Stan/Eval | | | | | | | |
| ATC - Auto Tow Crew Member | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATE - Auto Tow Evaluator | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| ATI - Auto Tow Instructor | 5 | 0 | 1 | 0 | 0 | 0 | 3 |
| ATO - Auto Tow Operator | 6 | 0 | 1 | 0 | 0 | 0 | 4 |
| Balloon Pilot | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Check Pilot - Airplane | 0 | 10 | 0 | 0 | 0 | 0 | 10 |
| Check Pilot - Balloon | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Check Pilot - G1000 | 0 | 7 | 0 | 0 | 0 | 0 | 8 |
| Check Pilot - Glider | 0 | 6 | 0 | 0 | 0 | 0 | 4 |
| Check Pilot Examiner - Airplane | 16 | 9 | 2 | 0 | 0 | 0 | 8 |
| Check Pilot Examiner - Balloon | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Check Pilot Examiner - Glider | 8 | 5 | 1 | 0 | 0 | 0 | 3 |
| Glider Pilot | 15 | 11 | 2 | 0 | 0 | 0 | 7 |
| Instructor Pilot - Airplane | 20 | 11 | 2 | 0 | 0 | 0 | 18 |
| Instructor Pilot - Balloon | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Instructor Pilot - G1000 | 10 | 7 | 2 | 0 | 0 | 0 | 14 |

| | | | | | | | |
|------------------------------|----|----|---|---|---|---|----|
| Instructor Pilot - Glider | 10 | 7 | 1 | 0 | 0 | 0 | 4 |
| Instructor Pilot - Tow | 3 | 2 | 0 | 0 | 0 | 0 | 1 |
| Instrument Pilot | 25 | 20 | 2 | 0 | 0 | 0 | 23 |
| Instrument Pilot - G1000 | 15 | 12 | 3 | 0 | 0 | 0 | 19 |
| Mission Check Pilot | 10 | 6 | 2 | 0 | 0 | 0 | 7 |
| Mission Check Pilot - G1000 | 10 | 4 | 2 | 0 | 0 | 0 | 5 |
| Mission Check Pilot Examiner | 10 | 6 | 2 | 0 | 0 | 0 | 5 |
| Orientation Pilot - AFROTC | 15 | 10 | 3 | 0 | 0 | 0 | 9 |
| Orientation Pilot - Airplane | 35 | 30 | 2 | 0 | 0 | 0 | 27 |
| Orientation Pilot - Balloon | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Orientation Pilot - Glider | 10 | 8 | 2 | 0 | 0 | 0 | 5 |
| Tow Pilot | 12 | 10 | 2 | 0 | 0 | 0 | 11 |
| Tow Pilot - Trainee | 8 | 10 | 1 | 0 | 0 | 0 | 3 |
| VFR Pilot | 65 | 54 | 5 | 0 | 0 | 0 | 53 |
| VFR Pilot - G1000 | 40 | 27 | 3 | 0 | 0 | 0 | 37 |
| WE - Winch Evaluator | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| WI – Winch Instructor | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| WO – Winch Operator | 3 | 0 | 0 | 0 | 0 | 0 | 1 |

Requirements

1. To provide adequate staff to provide for one ICC and at least 3 remote bases within the State of Nevada for two shifts. The ICC would require 2 Incident Commanders (IC), 2 Operations Section Chiefs, 2 Logistics Section Chiefs, 2 Planning Section Chiefs, 2 Air Operations Branch Director (AOBD) and 2 Ground Branch Operating Directors (GOBD) for the ICC. Remote locations would require a similar amount of staff less the Incident Commander. In a major emergency adequate staff is needed for all remote bases and the ICC. Transportation of Emergency Services Staff would be necessary.

As far as ICs only 2 are needed at any one level. The size of the emergency and the scope will determine which level is appropriate. Although the numbers seem high for the Section Chiefs, 12 -18 personnel are qualified in more than one Base qualification. This is also true for most ES positions. A person is qualified in more than one position.

