

**CHAPTER 6**  
**LOAD PLANNING POLICY**  
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**CHAPTER 6**  
**LOAD PLANNING POLICY**

1. BACKGROUND.

a. On August 29, 2005, Hurricane Katrina made landfall along the shoreline of Louisiana. The storm surge caused unprecedented damage. Public safety agencies were overwhelmed and in desperate need of help with regard to mass rescue and recovery missions, maintaining civil order, and evacuations. In response to an official request for aid from the Louisiana State Police, the California Highway Patrol (CHP) deployed personnel to help with the hurricane relief effort.

b. One of the lessons learned from this historic deployment, as outlined in Emergency Operations Section's (EOS) After Action Report is it took 44 hours for CHP personnel to arrive in Louisiana by ground transportation to assist with the relief efforts. Though this was relatively quick, considering the distance and logistics, the Department realized that the deployment time could improve utilizing aircraft.

c. In cooperation with the United States Air Force (USAF)/Air Mobile Command (AMC), CHP certified and trained personnel in the mechanics of preparing cargo, equipment, and personnel for cargo aircraft loading. Load planning also consists of aircraft weight and balance, load principles, and manifesting. Personnel were trained in the loading of several types of aircraft which included C-130, C-17, C-5, and KC-10 aircraft.

2. GENERAL.

a. This chapter serves as the basic plan on how the Department will deploy cargo, equipment, and personnel when utilizing military aircraft.

b. When utilizing military aircraft, the user (CHP) is required by the United States military to provide certified load planners to assist military load masters.

c. California Highway Patrol personnel trained as load planners will be the subject matter experts and will be relied upon to be the liaison between the Department and military load master personnel. A minimum of two CHP load planners will be utilized as liaison officers for deployments.

### 3. AIRLIFT LOAD PLANNER'S TRAINING AND CERTIFICATION.

- a. Emergency Notification and Tactical Alert Center (ENTAC) will develop and maintain a list of personnel that are certified through USAF/AMC and authorized to prepare airlift load plans (vehicles, cargo, equipment, etc.).
- b. Load planners certification through USAF/AMC is valid for 24 months and must be recertified there after through AMC only.
- c. Emergency Operations Section will schedule recertification training of CHP airlift load planners.
- d. Additional personnel requesting airlift load planning training will require their current commander's recommendation and the approval of the EOS commander.
- e. Approval of the Commissioner or his/her designee is required before committing CHP resources in response to a request for mutual aid or other deployments of CHP assets which may include the use of aircraft.

### 4. AUTHORITY.

- a. Out-of-State Legal Authority. California Government Code Sections 177, 178, and 178.5 establishes California's participation in the Interstate Civil Defense and Disaster Compact. The compact authorizes affected states of a disaster, to extend civil defense forces of other states the same powers, duties, rights, privileges and immunities as if they were performing their duties in the state in which they are normally employed.
- b. California is a member of the Emergency Management Assistance Compact (EMAC) which is essentially an interstate mutual aid agreement. Under EMAC, California could provide mutual aid assistance to those in need.

### 5. THE DEPARTMENT'S BASIC DEPLOYMENT OPERATIONAL PLAN.

- a. Requesting Procedures. As outlined in the California Master Mutual Aid Plan, requests for resources during a disaster will be managed through the California Emergency Management Agency (Cal EMA). Once a request has been received, Cal EMA evaluates the resources available to meet the request and tasks those specific agencies with missions to be performed. When the Commissioner or designee receives the request from Cal EMA, they will evaluate the Department's resources and will respond accordingly while seeking the need for the use of aircraft.

- b. Mobilization Approval. Once a request is approved by the Commissioner's office, ENTAC will be notified. ENTAC will route a request through Cal EMA. Cal EMA will then request assets from the California Air National Guard. If the assets are not available, Cal EMA will request assistance from the Federal Emergency Management Agency (FEMA). FEMA will request assets from the USAF.
- c. Emergency Notification and Tactical Alert Center Notifications. Emergency Notification and Tactical Alert Center, with the help of CHP load planners, will provide the USAF the number of personnel and type of equipment needed to be airlifted. The type and number of aircraft also depends on the size and scope of the Department's deployment.
- d. Mobilization Logistics. California Highway Patrol airlift load planners assigned to the airlift mission will orchestrate the airlift by communicating directly with USAF and its liaison Tactical Airlift Control Element (TALCE) personnel and the Commissioner and/or designee.
- e. Priority of Equipment. Once the determination has been made to utilize CHP assets via military aircraft, prioritizing is essential. The highest priority would be command and control, which shall include communication vehicles and advance personnel as determined by the Commissioner or his/her designee.

