



AuxAir 101 for the DDC-R



Wilson Riggan
Division Chief – Aviation





Training Goals

- Understanding of:
 - AuxAir program regulations and structure
 - Responsibilities and functions within program context
 - Where to find relevant documentation
 - How to assist and manage District Aviation program leadership



AuxAir Overview

Authorization, History, Structure
and Elements





AuxAir Authorization

- 14 U.S.C. 826 / 831 authorize the use of Auxiliarists and Auxiliary facilities
- 14 U.S.C. 646 / 647
 - “Auxiliary aircraft ... public vessels of the United States... and vessels of the Coast Guard [within 646 / 647]
- 14 U.S.C. 823 / 831
 - “[qualified] Auxiliary pilots... while assigned to duty... shall be deemed to be Coast Guard pilots”





AuxAir History

- 67 years of Auxiliary Aviation
- First official mention of **Auxiliary aviation**
 - Public Law 451 (September 1945) permitting aircraft to be used by the Auxiliary
 - Auxiliary aviation commenced later that year
- By 1975, a half-dozen aviation-oriented Flotillas in the country
- By 1985, missions regularly flown in almost every coastal area



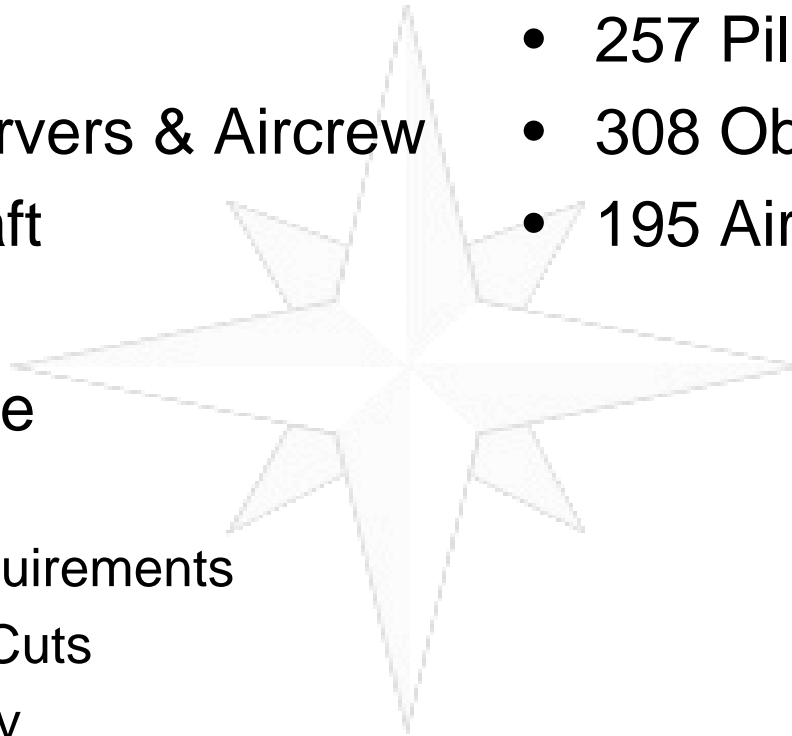
AuxAir Development

In 2005

- 500 Pilots
- 750 Observers & Aircrew
- 300 Aircraft
- Then came
 - PSI
 - TBO requirements
 - Budget Cuts
 - Economy

By 2013

- 257 Pilots
- 308 Observers & Aircrew
- 195 Aircraft





National Organization

- Program Organization
 - Structure
 - Goals
- The National Staff
 - Positions and Personnel



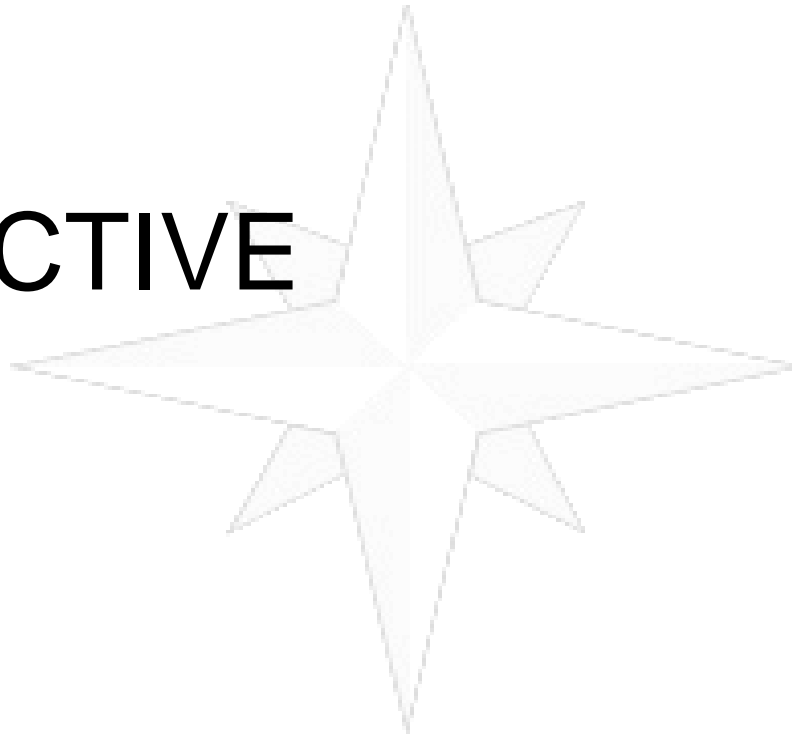
National Staff

- Program Managers
- Advises on policy to NEXCOM and CHDIRAUX
- The Districts, their leaders, and the Aviators in the AuxAir fleet are our customers.



National Program Goals

- SAFE
- EFFECTIVE
- FUN





SAFE

- Everyone comes back from every mission without a scratch, without a doubt.
 - Standardization
 - It works.
 - Qualifications
 - We will work to ensure the bar is where it should be, and help folks meet it.
 - Training
 - The key to meeting qualifications, the key to greater safety.