A reasonable training goal would be to have at least one full shift for Remote Bases and two full shifts for any ICC base. The training should be focused on possible sites to achieve the required numbers.

Along with mission staff there will be needs for Ground Teams and Air Crews. For each shift a minimum of 2 aircrews and 2 ground teams. Again, a reduction in staff could be achieved by limiting hours of operation for remote bases, or transporting staff from locations that have abundant resources to those that have less.

The Nevada Wing currently has 8 Cessna 182s and 2 Cessna 206, the locations of the aircraft are distributed throughout the Wing with the majority of air craft in the northern part of the state, six Cessna 182s and one Cessna 206, and three aircraft in the southern part of the state, two Cessna 182s and one Cessna 206. Each aircraft should have two complete aircrews. There is currently 3.44 Mission Pilots per Aircraft. The Wing's goal is to provide 4 mission pilots and aircrews for each aircraft. This would require at least 5 additional pilots in fiscal year 2014-2015.

In addition, to provide opportunities for pilots to become mission pilots the Wing believes that the addition of check pilots are needed. The goal is to have 1.5 check pilots per aircraft by the end of fiscal year 2014-2015.

2. To maintain CAP as a valued member of the emergency services community, Nevada Wing needs to continue to be seen as an asset to the community. Nevada has sixteen counties and one independent city (Carson City). Each county and Carson City has a LEPC a list of contacts can be obtain through the State of Nevada Web site. At present the Director of Operations attends Clark County and is a member of Nye County LEPC. It would be prohibiting for the Director to attend all state LEPC Meetings. Representatives will be needed if a more meetings are to be attended. If each squadron could attend their counties LEPC the Wing would greatly expand the coverage. Times for LEPC meetings should be recorded for fiscal year and attendance by Operations Directors encouraged. This also would open opportunities for meetings with incorporated jurisdictions, and state emergency mangers which usually attend LEPC meetings.

3. To provide for SAREX opportunities to improve of the Wing's emergency response capabilities, the Wing should encourage a system of Orientation Seminars. These seminars are squadron based, meaning each squadron should dedicate 45 minute session a month to an Emergency Services topic. A Drill is a coordinated, supervised exercise activity, normally used to test a single specific operation or function. With a drill, there is no attempt to coordinate organizations or other squadrons, or fully activate the IC.

Tabletop and functional exercises can be done at squadron and Wing level. A tabletop exercise is a facilitated analysis of an emergency situation in an informal, stress-free environment. It is designed to elicit constructive discussion as participants examine and resolve problems based on existing operational plans and identify where those plans need to be refined. Table Top Exercises can be done at the squadron monthly meeting or at a monthly SAREX event.

A Functional Exercise is a fully simulated interactive exercise that tests the capability of an organization to respond to a simulated event. The exercise tests multiple functions of the organization's operational plan. It is a coordinated response to a situation in a time-pressured, realistic simulation. There should be one exercise per fiscal year as well as a monthly SAREX. It would be best to be at least 5 months before a Full Scale Exercise, so that After Action Reports can be used to prepare for the Full Scale Exercise.

Full-Scale Exercise simulates a real event as closely as possible. It is an exercise designed to evaluate the operational capability of emergency management systems in a highly stressful environment that simulates actual response conditions. This exercise would including outside agencies (USAF), jurisdictions (City, County, State and corporate customers) should be planned. There should be one exercise per fiscal year as a monthly SAREX. This exercise is the same as the current Wing Lead Exercise (WLE.)

4. Monitoring and observing SAREXs is an important function for exercise evaluation. Monitors are present under Full-scale exercises, they are not usually present under the other types of exercises. Monitors should be involved in all types of exercises to foster comment and provide feed back to SAREX participants. The requirements would be current Wing Staff and IC Officers not working the current Missions.

