

POINT PAPER
ON
CIVIL AIR PATROL HOMELAND SECURITY SUPPORT

Proposal:

Consideration of Civil Air Patrol (CAP) – U.S. Air Force Auxiliary to be included in the operational structure of the Homeland Security Program.

I. Types of Support CAP Can Provide:

- Airborne reconnaissance of isolated areas, border areas, remote landing areas, coastal areas, ports and harbors, and critical infrastructure to identify suspicious activity.
- Airborne transportation of personnel, equipment, blood and organs, etc.
- Disaster and damage assessment.
- Airborne single-frame and full motion video imaging.
- Manning state and local communications and emergency operations centers.
- Discrete communications support; qualified communications personnel, fixed-based stations throughout the nation, mobile radios and communications vehicles, handheld transceivers and portable kits, phone patches – HF capability, and airborne communications relay platforms.
- Qualified emergency services mission/incident commanders.
- Radiological monitoring.
- Flight line supervisors and operations.
- Administrative support.
- Provide training to the civilian community in civil defense, first aid, terrorist threat indicators, and nuclear, biological, and chemical threat preparations.
- Augment civilian and military authorities in damage assessment, recovery teams and security.

II. Background and Federal Authority of the CAP:

- Civil Air Patrol is unique among nonprofit aviation organizations in that it is Congressionally chartered to serve the public welfare and as such supports appropriate government agencies in carrying out their respective responsibilities.
- The U.S. Congress chartered Civil Air Patrol in 1946 and it has been designated by the IRS as a section 501(c)(3) corporation. Under federal law, it is a voluntary service organization with three primary missions: aerospace education, cadet programs and emergency services. In 1948, The U.S. Congress designated CAP as the official auxiliary of the U.S. Air Force.
- No other aviation organization is (1) established by the U.S. Congress and designated by same as the official civilian voluntary auxiliary of a U.S. military service; (2) Congressionally funded within the DoD; and (3) authorized to perform flight operations assigned by the U.S. Air Force.
- It has been determined that illegal drug money is being used to fund terrorist training and activities. Over the past five years, CAP has averaged over 30,000 flying hours per year of reconnaissance and other counterdrug mission support for the government's fight against narco-terrorism. All CAP members participating in counterdrug activities must pass Drug Enforcement Administration and U.S. Customs Service background screening.
- CAP, presently a federal resource, performs missions for several federal government agencies which include:
 - Department of Defense
 - Department of Justice
 - Federal Bureau of Investigation
 - Drug Enforcement Administration
 - Department of Transportation
 - U.S. Coast Guard
 - Federal Aviation Administration

- Department of Treasury
 - U.S. Customs Service
- Department of Agriculture
 - U.S. Forest Service
- Federal Emergency Management Agency
- State and local law enforcement

III. Available Assets:

- Dedicated force of over 61,000 volunteers in over 1,700 communities across the nation with a track record of support to their communities, states and nation.
- Command and control structure that reaches to the local community and supports the Air Force Rescue Coordination Center and Air Force National Security Emergency Preparedness Agency control centers.
- Air and ground search and rescue experts.
- 546 corporate aircraft and hundreds of member-owned aircraft.
- Over 3,000 mission pilots; 2,055 of these mission pilots and an additional 1,495 support personnel have been screened by DEA and the U.S. Customs Service.
- 993 ground search and rescue teams nationwide trained to survive in a variety of conditions, first aid, wilderness extraction of victims and community emergency response teams.
- 647 chaplains, 170 moral leadership officers and a JAG Corps nationwide.
- Over 5,000 fixed-land radio stations and over 10,000 mobile radios.
- Nearly 1,000 ground vehicles.
- Information technology, secure systems and administrative support.
- Personnel trained in radiological monitoring.
- Existing CAP National Operations Center.
- CAP's flying hour program has historically been a level of effort program. Funding has dictated the amount of activity CAP could support. This is currently around 110,000 flying hours per year.
 - CAP could support an additional 35,000 flying hours annually assuming funding were available. Many of the missions currently flown in support of search and rescue/disaster relief plus counterdrug missions could likely be flown to support "Homeland Security."