EFFECTIVE

- We must do all of our many missions well.
 - To the highest standards of professionalism.
- Increase our role in support of CG operations
- Greater capability through technology
- Develop and use feedback mechanisms

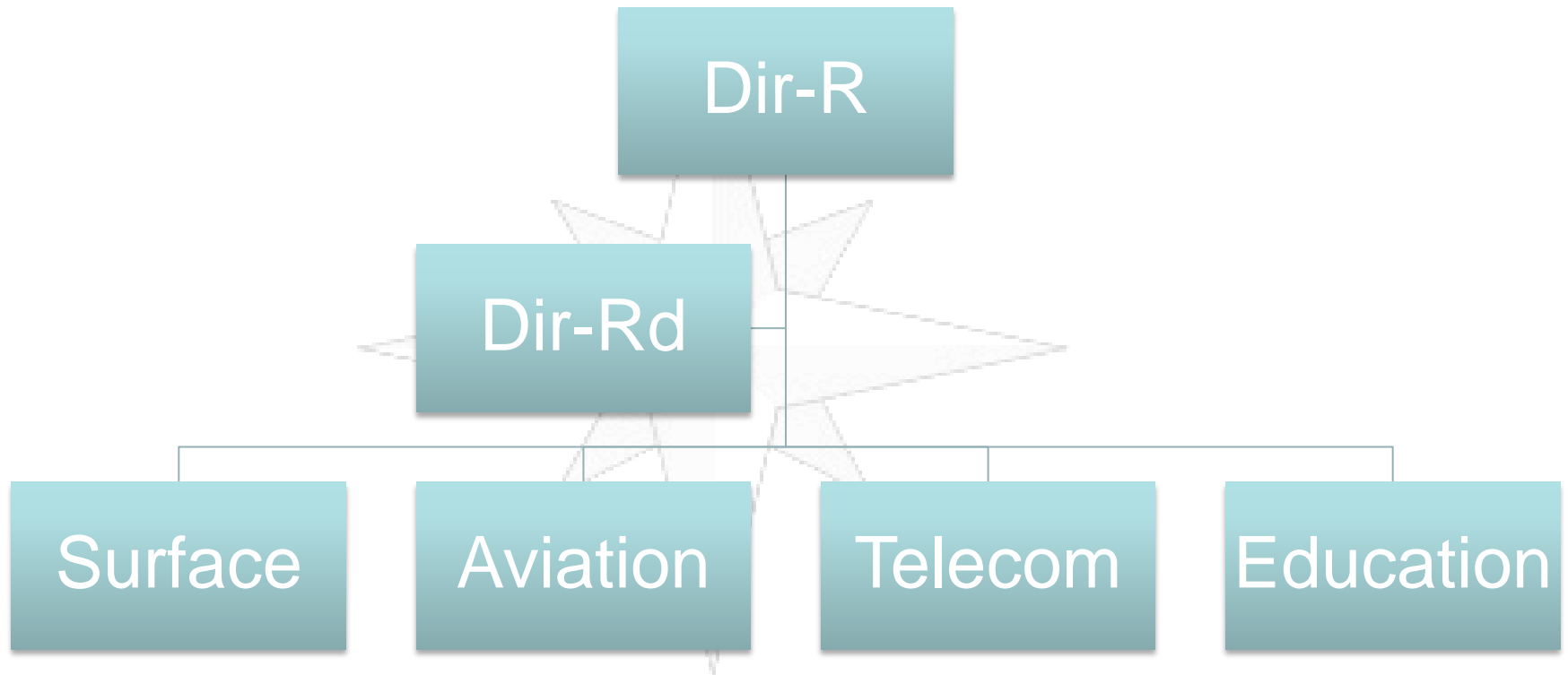


FUN

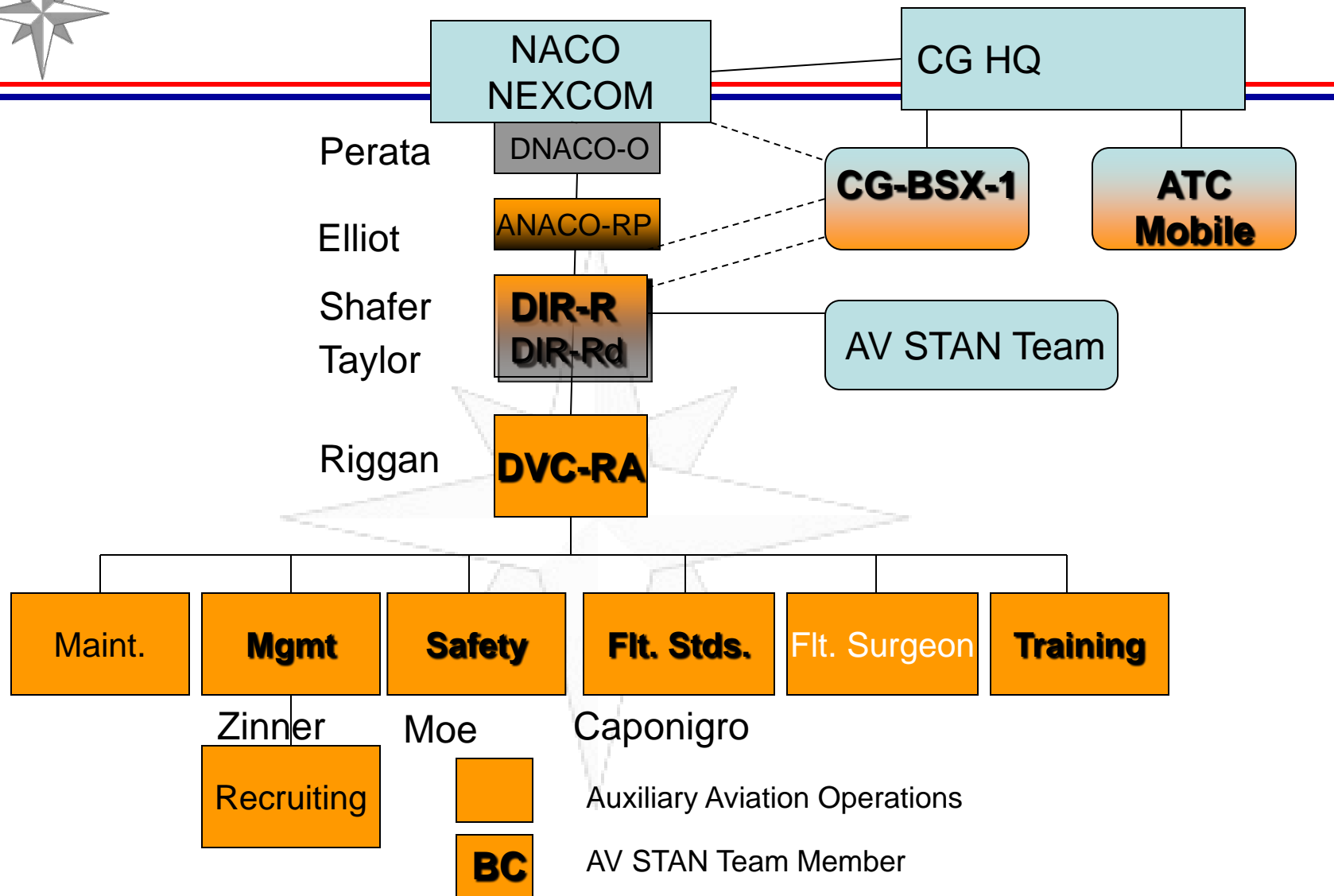
- As a volunteer organization AuxAir must:
 - Remain personally satisfying & rewarding to its participants
 - Provide prompt & fair reimbursements
 - National Funding model
 - Recognize accomplishments
 - Remember the “fourth cornerstone” Fellowship