In addition, Orientation Seminars, and Tabletops can be monitored by unit commanders or Operation Section Chiefs (if the Squadron has one.) All SAREXs should be completed with a "Hot Wash" discussion and a written After Action Report presented to the Wing Emergency Services Training Officer one week after the SAREX is completed.

5. As the functions of Civil Air Patrol changes and new technologies become available for the completion of Emergency Services the Wing should seek out opportunities to enhance knowledge. FEMA, Homeland Security, along with other federal state and local agencies provide workshops. Members should be encourage to attend and share information from these meetings.

Requirements Training Goals

| Position | Previously Qualified | Currently Qualified | Short Term Requirement | Long Term Requirement | Short Term Training Goal | Long Term Training Goal |
|--|----------------------|---------------------|------------------------|-----------------------|--------------------------|-------------------------|
| Communications | | | | | | |
| ICUT - Introductory Communications User Training | 176 | 275 | 225 | 250 | 0 | 0 |
| Counter Drug | | | | | | |
| CD - Counterdrug | 77 | 68 | 90 | 100 | 22 | 32 |
| Emergency Services | | | | | | |
| ADIS - Aerial Digital Imaging System Operator | 1 | 1 | 2 | 5 | 1 | 4 |
| AOBD - Air Operations Branch Director | 31 | 29 | 35 | 40 | 6 | 11 |
| AP - Airborne Photographer | 2 | 2 | 2 | 5 | 0 | 3 |
| CERT - Community Emergency Response Team | 36 | 34 | 50 | 75 | 16 | 41 |
| CUL - Communications Unit Leader | 18 | 17 | 25 | 30 | 8 | 13 |
| FASC - Finance/Admin Section Chief | 10 | 9 | 15 | 20 | 6 | 11 |
| FLM - Flight Line Marshaller | 12 | 13 | 15 | 25 | 2 | 12 |
| FLS - Flight Line Supervisor | 8 | 6 | 12 | 18 | 6 | 12 |
| GBD - Ground Branch Director | 13 | 11 | 15 | 25 | 4 | 14 |
| GIIEP - Geospatial Information Interoperability Exploitation Portable Operator | 0 | 0 | 0 | 0 | 0 | 0 |
| GTL - Ground Team Leader | 19 | 17 | 20 | 30 | 3 | 13 |
| GTM1 - Ground Team Member Level 1 | 20 | 14 | 25 | 35 | 11 | 21 |
| GTM2 - Ground Team Member Level 2 | 25 | 21 | 30 | 40 | 9 | 19 |