6. CALIFORNIA HIGHWAY PATROL AIRLIFT LOAD PLANNERS DUTIES. California Highway Patrol airlift load planners duties include, but are not limited to, the following:

- a. During initial planning, CHP load planners and/or deploying units will determine pre-airlift information required to meet mission requirements.
- b. Identify the type, quantity, and dimensions of cargo, equipment, and personnel to be moved, commonly referred to as prioritizing.
- c. Prioritize and sequence cargo, equipment (e.g., vehicles, trailers), and personnel. Ensure ENTAC is provided with all manifest copies.
- d. Establish liaison with the military aircraft load masters.
- e. Attend and participate in joint planning conferences. This assures the Department's airlift needs are identified and planned for prior to participating in operations.
- f. At a minimum, the following must be accomplished prior to CHP cargo being accepted aboard military aircraft:
  - (1) Clean and inspect all cargo and equipment prior to shipment.

- (2) Weigh and mark all cargo and equipment.
- (3) Prepare and finalize specific aircraft load plans.
- (4) Prepare packing list for secondary loads in vehicles and trailers.
- (5) Document and manifest all personnel and cargo intended for air shipment.
- (6) Prepare and certify hazardous materials.
- (7) Procure or provide resources to facilitate uploading and offloading of cargo and equipment from aircraft.
- (8) Procure or provide shoring and dunnage material.
- (9) Utilize 463L (pallets) Materials Handling Equipment, including side and top netting.
- (10) Procure pusher vehicles with front mounted pintle hooks.
- (11) Procure escorts and vehicles to accompany cargo loads to and from the aircraft for onload and offload.

7. DEPLOYING AGENCY'S ADDITIONAL DUTIES. Military load masters have requested the Department appoint a troop commander and cargo custodian with all deployments when utilizing USAF/AMC aircraft. The following are examples of duties:

a. Troop commanders (CHP rank of officer or sergeant) duties:

- (1) Brief passengers on availability of flight insurance.
- (2) Be present at the passenger's briefing for the flight.
- (3) Check all passengers for unauthorized materials which could present a flight hazard (e.g., lithium batteries, fuel).
- (4) Assume control of all passengers listed for movement on the flight and make sure all are informed of formations, expected departure, and reporting time.
- (5) Be readily available at the departure location at all times.
- (6) Perform a personnel roll call prior to loading to ensure everyone is present for the flight. Report passengers that are not present to Tanker Airlift Control Elements (TALCE) so manifest can be corrected.

- (7) Ensure personnel have placed their baggage on the proper vehicle or 463L pallet for movement to the aircraft.
  - (8) Load passengers under the supervision and guidance of the loadmaster.
  - (9) Brief all passengers on maintaining security and conduct anti-hijacking inspection of all assigned personnel.
- b. Cargo custodian (CHP rank of officer or sergeant) duties:
- (1) Two cargo custodians for each aircraft should be appointed and briefed by the unit (e.g., USAF) moving CHP personnel and assets.
  - (2) Before departure, obtain copies of the cargo manifest.
  - (3) Be familiar with the properties of any hazardous material aboard the aircraft.
  - (4) When the aircraft lands, make the necessary arrangements to ensure the cargo is protected.

## 8. VEHICLE WEIGHT AND DIMENSIONS.

- a. Prior to any deployment of CHP assets, all vehicles shall be weighed and marked prior to loading.
- c. California Highway Patrol vehicles can have  $\frac{1}{2}$  to  $\frac{3}{4}$  tank of fuel, depending on the aircraft being utilized (CHP load planners will consult with TALCE personnel prior to deployment).
- d. Although this Chapter's annexes provides vehicle weight and dimensions of equipment that may be deployed by the Department, the Department is still required to have all measures done at the military base where the equipment will be deployed from.
- e. For specific weight and dimensions, please see Annex A.

## 9. DEPLOYING LOCATIONS AND RESPONSIBILITIES.

- a. There are four locations where CHP personnel and equipment may deploy out of when utilizing military aircraft. Strategically, there will be two northern and two southern locations:
  - (1) Travis Air Force Base (AFB), Fairfield, CA: Law Enforcement Desk (707) 424-3293.

(2) Moffett Field AFB, Sunnyvale, CA: Law Enforcement Desk  
(650) 604-5416.

(3) March AFB, Riverside, CA: Law Enforcement Desk (951) 655-2981.