Response Directorate



Aviation Division





Standardization Team

- Active duty and Auxiliary members
 - National Program Staff
 - Director - Response Chair
 - Division Chief – Aviation
 - Branch Chief – Flight Safety
 - Branch Chief – Flight Standards
 - Input from subject matter experts as required (Flight Surgeon Training, etc.)
 - CHDIRAUX
 - CG Aviation Training Center Mobile





Work Products

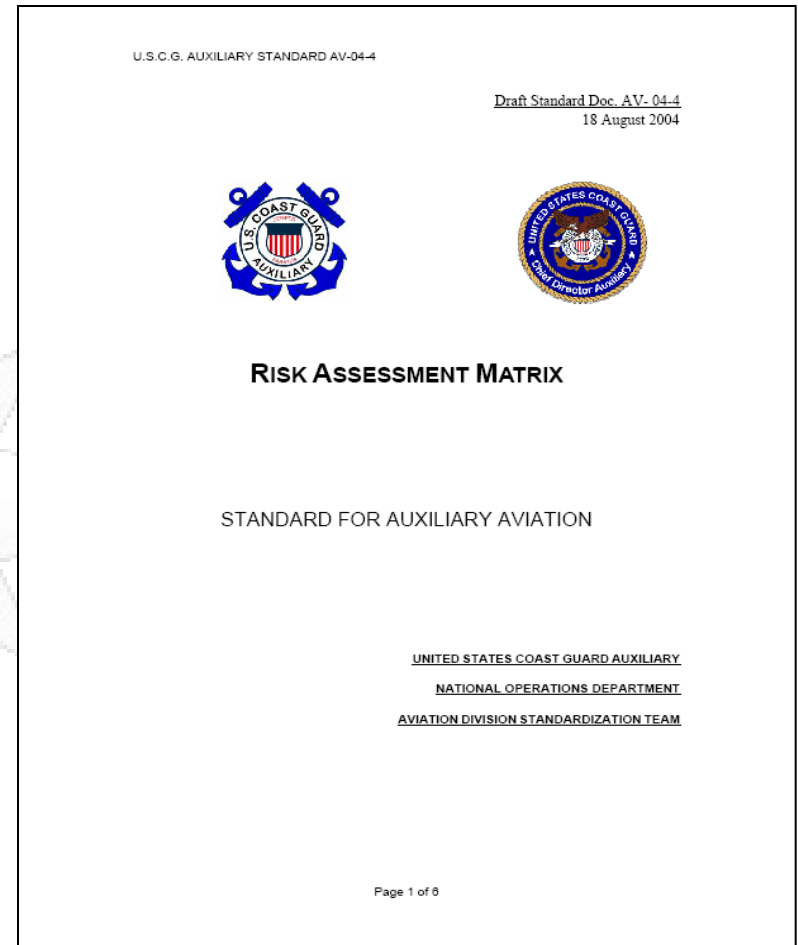
- Standards include
 - Flight Suits
 - Engine Stop Policy
 - Risk Assessment Matrix
 - IP/ FE Check Flight Syllabus
 - AUX Pilot Biannual Check Flight Syllabus
 - TBO requirements
 - Transport
 - Minimum Safe Altitude (Hard Deck)
 - Pilot Responsibilities
 - Non-Compliant Flight Crew Procedures
 - Medical Requirements





Risk Assessment Matrix

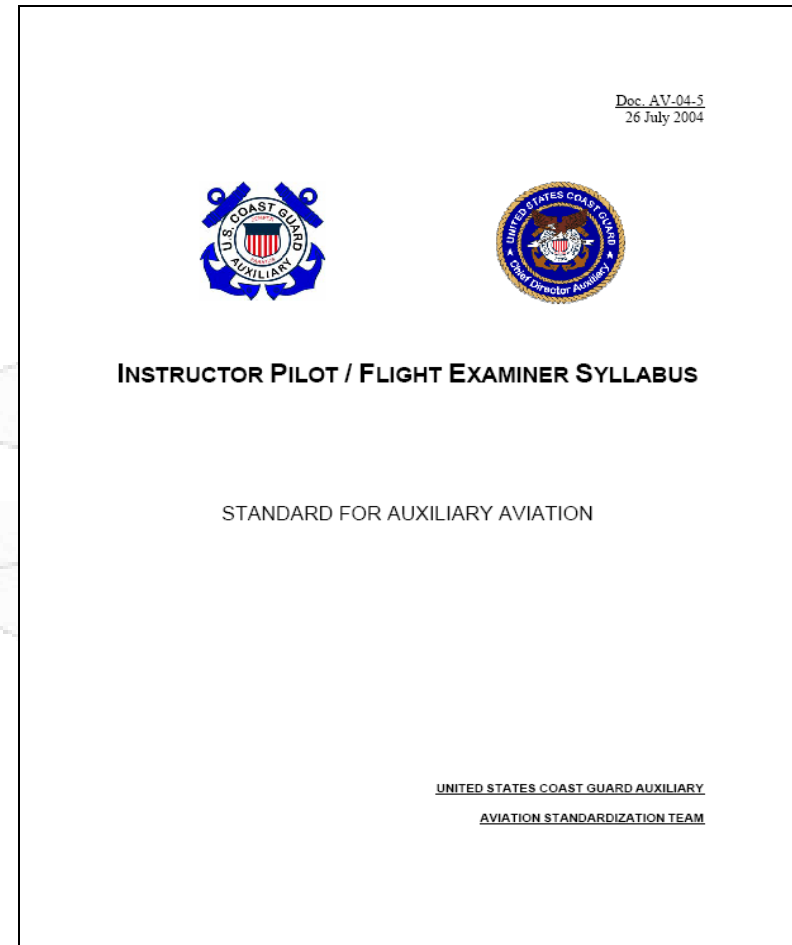
- Mandated by “FINAL ACTION MESSAGE”
- Based on active duty model, but AUX specific
- Intended to stimulate and help focus thought on the hazards of flight
- Whole crew participates
- Station should be consulted if appropriate
- Redone during flight as conditions change