| | | | | | | |
|---|-----|-----|-----|-----|----|----|
| GTM3 - Ground Team Member Level 3 | 40 | 34 | 45 | 60 | 11 | 26 |
| IC1 - Incident Commander Level 1 | 1 | 2 | 2 | 2 | 0 | 0 |
| IC2 - Incident Commander Level 2 | 7 | 7 | 12 | 15 | 5 | 8 |
| IC3 - Incident Commander Level 3 | 16 | 17 | 20 | 30 | 3 | 13 |
| LO - Liaison Officer | 10 | 10 | 12 | 15 | 2 | 5 |
| LSC - Logistics Section Chief | 14 | 11 | 16 | 25 | 5 | 14 |
| MC - Mission Chaplain | 3 | 2 | 5 | 8 | 3 | 6 |
| MFC - Mountain Flying Certification | 33 | 30 | 40 | 50 | 10 | 20 |
| MO - Mission Observer | 121 | 112 | 120 | 130 | 8 | 18 |
| MP - SAR/DR Mission Pilot | 35 | 30 | 40 | 50 | 10 | 20 |
| MRO - Mission Radio Operator | 62 | 68 | 70 | 85 | 2 | 17 |
| MS - Mission Scanner | 145 | 149 | 170 | 185 | 21 | 36 |
| MSA - Mission Staff Assistant | 71 | 72 | 80 | 100 | 8 | 28 |
| MSO - Mission Safety Officer | 18 | 17 | 20 | 25 | 3 | 8 |
| OSC - Operations Section Chief | 19 | 18 | 20 | 25 | 2 | 7 |
| PIO - Public Information Officer | 13 | 12 | 16 | 25 | 4 | 13 |
| PSC - Planning Section Chief | 19 | 19 | 25 | 35 | 6 | 16 |
| SMC/BISC - AFRCC SAR Management Course | 5 | 6 | 10 | 15 | 4 | 9 |
| SPC - National Inland SAR Planning Course | 11 | 12 | 18 | 25 | 6 | 13 |
| TMP - Transport Mission Pilot | 56 | 52 | 60 | 75 | 8 | 23 |
| UDF - Urban Direction Finding Team | 31 | 31 | 35 | 50 | 4 | 19 |
| WS - Water Survival | 2 | 1 | 5 | 10 | 4 | 9 |
| Stan/Eval | | | | | | |
| ATC - Auto Tow Crew Member | 0 | 0 | 1 | 3 | 1 | 3 |
| ATE - Auto Tow Evaluator | 0 | 0 | 1 | 3 | 1 | 3 |
| ATI - Auto Tow Instructor | 0 | 3 | 1 | 3 | 0 | 0 |
| ATO - Auto Tow Operator | 0 | 4 | 5 | 8 | 1 | 4 |
| Balloon Pilot | 0 | 0 | 0 | 0 | 0 | 0 |
| Check Pilot - Airplane | 10 | 10 | 15 | 25 | 5 | 15 |
| Check Pilot - Balloon | 0 | 0 | 0 | 0 | 0 | 0 |
| Check Pilot - G1000 | 7 | 8 | 10 | 15 | 2 | 7 |
| Check Pilot - Glider | 6 | 4 | 5 | 8 | 1 | 4 |

| | | | | | | |
|---------------------------------|----|----|----|----|---|----|
| Check Pilot Examiner - Airplane | 9 | 8 | 10 | 0 | 2 | 0 |
| Check Pilot Examiner - Balloon | 0 | 0 | 0 | 0 | 0 | 0 |
| Check Pilot Examiner - Glider | 5 | 3 | 5 | 10 | 2 | 7 |
| Glider Pilot | 11 | 7 | 10 | 15 | 3 | 8 |
| Instructor Pilot - Airplane | 11 | 18 | 22 | 26 | 4 | 8 |
| Instructor Pilot - Balloon | 0 | 0 | 0 | 0 | 0 | 0 |
| Instructor Pilot - G1000 | 7 | 14 | 12 | 15 | 0 | 1 |
| Instructor Pilot - Glider | 7 | 4 | 6 | 8 | 2 | 4 |
| Instructor Pilot - Tow | 2 | 1 | 2 | 4 | 1 | 3 |
| Instrument Pilot | 20 | 23 | 25 | 35 | 2 | 12 |
| Instrument Pilot - G1000 | 12 | 19 | 20 | 25 | 1 | 6 |
| Mission Check Pilot | 6 | 7 | 8 | 12 | 1 | 5 |
| Mission Check Pilot - G1000 | 4 | 5 | 8 | 12 | 3 | 7 |
| Mission Check Pilot Examiner | 6 | 5 | 6 | 10 | 1 | 5 |
| Orientation Pilot - AFROTC | 10 | 9 | 15 | 20 | 6 | 11 |
| Orientation Pilot - Airplane | 30 | 27 | 35 | 45 | 8 | 18 |
| Orientation Pilot - Balloon | 0 | 0 | 0 | 0 | 0 | 0 |
| Orientation Pilot - Glider | 8 | 5 | 8 | 12 | 3 | 7 |
| Tow Pilot | 10 | 11 | 12 | 12 | 1 | 1 |
| Tow Pilot - Trainee | 10 | 3 | 5 | 5 | 2 | 2 |
| VFR Pilot | 54 | 53 | 60 | 65 | 7 | 12 |
| VFR Pilot - G1000 | 27 | 37 | 40 | 45 | 3 | 8 |
| WE - Winch Evaluator | 0 | 0 | 1 | 3 | 1 | 3 |
| WI – Winch Instructor | 0 | 1 | 2 | 4 | 1 | 3 |
| WO – Winch Operator | 0 | 1 | 4 | 6 | 3 | 5 |