(4) Channel Islands AFB, Point Mugo, CA: Law Enforcement Desk  
(805) 982-4587.

b. Depending on the current threat level that the AFB installation is operating under (called Force Protection), all CHP personnel may be required to present departmental identification at the main gate entrance to the installation. Personnel should also be prepared to present a driver's license if requested.

c. Every attempt should be made to caravan all vehicles onto the base and directly to the staging area in one group. The ranking person or liaison officer from the CHP should be the point of contact upon arrival at the military installation. This person should be present in the lead vehicle upon entry to the Air Base and be prepared to advise how many departmental personnel and vehicles are in the group, and where the group will be going. More than likely, the departmental personnel will be marshaled to the loading area.

**ANNEX A**  
**VEHICLE SPECIFICATIONS**

**K-9 BOMB TRUCK**



**WEIGHT**

AXELS	WHEEL WEIGHT		AXEL OR GROUP WEIGHT		GROSS WEIGHT
			TOTAL	LEGAL	
Steer:	Left	2,400	4,750		<b>10,800 lbs</b>
	Right	2,350			
Drive:	Left	3,000	6,050		
	Right	3,050			

**DIMENSIONS**

HEIGHT	LENGTH	WIDTH	NOTES
7ft – 9in	21ft – 3in	8ft - 4in	

**ANNEX A**

**VEHICLE SPECIFICATIONS (*continued*)**

**SWAT MARKED EXCURSION**



**WEIGHT**

AXELS	WHEEL WEIGHT		AXEL OR GROUP WEIGHT		GROSS WEIGHT
			TOTAL	LEGAL	
Steer:	Left	2,200	4,200		<b>8,250 lbs</b>
	Right	2,000			
Drive:	Left	2,050	4,050		
	Right	2,000			

**DIMENSIONS**

HEIGHT	LENGTH	WIDTH	NOTES
6ft – 10in	19ft – 9in	7ft - 0	

**ANNEX A**  
**VEHICLE SPECIFICATIONS (*continued*)**

**ARMORED TRANSPORT**



**WEIGHT**

AXELS	WHEEL WEIGHT		AXEL OR GROUP WEIGHT		GROSS WEIGHT
			TOTAL	LEGAL	
Steer:	Left	2,500	4,750		<b>9,300 lbs</b>
	Right	2,250			
Drive:	Left	2,300	4,550		
	Right	2,250			

**DIMENSIONS**

HEIGHT	LENGTH	WIDTH	NOTES
8ft – 8in	8ft – 0	17ft - 4in	

**ANNEX A**

**VEHICLE SPECIFICATIONS (*continued*)**

**ROAD PATROL ENFORCEMENT VEHICLE**



**WEIGHT**

AXELS	WHEEL WEIGHT		AXEL OR GROUP WEIGHT		GROSS WEIGHT
			TOTAL	LEGAL	
Steer:	Left	1,250	2,450		<b>4,700 lbs</b>
	Right	1,200			
Drive:	Left	1,100	2,250		
	Right	1,150			

**DIMENSIONS**

HEIGHT	LENGTH	WIDTH	NOTES
5ft – 6in	17ft – 5in	6ft – 10in	

**ANNEX A**

**VEHICLE SPECIFICATIONS (*continued*)**

**WEAPONS OF MASS DESTRUCTION RESPONSE TRUCK**



**WEIGHT**

AXELS	WHEEL WEIGHT		AXEL OR GROUP WEIGHT		GROSS WEIGHT
			TOTAL	LEGAL	
Steer:	Left	2,750	5,350		<b>15,350 lbs</b>
	Right	2,600			
Drive:	Left	5,000	10,000		
	Right	5,000			

**DIMENSIONS**

HEIGHT	LENGTH	WIDTH	NOTES
10ft – 4in	22ft – 8in	8ft – 4in	

**ANNEX A**

**VEHICLE SPECIFICATIONS (*continued*)**

**MOBILE FIELD FORCE TRANSPORT-C**



**WEIGHT**

AXELS	WHEEL WEIGHT		AXEL OR GROUP WEIGHT		GROSS WEIGHT
			TOTAL	LEGAL	
Steer:	Left	1,550	3,100		<b>6,950 lbs</b>
	Right	1,550			
Drive:	Left	1,950	3,850		
	Right	1,900			

