



D1-SR Aviation Policy

References:

- 1) Auxiliary Operations Policy Manual, COMDTINST M16798.3 (series)
- 2) Air Station Cape Cod Air Operations Manual, AIRSTAINST M3710.1 (series)
- 3) Auxiliary Aviation Program COMDTINST M16798.1 (series)
- 4) Auxiliary Aviation Training Manual, COMDINST M16798.5 (series)

1. All new members to the Aviation Program, regardless of previous experience, civil or military, must progress through the qualification process, starting as an Observer, as outlined in the Auxiliary Operations Policy Manual, M16798.3E. There will be no automatic jumps in status without completing the prerequisites for each step toward aircraft commander. **Observer candidates, besides meeting the qualifications required in the Operations Policy Manual, must have at a minimum an FAA 3rd Class Medical or a U S Coast Guard Auxiliary Air Crew Medical Screening submitted on form ANSC 7042-A and signed by a Medical Doctor.** Air observer medical screening is included as a task for qualification and currency maintenance purposes, and it must be completed prior to performing any swim task (CHDIRAUX Auxiliary Training Program Changes and Review 037/10).

All Observer Trainees must successfully complete ground school prior to their first training flight. In D1SR, four Area Route Familiarization Certifications are required. (See Auxiliary Operations Policy Manual, Annex- 2, B.3. Observer Qualifications). Waivers to this policy will be considered on a case by case basis.

2. For Co-Pilot qualification, members must have obtained the qualification as Observer; fly a minimum of 12 additional missions (D1SR requirement) and complete the Co-Pilot syllabus.
3. For First Pilot, in addition to the qualification as Co-Pilot and those of the Operations Policy Manual, D1SR also requires a minimum of 12 missions as Co-Pilot.

4. For Aircraft Commander, in addition to those requirements for First Pilot and those of the Auxiliary Operations Policy Manual, D1SR requires that the pilot have an additional 12 missions as a PIC. Upon completion of all the requirements for advancement to Aircraft Commander, the candidate will be requested to sit before a board selected by the DSO-AV. The board will examine the member's qualifications for designation as a U.S. Coast Guard Auxiliary Aircraft Commander.
5. To stay current, all Pilots, Observers and Aircrew must fly each of the four routes (SECNY, SECNY-UH, SECLIS AND SECLIS-SS) a minimum of once per year. As per the Operations Policy Manual, to maintain currency, all pilots must fly and log 12 hours as PIC each semi-annual period (January 01 to June 30 and July 01 to December 31). First Pilots and Aircraft Commanders must fly 3 missions under orders, totaling 6 flight hours, each semi-annual period.
6. No certified flight examiner will give an INITIAL flight test to a member of his/her own flotilla.
7. Observers must maintain currency each calendar year. If any required task should fall into REYR, the member will revert to the level currently met, i.e., trainee. During the first 12 months they may re-qualify by re-taking the required task. If the currency requirements are not met within the next 12 months, the member must re-qualify by re-taking the on-line, open book, Pilot/Observer Exam "A", re-certify on four routes and become current on required tasks.

Trainees will have 24 months after receiving their DO or Waiver to qualify as an Observer.

Any Observer or Observer Trainee not booking any flight hours for a period exceeding two years will be eliminated from the Aviation roster and must re-qualify to be reinstated. Waivers may be issued on a case by case basis.

8. Prior to each flight, the pilot will examine the auxiliary aviation risk Matrix to determine the validity of the flight. The **National U.S.C.G. AUXAIR Aviation Risk Assessment Matrix (AV-04-4)** will be utilized for this purpose. The pilot in command (PIC) of each flight shall encourage his crew to give verbal input to the Risk Assessment evaluation; crews should feel comfortable giving both positive and negative opinions as to whether or not each flight meets the parameters outlined in the Risk Assessment model and report the score to ASCC prior to departure. Crew Resource Management shall be the guiding principle to ensure the safest flight possible. Each PIC shall encourage his/her crew to offer input starting at the preflight meeting of the crew, throughout the airborne portion of the flight and a post-flight debriefing to determine the efficiency, safety and effectiveness of the completed flight. The crew must check weather, fuel, oil levels, weight and balance, physical condition of the aircraft, physical condition of the crew, and any other item pertinent to the safe completion of the flight. **The majority of missions must be considered low gain and ALL must be low risk (Any higher assessment requires ASCC approval).**

9. VFR weather minimums for patrols will be 2000' ceiling - 4 miles visibility. Logistics are not subject to these restrictions because they will have two instrument rated pilots on board but are still subject to Risk Assessment evaluation by ASCC as low gain mission. During any patrol, if weather conditions deteriorate to less than 2000'-4, the PIC must alter the patrol to meet weather requirements (for example, ½ of the patrol area can be accomplished with 2000-4) or cancel the patrol and RTB; or land and await conditions that are more favorable.
10. New members will be teamed with a mentor to review and complete observer/pilot requirements per M16798.5B. The maximum number of years as a trainee for each qualification level will be two years. After two years, the candidate will be removed from the program. Waivers to this policy will be considered on a case-by-case basis by DIRAUX.
11. **Auxiliary aircraft will not operate under orders** when the following maximum wind conditions are reached: (Applies to airport of departure/destination and intended en route stops)

Sustained winds over 25 knots.

Wind gusts exceeding 30 knots.

Not to exceed demonstrated crosswind components in the aircraft's POH.

The PIC is always responsible for the safe conduct of the flight and must insure personal minimums and sound judgment are used at all times. **For any questions related to airworthiness, weather, limitations, or otherwise, the PIC shall contact ASCC for flight clearance.**

12. Auxiliary members who are current rated Pilots will be requested to report any prior aviation accidents and incidents (those reported to the FAA) for review prior to being placed on flight status for missions. Additionally, it will be the responsibility of the Pilot to advise the DFSSO of any reportable accidents or incidents (whether these occurred while under orders or not under orders).
13. Once an initial qualification has been earned, the member may continue to wear the corresponding insignia device regardless of whether the member remains current at that certification (excluding disciplinary reasons).
14. **All Pilots, Aircrew and Observers must attend an annual Air Operations Workshop.**