Goals, Objectives & Tasks

1. Continue to develop and implement a monitoring and observing program for SAREXs.
 - Continue to enter After Action Reports into WMIRS 2.0 after each SAREX for fiscal year 2015 - 2016.
 - Develop and Implement Needs Assessment report for Fiscal Year 2015 -2016 from After Action Reports submitted from the previous fiscal year.
 - Develop a training schedule and plan to include monitoring and observing SAREXs.
 - NO tasks for this objective
 - Implement a monitoring and observing program with identified personnel to complete the monitoring.
 - NO tasks for this objective
1. Provide for SAREX opportunities to improve of the Wing's emergency response capabilities.
 - Continue to plan and conduct 1 Full-scale SAREX (WLE) for fiscal year 2015 -2016.
 - NO tasks for this objective
 - Continue to plan and conduct 1 Functional SAREX for fiscal year 2015 -2016.
 - NO tasks for this objective
 - Continue to plan and conduct 10 opportunities for SAREXs through USAF or other funding sources in Fiscal Year 2015 - 2016.
 - NO tasks for this objective
 - Continue to provide opportunities for training through monthly Emergency Services Training to all squadrons. Ongoing
 - NO tasks for this objective
 - Provide assistance for developing Orientation Seminars and Tabletop Exercises for squadrons. Ongoing
 - NO tasks for this objective
1. To maintain CAP as a valued member of the emergency services community. Nevada Wing needs to continue to be seen as an asset to the community. Continual
 - Continue to attend LEPC Meetings throughout the state. Continuing
 - NO tasks for this objective
 - Continue to determine what other emergency services organization (city, county and state) could be of mutual benefit to the CAP and attending meetings. Study completed by June 2016. Attend meetings stated in the study during the last quarter of the fiscal year.
 - Continue to look for opportunities to enhance emergency services education by attending and completing FEMA, State and related courses. Ongoing.

- Continue to study times and dates of LEPCs throughout the state of Nevada. Encourage Operation Officers thought the Wing to attend.
 - NO tasks for this objective
 - Seek out opportunities for technology training to enhance the knowledge of the Wing's Emergency Services base staff, air crews, communication and ground teams. This includes but is not limited to supporting the new Tech Corps being developed by FEMA (i.e. STK (Satellite Tool Kit), GIIEP, and Photo Interpretation)
 - Explore opportunities provided by FEMA, Homeland Security, State and local Emergency Management courses.
1. To provide adequate staff to provide flexibility in providing Emergency Services to our clients this should include to provide at least two Incident Commanders 3 (IC3) and appropriate staff in units that have aircraft assigned to the unit.
- Continue to develop selected units to be remote bases. As additional members are qualified in remote locations utilize them as ICC Units. Ongoing
 - NO tasks for this objective
 - Continue to increase mission qualified personnel.
 - Perform a Mountain Fury or flight clinic once a quarter
 - Designate June for Flight Opportunity Month, for form 5 training
 - June Drill for Ground Team and Mission Staff to increase qualified numbers of ES staff
 - Continue to maintain mission pilot proficiency through CAP-60-1 Air Force Approved Proficiency Flight Profiles
 - NO tasks for this objective
 - Continue to provide opportunities for transporting staff from locations that have abundant resources to those that have less. Ongoing
 - NO tasks for this objective
 - Continue to study to determine where possible ICC locations and Remote locations are available within current ES Qualifications. Ongoing.
 - Develop a IC file showing current places in Nevada and the ability to be a remote base or ICC. On going, to be performed by Operations and Emergency Services Officers within the Wing.
 - Continue to train and maintain proficiency observers and scanners so 4 aircrews for each aircraft are achieved. Ongoing
 - NO tasks for this objective
 - Continue to train and qualify additional mission pilots and provide opportunity for proficiency of current pilots so there are 4.0 mission pilots per aircraft in the Wing.
 - NO tasks for this objective
 - Continue to train and qualify Check Pilots to achieve 1.5 Check Pilots per aircraft.
 - NO tasks for this objective