Flight Check Syllabi

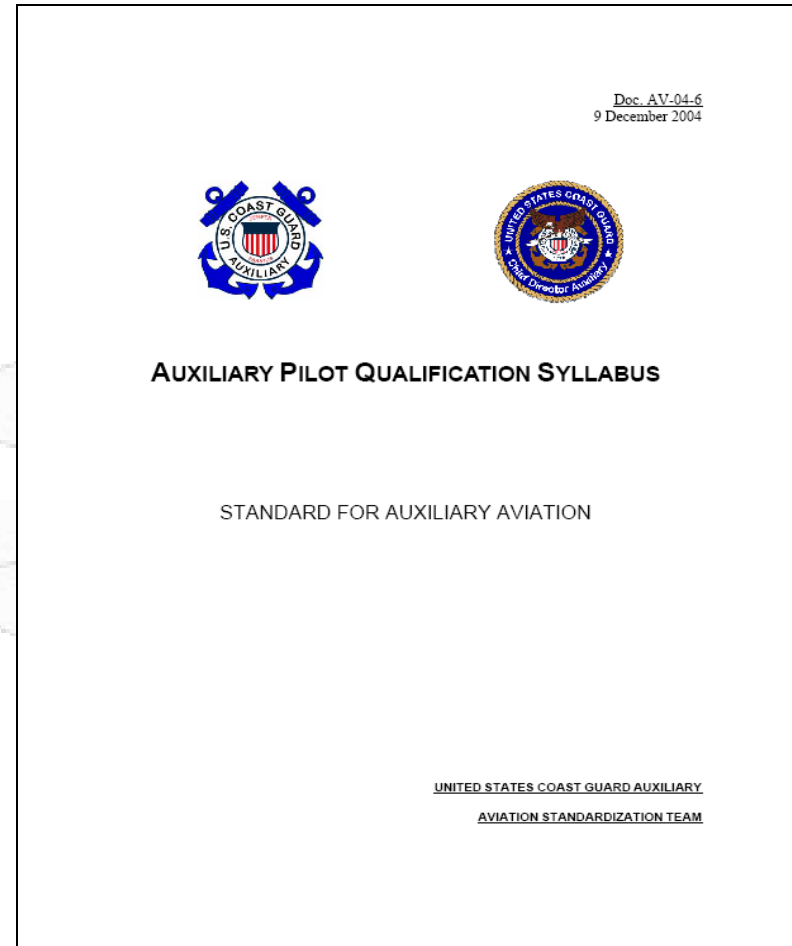
- Mandated by COMDTINST
- Two syllabi, one for IP/FEs and one for all other pilot qualifications
- The IP/FE Check ride evaluates the people who will train and evaluate the rest of the AUXAIR pilot corps





Flight Check Syllabi

- Initial and recurrent for all AuxAir pilots
- Also used for upgrades
- Expands on the previous “SAR check flight”





Regulations and Requirements



Regulation History - Mishaps

- 15 Lives – 7 mishaps – 15 years
- 1990-91 – Aviation QAT recommended
- 1995 – QAT Report issued
 - 1997 COMDTINST 16798.1 “Auxiliary Aviation Program”
- 2003 - CASB Report
 - New regulations
 - “two-pilot rule”
 - Squadron concept
 - TBO rule





Controlling Documents

- National Coast Guard Policy for AuxAir
 - Auxiliary Manual
 - Auxiliary Operations Policy Manual
 - Approved Standards
 - CG Messages since 2005





M16790.1G



Unclassified



Auxiliary Manual (M16790.1G)

- Primary policy guide for the administration and management of the Auxiliary.
- Describes staff officers
 - Aviation – a District only program
 - DSO-AV
 - DFSO –
- Assistant Staff Officers (mandatory)
 - ADSO-AAC required - each CGAS (Aux OIA)
 - Aviation Training – ADSO-AVT
 - Aviation Management – ADSO-AVM
- Assistant Staff Officers (optional)
 - Other ADSOs
 - Assistant Flight Safety Officer – ADFS

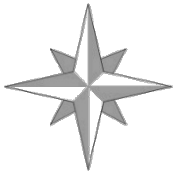




Auxiliary Manual (M16790.1G)

- Orders
 - Patrol
 - Travel
 - Verbal
 - POMS (or replacement system)
- Standard Auxiliary Maintenance Allowance
- Uniforms – Flight Suit
 - Authorized and standard during flight or “B” status
- Personnel Security Program





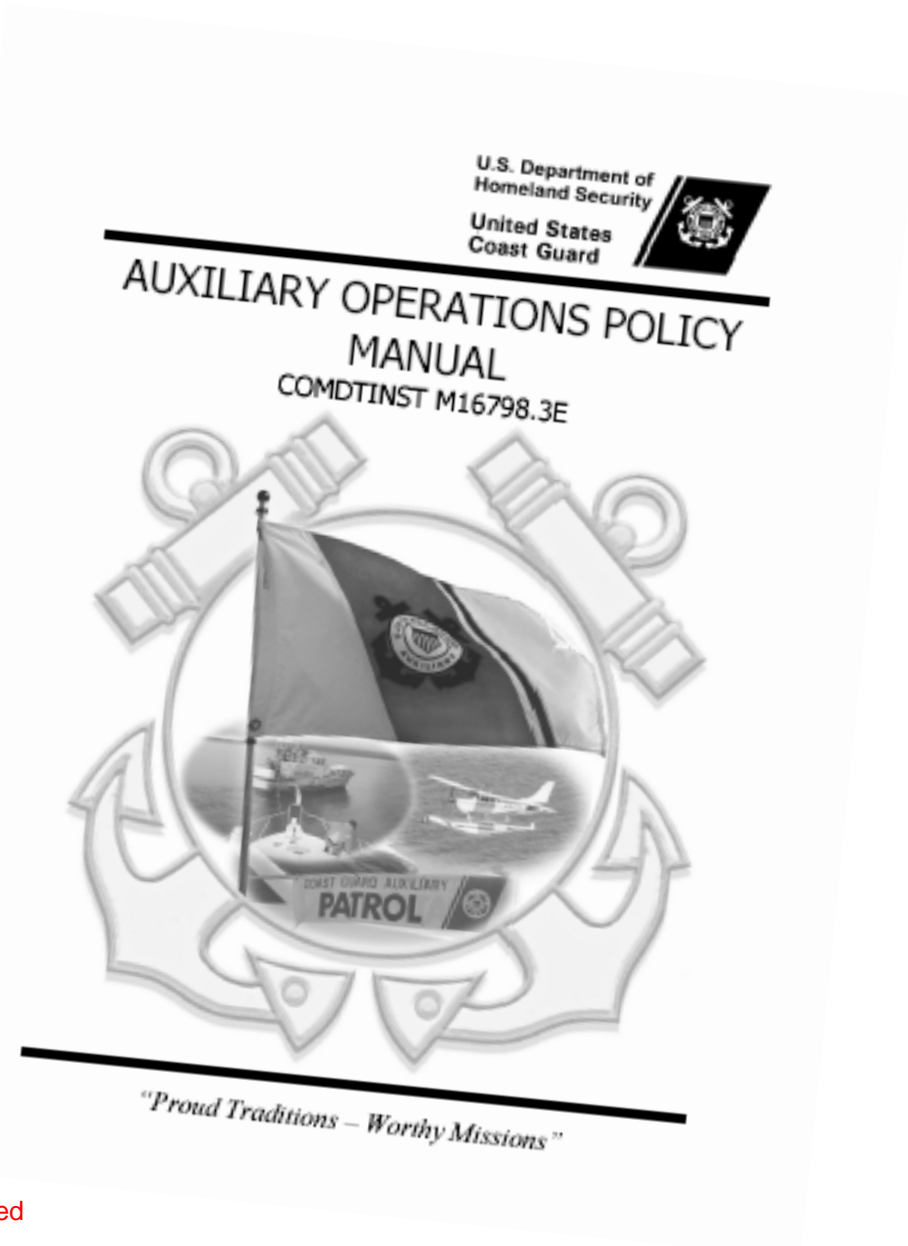
Operations Policy Manual

M16798.3E

U.S. Department of
Homeland Security
**United States
Coast Guard
Auxiliary**



Unclassified





Operations Policy Manual

- COMDTINST M16798.3E
- Incorporated previous instructions, such as COMDTINST M16798.1 (1997)
 - Now Appendix H
- Incorporated messages and updates through 2004
- Published early 2005