**DIMENSIONS**

HEIGHT	LENGTH	WIDTH	NOTES
6ft – 11in	18ft – 2in	7ft – 3in	

**ANNEX A**

**VEHICLE SPECIFICATIONS (continued)**

**MOBILE FIELD FORCE TRANSPORT-D**



**WEIGHT**

AXELS	WHEEL WEIGHT		AXEL OR GROUP WEIGHT		GROSS WEIGHT
			TOTAL	LEGAL	
Steer:	Left	1,600	3,100		<b>5,950 lbs</b>
	Right	1,500			
Drive:	Left	1,450	2,850		
	Right	1,400			

**DIMENSIONS**

HEIGHT	LENGTH	WIDTH	NOTES
7ft – 1in	17ft – 8in	7ft – 1in	

**ANNEX A**

**VEHICLE SPECIFICATIONS (*continued*)**

**MOBILE ROAD ENFORCEMENT TRUCK-D**



**WEIGHT**

AXELS	WHEEL WEIGHT		AXEL OR GROUP WEIGHT		GROSS WEIGHT
			TOTAL	LEGAL	
Steer:	Left	1,500	3,000		<b>6,850 lbs</b>
	Right	1,500			
Drive:	Left	1,900	3,850		
	Right	1,950			

**DIMENSIONS**

HEIGHT	LENGTH	WIDTH	NOTES
6ft – 9in	19ft – 5in	6ft – 10in	

**ANNEX A**

**VEHICLE SPECIFICATIONS (*continued*)**

**SWAT UNMARKED EXCURSION**



**WEIGHT**

AXELS	WHEEL WEIGHT		AXEL OR GROUP WEIGHT		GROSS WEIGHT
			TOTAL	LEGAL	
Steer:	Left	2,150	4,150		<b>7,950 lbs</b>
	Right	2,000			
Drive:	Left	1,950	3,800		
	Right	1,850			

**DIMENSIONS**

HEIGHT	LENGTH	WIDTH	NOTES
6ft – 9in	19ft – 10in	7ft – 0	

**ANNEX A**  
**VEHICLE SPECIFICATIONS (*continued*)**

V-150



**WEIGHT**

AXELS	WHEEL WEIGHT		AXEL OR GROUP WEIGHT		GROSS WEIGHT
			TOTAL	LEGAL	
Steer:	Left	3,800	7,450	LS – 9,100	<b>17,050 lbs</b>
	Right	3,650			
Drive:	Left	5,300	9,600	RS – 7,950	
	Right	4,300			

**DIMENSIONS**

HEIGHT	LENGTH	WIDTH	NOTES
7ft – 2in	20ft – 4in	7ft – 10in	

**ANNEX A**  
**VEHICLE SPECIFICATIONS (*continued*)**

**BARTH COMMAND VEHICLE**



**WEIGHT**

AXELS	WHEEL WEIGHT		AXEL OR GROUP WEIGHT		GROSS WEIGHT
			TOTAL	LEGAL	
Steer:	Left	2,500	5,000	LS – 6,700	<b>13,200 lbs</b>
	Right	2,500			
Dual Drives:	Left	4,200	8,200	RS – 6,500	
	Right	4,000			

**DIMENSIONS**

HEIGHT	LENGTH	WIDTH	NOTES
11ft – 1in	27ft – 3in	8ft – 5in	

**ANNEX A**  
**VEHICLE SPECIFICATIONS (continued)**

**RAPID RESPONSE VEHICLE (RRV)**



**WEIGHT**

AXELS	WHEEL WEIGHT		AXEL OR GROUP WEIGHT		GROSS WEIGHT
			TOTAL	LEGAL	
Steer:	Left	1500	3020	LS – 3500	6740
	Right	1500			
Rear	Left	2000	3720	RS – 3500	
	Right	2000			

**DIMENSIONS**

HEIGHT	LENGTH	WIDTH	NOTES
7ft - 8in	17ft – 3in	8ft – 2in	

**ANNEX A**

**VEHICLE SPECIFICATIONS (continued)**

**SPECIAL ACTION VESSEL (SAV)**



**WEIGHT**

AXELS	WHEEL WEIGHT		AXEL OR GROUP WEIGHT		GROSS WEIGHT
			TOTAL	LEGAL	
Front Axle	Left	2400	5450	LS –	<b>11000 lbs</b>
	Right	2050			
Middle Axle	Left	1600	3150	RS –	
	Right	1550			
Rear Axle	Left	1300	2400	RS –	
	Right	1100			

**DIMENSIONS**

HEIGHT	LENGTH	WIDTH	NOTES
12ft – 1 1/2 in	42ft – 4in	103in	

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