- Develop both geographic areas (east and west) of the state so that both areas are capable of having an ICC. By the end of fiscal year 2015-2016.
 - Perform an introductory Incident Commander Course at the Wing Conference to enhance IC 3 list.
 - Provide opportunities for IC 2 learning and advancement. Ongoing

SUI Planning

| Month | Number Of SUIs |
|-------|----------------|
| Oct | 0 |
| Nov | 1 |
| Dec | 0 |
| Jan | 2 |
| Feb | 2 |
| Mar | 2 |
| Apr | 0 |
| May | 0 |
| Jun | 0 |
| Jul | 0 |
| Aug | 0 |
| Sep | 0 |

Proficiency Flights

| Month | Number Of Proficiency Flights |
|-------|-------------------------------|
| Oct | 10 |
| Nov | 10 |
| Dec | 10 |
| Jan | 10 |
| Feb | 10 |
| Mar | 10 |
| Apr | 10 |
| May | 10 |
| Jun | 10 |
| Jul | 10 |
| Aug | 10 |
| Sep | 5 |

Orientation Flights

| Month | Number Of Powered Orientation Flights | Number Of Glider Orientation Flights |
|-------|---------------------------------------|--------------------------------------|
| Oct | 10 | 5 |
| Nov | 20 | 10 |
| Dec | 26 | 25 |
| Jan | 26 | 5 |
| Feb | 10 | 5 |
| Mar | 35 | 15 |
| Apr | 20 | 5 |
| May | 16 | 5 |
| Jun | 20 | 5 |
| Jul | 10 | 5 |
| Aug | 15 | 5 |
| Sep | 10 | 10 |