Operations Policy Manual

- Policy guidance for the conduct of all Coast Guard Auxiliary operations
- Covers
 - Program Purpose and Use
 - Program Administration
 - Crew and Facility Requirements
 - Orders & Operations
 - Safety Program
 - Qualifications & Training





Operations Policy Manual

- Annexes 1,2,3 deal specifically with AuxAir
- Entire manual applies to regulations for facilities and crew in aviation as well as surface
- Provides for:
 - Qualification requirements
 - Operating environment
 - Personal protective equipment
 - Standard operating procedures
 - Program administration in conjunction with AUXMAN





Changes since publication

- Minimum Altitude for AuxAir missions
- TBO rule
- Passenger Transport
- Pilot Responsibilities
- Guidance for AuxAir Personnel Problems
- Medical Requirements for Observers





Minimum Safe Altitudes

- **DATE:** 18 NOV 07
- **SUBJ:** Exemption 5231 from FAR 91.119 Not Authorized for AUXAIR
- **Auxiliary pilots, when operating on missions, MUST COMPLY with all provisions of CFR Title 14 Part 91.119.**
- **Auxiliary pilots must also observe the guidance in the Auxiliary Aviation Training Manual Chapter 8, Section D Paragraph 3.**
- The Operations Policy Manual, M16798.3E, Annex 1, Section G.1. describes FAA Exemption 5231. This exemption allows for deviations from CFR Title 14 Part 91.119 only during actual SAR operations and only to the extent necessary to safely perform the search function. The Manual and Exemption also require that the crew be specifically trained for this operation. The Auxiliary does not have a sanctioned course approved by CG Headquarters to effectively teach, refresh...Accordingly, **Auxiliary flights shall not operate under Exemption 5231.**
- Auxiliary Pilots are also reminded to follow the guidance found the Auxiliary Aviation Training Manual, M16798.5B, Chapter 8 Section D. 3. which is cited below.
- **AATM Chapter 8 Sec. D.3. Low-Level Flight**
- As this low-level flight regime is inherently dangerous, it is implicit that Auxiliary pilots should not operate in this flight regime unless qualified and current, and then only under orders for an actual SAR mission. To do otherwise is not only dangerous, but may expose the Auxiliary pilot to FAA certificate action. **Auxiliary pilots therefore are not authorized to fly below 500 feet AGL for any purpose other than takeoff and landing unless it is to aid people in distress or to save or protect property. (Emphasis added)** Because Auxiliary flights are not permitted to operate under the Exemption, the exception “ . . . to aid people in distress . . . ” does not apply, therefore it is clear that Auxiliary pilots are not authorized to fly below 500 feet AGL for any purpose other than takeoff and landing.
- To summarize, **Auxiliary pilots, when flying under orders, must comply with all Federal Aviation Regulations including Part 91.119, and with all Auxiliary Instructions. Auxiliary pilots do not meet the requirements of and may not utilize Exemption 5231.**
- DSO-AV' s are asked to ensure that all AAC' s, AUXLO' s, and crewmembers are aware of this. For further information please contact the DVC-OA at the email address above with questions or comments.





TBO

- R 042014Z OCT 06 ZUI ASN-A00277000032 ZYB
- FM COMDT COGARD WASHINGTON DC TO AIG 8907 BT UNCLAS //N03710//
- SUBJ: AUXILIARY AVIATION UPDATES REF A: COMDTINST M16798.3, AUXILIARY OPERATIONS POLICY MANUAL
- 1. THIS MESSAGE OUTLINES UPDATES TO THE AVIATION SECTION OF THE AUXILIARY OPERATIONS POLICY MANUAL. THE UPDATES WILL BE INCLUDED IN CHANGE 1 TO REF A AND ARE EFFECTIVE IMMEDIATELY.
- 2. THE FIRST UPDATE IS INTENDED TO PROVIDE GUIDANCE FOR STANDARDIZED OPERATION OF AUX AIR FACILITIES IN INSTANCES WHEN CRITICAL FLIGHT SYSTEMS OR COMPONENTS ARE BEYOND THE MANUFACTURER'S RECOMMENDED TIME BETWEEN OVERHAUL (TBO). CRITICAL SYSTEMS CAN BE DEFINED AS ANY LOGGED OR TRACKED AIRCRAFT COMPONENT OR ASSEMBLY CONTAINING A CRITICAL CHARACTERISTIC WHO'S FAILURE, MALFUNCTION, OR ABSENCE MAY CAUSE CATASTROPHIC FAILURE RESULTING IN A LOSS OR SERIOUS DAMAGE TO THE AIRCRAFT.
- A. ALL AUX AIR FACILITIES MUST COMPLY WITH MANUFACTURERS' TBO LIMITATIONS AS THEY APPLY TO POWER PLANTS AND OTHER CRITICAL SYSTEMS IN ORDER TO BE OFFERED FOR USE, AND TO OPERATE UNDER ORDERS. EXCEPTIONS MAY BE MADE FOR THOSE AIRCRAFT WHICH ARE OPERATING UNDER AN FAA-APPROVED MAINTENANCE SCHEDULE THAT IS CONSISTANT WITH THOSE OUTLINED UNDER FAR PART 91.409 (E) AND (F). AIRCRAFT THAT ARE IN FULL COMPLIANCE WITH ALL ASPECTS OF AN FAAAPPROVED MAINTENANCE PROGRAM WILL BE ALLOWED TO BE OFFERED FOR USE, AND TO OPERATE UNDER ORDERS.