IV. Costs:

- CAP can field an aircraft with highly trained but unpaid volunteer aircrews for an average cost of \$90 per hour.
- Vehicles: actual fuel/oil costs.
- Miscellaneous: actual out of pocket expenses for required supplies.
- Equipment: as needed to perform assigned tasks.

V. Mission Requests:

- Contact the Civil Air Patrol National Operations Center at 1-888-211-1812

ADDENDUM

CAP MISSIONS IN THE WAKE OF THE SEPTEMBER 11th TERRORIST ATTACKS

- Volunteer CAP members from the North Carolina Wing transported 50 cases of blood from Raleigh, NC to the American Red Cross facility in Baltimore, MD, on September 11th.
- State officials from Florida tasked Florida Wing members to monitor the state airports and provide advisories to pilots at uncontrolled fields of the flight restrictions in place – 61 airports/284 CAP personnel were used. Florida also provided transportation to government officials, as needed.
- Volunteer CAP members in California provided air transportation to government officials.
- Members of CAP's New Mexico Wing were placed on alert for blood transport flights.
- Kentucky Wing members answered the call for help by flying blood platelets from Kentucky to New Jersey on the afternoon of September 11th.
- Members of the Connecticut, Massachusetts, and Rhode Island wings flew 12 sorties and delivered 3,000 pounds of blood and medical supplies to JFK Airport for delivery to Mount Sinai Hospital.
- The Idaho Wing transported blood and medical supplies to California and Nevada for the American Red Cross.
- Volunteer CAP members of the Virginia Wing manned the state Emergency Operations Center (EOC).
- The Pennsylvania Wing provided manpower and communications support to the Allegheny County Emergency Management Agency and FEMA's mobile EOC. They were also on standby to provide aerial imaging to authorities of the crash site of the fourth plane
- CAP personnel from the North East Region provided communications and coordination support to the FEMA Region 1 Regional Operations Center.
- South Carolina CAP personnel provided communications support to the state EOC.
- FEMA Region III placed Delaware Wing members on a one-hour, rapid-response standby.
- The New York Wing flew a mission on September 12th for the state to take digital photos of disaster site in New York and provided communications and manning support to the state EOC.
- Georgia Wing transported robotic supplies from Dobbins Air Reserve Base in Georgia to Hanscom Air Force Base in Massachusetts for robots used by the U.S. Army at the disaster site.
- Illinois Wing members assisted local airports that had commercial flights diverted into them and were not prepared to handle them. CAP aircrews were placed on standby for additional support.
- Louisiana Wing flew missions for the U.S. Coast Guard District 8 to support the U.S. Coast Guard's efforts to secure the deep-water ports of Beaumont, Port Arthur TX and Lake Charles LA.
- Maryland Wing members assisted the North Carolina Wing by providing lodging for their personnel transporting supplies to Baltimore, and manned the state EOC and provided communications support.
- Michigan Wing provided manpower and communications support to the state EOC and was prepared and expected to fly real-time video imaging missions.
- Oregon Wing provided transportation for blood and blood samples from Portland to Los Angeles and San Diego via relay with the California wing.
- Pacific Region alerted each of its wings, contacted each state governor to offer support, and established command posts in each wing with aircraft and crews on alert.
- Southeast Region alerted each of its wings to be on standby for additional support, and had personnel monitoring communications throughout the region, as needed
- Tennessee Wing members flew camera equipment (real-time video system) to Trenton, NJ from McGhee-Tyson Air National Guard Base, TN and also expected to be flying blood transport flights.
- Texas Wing was fully manned and prepared to fly blood transport missions
- West Virginia Wing members provided manning and communications support to the state EOC.
- During September and October, the Puerto Rico Wing flew almost daily missions in support of increased port security requirements for the U.S. Coast Guard Greater Antilles Command. The missions provided daily reporting of marine vessel reconnaissance in the vicinity of pre-designated strategic coastal targets off the waters of Puerto Rico and the Virgin Islands.

NOTE: Information in addendum taken from Civil Air Patrol News (September 01)