Budget

| Priority | Type | Mission Name | Month | Unit/s | POC | Objective/s | Budget | Description |
|----------|----------------|--------------------------|-------|--------|-----------------|---|--------|---|
| 1 | SAR TRAINING | November SAR Drill | Nov | ALL | Gene P Pasinski | 1.a/1.b/1.c/2.a/1.b/1.c/1.d/1.e/1.f/1.g/1.h/1.i/2.d/3.a/3.b/3.e/4.a/4.b/4.c | \$1344 | Search and Rescue Training Drill |
| 1 | SAR TRAINING | December SAREX Drill | Dec | ALL | Gene P Pasinski | 1.a/1.b/1.c/2.a/2.b/1.a/1.b/1.c/1.d/1.e/1.f/1.g/1.h/1.i/2.d/3.a/3.b/3.e/4.a/4.b/4.c | \$1344 | Monthly Search and Rescue Exercise Drill |
| 1 | SAR TRAINING | January SAREX | Jan | ALL | Gene P Pasinski | 1.a/1.b/1.c/2.a/2.b/1.a/1.b/1.c/1.d/1.e/1.f/1.g/1.h/1.i/3.a/3.b/3.e/4.a/4.b/4.c | \$300 | Monthly Search and Rescue Exercise focus on Ground Teams and Support Staff. Table Top or Drill format |
| 1 | SAR TRAINING | February SAREX | Feb | ALL | Gene P Pasinski | 1.a/1.b/1.c/2.a/2.b/1.a/1.b/1.c/1.d/1.e/1.f/1.g/1.h/1.i/2.d/3.a/3.b/3.e/4.a/4.b/4.c | \$1344 | Monthly Search and Rescue Exercise Drill |
| 1 | SAR TRAINING | March Functional Drill | Mar | ALL | Gene P Pasinski | 1.a/1.b/1.c/2.a/2.b/1.a/1.b/1.c/1.d/1.e/1.f/1.g/1.h/1.i/2.d/3.a/3.c/4.a/4.b/4.c | \$2688 | Functional Emergency Management Exercise |
| 1 | SAR TRAINING | April SAREX | Apr | ALL | Gene P Pasinski | 1.a/1.b/1.c/2.a/2.b/1.a/1.b/1.c/1.d/1.e/1.f/1.g/1.h/1.i/2.d/3.a/3.b/3.e/4.a/4.b/4.c | \$1344 | |
| 1 | SAR TRAINING | May SAREX | May | ALL | Gene P Pasinski | 1.a/1.b/1.c/1.a/1.b/1.c/1.d/1.e/1.f/1.g/1.h/1.i/2.d/3.a/3.b/3.e/4.a/4.b/4.c | \$1344 | May Search and Rescue Exercise/Drill Format |
| 1 | SAR TRAINING | June SAREX | Jun | ALL | Gene P Pasinski | 1.a/1.b/1.c/2.a/2.b/1.a/1.b/1.c/1.d/1.e/1.f/1.g/1.h/1.i/2.d/3.a/3.b/3.e/4.a/4.b/4.c | \$300 | June Search and Rescue Exercise for ground team and support staff in a table top or drill format |
| 1 | FORM 5/91 EVAL | Flight Opportunity Month | Jun | ALL | Russell E Smith | 1.a/1.b/1.c/2.a/1.d/1.f/1.g/1.h/1.i | \$4000 | Flight Opportunity to perform Form 5 |

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| 1 | SAR TRAINING | July SAREX | Jul | ALL | Gene P Pasinski | 1.a/1.b/1.c/2.a/2.b/1.a/1.b/1.c/1.d/1.e/1.f/1.g/1.h/1.i/2.d/3.a/3.b/3.e/4.a/4.b/4.c | \$1344 | July Search and Rescue Exercise Drill format |
| 1 | SAR EVALUATION | WLE Full Scale SAREX | Aug | ALL | Gene P Pasinski | 1.a/1.b/1.c/2.a/2.b/2.d/3.a/3.b/3.d/3.e/4.a/4.b | \$3360 | Full Scale Exercise to evaluate functions and capability of Emergency Services. |
| 1 | SAR TRAINING | September SAREX | Sep | ALL | Gene P Pasinski | 1.a/1.b/1.c/2.a/2.b/1.a/1.b/1.c/1.d/1.e/1.f/1.g/1.h/1.i/2.d/3.a/3.b/3.e/4.a/4.b/4.c | \$300 | September Search and Rescue Exercise to develop ground team and support staff in a table top or drill environment |
| 2 | GLASS COCKPIT TRNG | Glass Cockpit Training | Oct | ALL | Russell E Smith | 1.a/1.b/1.c/2.a/1.d/1.f/1.g/1.h/1.i | \$2200 | |
| 3 | SAR TRAINING | Vehicle Inspection and ES Training | Feb | ALL | Gene P Pasinski | 1.a/1.c/2.a/1.d/2.d/3.a | \$2200 | Vehicle Inspection and Emergency Services Training |
| 3 | FLIGHT CLINIC | June Flight Clinic | Jun | ALL | Russell E Smith | 1.a/1.b/1.c/2.a/1.f/1.g/1.h/1.i/2.d | \$600 | June Flight Clinic for Flight Opportunity Month |
| 3 | SAR TRAINING | Aircraft Inspection and ES Training | Jul | ALL | Gene P Pasinski | 1.a/1.c/2.a/1.d/2.d/3.e/4.b | \$2200 | Aircraft Inspection and Emergency Services Training |