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Transport

- 3. THE SECOND UPDATE IS INTENDED TO PROVIDE GUIDANCE FOR PASSENGER TRANSPORT ON AUX AIRCRAFT. WHEN AUXILIARY AVIATION ASSETS ARE REQUESTED FOR OFFICIAL TRAVEL, AIR STATION COMMANDING OFFICERS AS THE SOLE ORDER ISSUING AUTHORITY (OIA) OF AUXILIARY AIRCRAFT ARE RESPONSIBLE FOR APPROVING AUXILIARY TRANSPORT MISSIONS. DUE CONSIDERATION SHALL BE GIVEN TO A NUMBER OF FACTORS INCLUDING AN INITIAL DETERMINATION THAT A GENUINE NEED FOR THE TRANSPORT EXISTS, THAT IT IS THE MOST COST EFFECTIVE MEANS OF TRANSPORTATION, AND THAT THE MISSION IS SUPPORTABLE AFTER CONSIDERING OTHER HIGHER PRIORITY OPERATIONAL MISSION REQUESTS. AUX AIRCRAFT MAY BE USED WHEN IT IS DEEMED TO BE COST EFFECTIVE BASED ON A COST COMPARISON WITH THE USE OF COMMERCIAL TRANSPORTATION. CONSIDERATION SHOULD BE GIVEN TO THE ADDITIONAL COSTS ASSOCIATED WITH COMMERCIAL AIR TRAVEL
- SUCH AS CHARGES FOR EXCESS BAGGAGE, GROUND TRANSPORTATION, SUBSISTENCE COSTS (PER DIEM OR ACTUAL EXPENSES), TRAVEL AGENT FEES, AND THE VALUE OF LOST WORK TIME. WHEN REQUESTING TRANSPORTATION ON AUX AIRCRAFT, THE REQUESTOR MUST PROVIDE SUFFICIENT INFORMATION TO THE OIA TO JUSTIFY TRANSPORTATION.
- A. IN ADDITION TO THE SAFETY BRIEFING REQUIRED IN ANNEX 1, SECTION F.4.D. OF REF A, THE PILOT IN COMMAND (PIC) IS RESPONSIBLE FOR ENSURING THAT ALL PASSENGERS ARE FULLY BRIEFED ON:
- (1) LIGHT AIRCRAFT OPERATIONS AND PROCEDURES, INCLUDING: USE OF SEATBELTS AND HOULDER HARNESSSES, USE OF OXYGEN AS REQUIRED, USE OF ELECTRONIC DEVICES, NO SMOKING REQUIREMENTS.





Transport

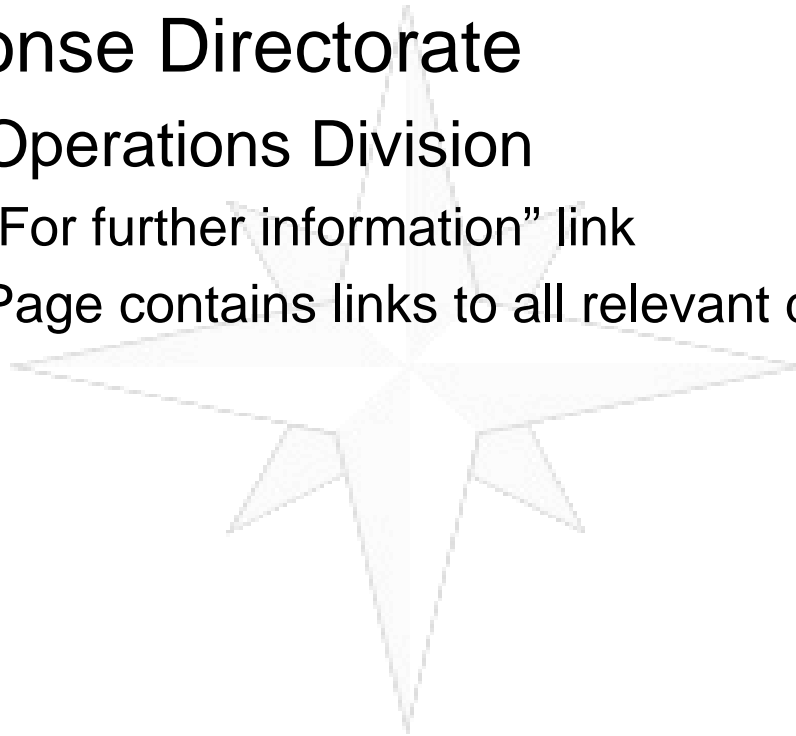
- (2) INTERNAL COMMUNICATIONS AND EMERGENCY SIGNALS (3) CRM AS APPLIED TO PASSENGERS
- (4) STERILE COCKPIT REQUIREMENTS (5) ANTICIPATED ROUTE AND TIME OF FLIGHT
- (6) KNOWN OR EXPECTED HAZARDS (7) EXPECTATIONS OF DELAYS OR ALTERNATE AIRPORTS, AND APPROPRIATE PROCEDURES (8) EMERGENCY PROCEDURES, INCLUDING EGRESS, USE OF EMERGENCY EQUIPMENT AND FLOTATION DEVICES
- 4. THE FOLLOWING WEATHER MINIMA AND PIC QUALIFICATION FOR PASSENGER TRANSPORTATION FLIGHTS SHALL BE COMPLIED WITH: A. FOR ALL FLIGHTS ENGAGED IN PASSENGER TRANSPORT MISSIONS, REGARDLESS OF WEATHER, TWO PILOTS CURRENT IN CATEGORY AND CLASS SHALL BE REQUIRED. HOWEVER, WHEN WEATHER AT THE DEPARTURE AND/OR DESTINATION AIRPORT OR ALONG THE ROUTE OF FLIGHT FROM THREE HOURS BEFORE THE ESTIMATED TIME OF DEPARTURE TO THREE HOURS AFTER THE ESTIMATED TIME OF ARRIVAL IS EITHER:
 - (1) FORECAST TO BE LESS THAN 1000 FT CEILING OR LESS THAN THREE MILES VISIBILITY IN AIRSPACE LESS THAN 10,000 FEET MSL (2) FORECAST TO BE LESS THAN 3000 FT CEILING OR LESS THAN 5 MILES VISIBILITY IN AIRSPACE ABOVE 10,000 FT MSL THE FOLLOWING CONDITIONS SHALL APPLY:
 - (A) THE PIC SHALL BE A CURRENT AIRCRAFT COMMANDER.
 - (B) A CURRENT INSTRUMENT RATED SAFETY PILOT SHALL BE ABOARD.
 - (C) THE FACILITY SHALL BE INSTRUMENT FLIGHT EQUIPPED AND
 - CERTIFIED.
- 5. THESE CHANGES ARE EFFECTIVE IMMEDIATELY





Documents – where to find

- CG Aux Home Page
 - Response Directorate
 - Air Operations Division
 - “For further information” link
 - Page contains links to all relevant documents





Auxiliary Aviation

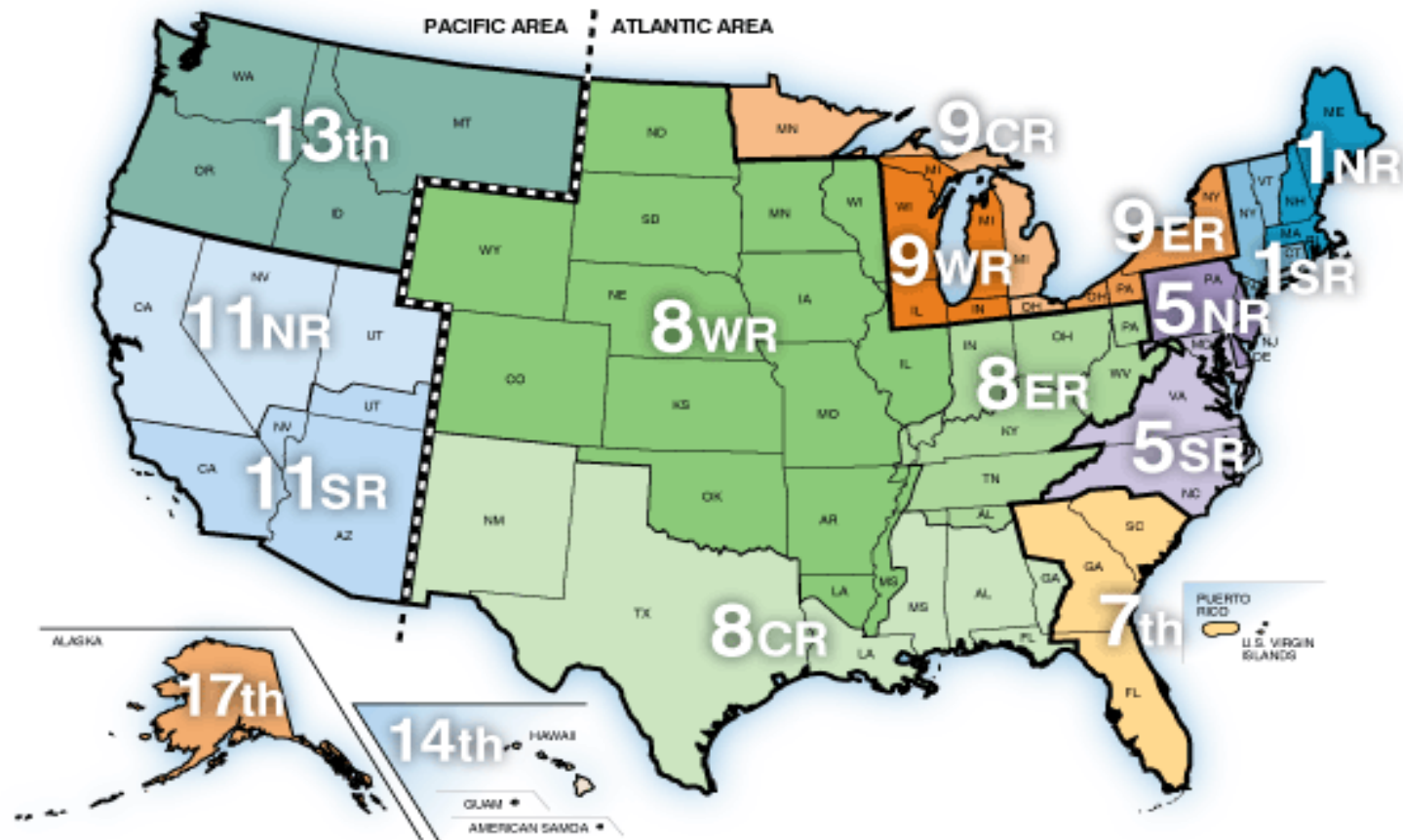


District Organization





U.S. COAST GUARD AUXILIARY AREAS, DISTRICTS, AND REGIONS



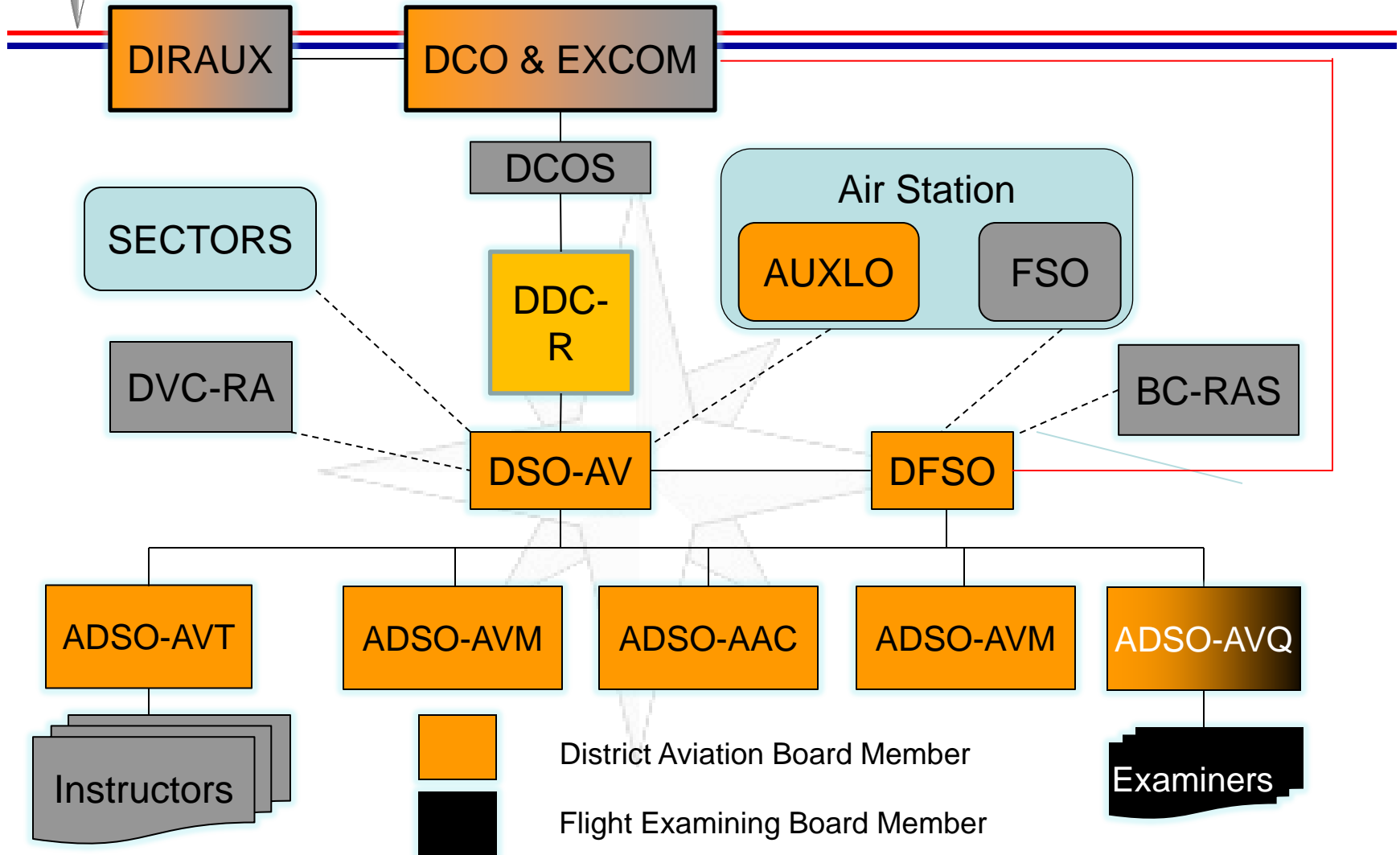


District level program

- Widespread, thin geographically
- Organized around Air Station (Squadron)
 - Order Issuing Authority (OIA)
- No Division or Flotilla level functions
- ALL Aviators are Auxiliarists first!
- All are members of a Flotilla
 - Administrative matters
 - All other programs and activities



Typical District AV Organization



Unclassified



District Program

- Roles of:
 - Aviation Board
 - Flight Examining Board
 - DSO-AV and DFSSO
 - AAC(s) and ADSO(s)



District Aviation Board

DISTRICT AVIATION BOARD. Each director of Auxiliary will establish a District Aviation Board composed of the DSO-AV (senior member); the ADSO-AVT; the district flight safety officer (DFS0); the senior member of the Flight Examining Board (FEB); and, as operations permit, the active duty aviator designated as the Auxiliary aviation liaison officer. The District Aviation Board's function will be to advise the director of Auxiliary and the district commodore on matters pertaining to district aviation standardization, aircraft, recommendations for flight examiners and instructor pilots, crew performance, aircrew appeals, and other related topics.





Leadership

- “DSO-AV –
*responsible for overall
management,
administration and
coordination of the
AuxAir program in the
District*”





DSO-AV Job Description

- Supervision & management of AV staff
- Provide leadership & guidance to members of AV program
- Safe & effective execution of AV operations
- Establish goals & objectives and prepare plans to achieve them



DSO-AV Job Description

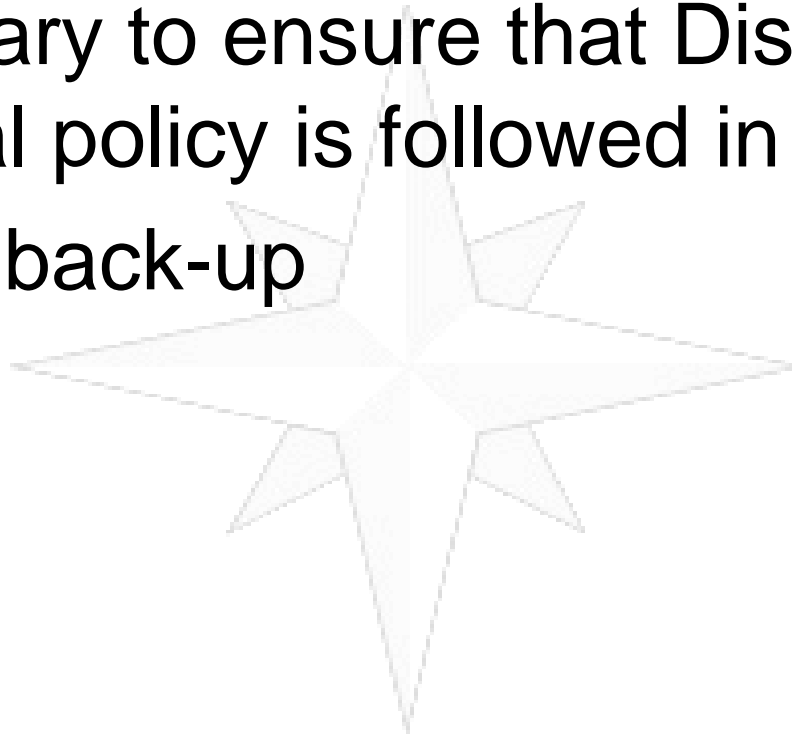
- Aggressively promoted & encourage growth and value of AV program
- Close liaison with Command Staff of Air Stations
- District liaison with external agencies
- Close liaison with National AV Staff
- Close liaison with counterparts in other Districts





DSO-AV Job Description

- Conduct workshops & training programs necessary to ensure that District and National policy is followed in AV program
- Train a back-up





Required Positions

- Auxiliary Aviation Coordinator (ADSO-AAC)
 - Supervision & mgmt of all AuxAir operations for given Air Station
 - “Squadron leader”
 - One per Air Station per District
- Flight Safety Officer (DFSO)
 - Development & implementation of Safety Program
 - Advise DSO-AV and Commodore on aviation safety matters
 - Reports DIRECTLY to District Commodore





Required Positions

- ADSO-AVT (Training)
 - Initial
 - Recurrent
 - Observers
 - Aircrew
 - Pilots
- ADSO-AVM (Mgmt)
 - Record-keeping
 - Qualifications
 - Pilots / Aircrew
 - Aircraft
 - Currency
 - Pilots / Aircrew
 - Aircraft





Flight Examination Board

FLIGHT EXAMINING BOARD. The Flight Examining Board (FEB), as a sub-set of the District Aviation Board, will be composed of Flight Examiners (see paragraph e.2 for selection criteria) and selected observers. Pilot SAR procedures checks shall be given by a Flight Examiner or a Coast Guard Aircraft Commander. The Flight Examining Board will be responsible for ensuring adherence to standard operating procedures; evaluation of the aircrew training program; providing initial, upgrade, requalification, and refresher training; and enhancing professional knowledge of pilots and observers. The Flight Examining Board will monitor/review changes in pilot/observer status and act as the first level in the review process for aircrew appeals of mandated changes in status. The senior member of the Flight Examining Board will be a member of the District Aviation Board and will report directly to its senior member (DSO-AV).





Squadron Concept

- All AuxAir operations under direct supervision of an Air Station
- One Squadron per Air Station per District/Region
- Led by 2-person team
 - Auxiliary Aviation Coordinator (ADSO-AAC)
 - Auxiliarist
 - Auxiliary Liaison Officer (AuxLO)
 - Active Duty aviator





Safety Program

- Partnership
 - District Flight Safety Officer (DFSO)
 - Auxiliarist
 - Flight Safety Officer (FSO)
 - Active Duty Aviator
- Risk Management
 - GAR Matrix & other tools
- Mishap Prevention
 - Initial & Recurrent Training



Program Purpose / Function

- Purpose

“The mission of the Coast Guard Auxiliary Aviation Program is to assist the Coast Guard in any mission(s) or operation(s) authorized by law and... by the Commandant.” [M16798.1](#)

- Implementation

“The Coast Guard Air Station Commanding Officer has the sole authority to assign Auxiliary aircraft to necessary missions.” [Annex 1 A.1](#)





Program Purpose / Function

- Use

“When Coast Guard aviation missions are assigned to other than active duty resources, Auxiliary aircraft will be given first priority for these missions” [Annex 1 A.1](#)

- Form

“Auxiliary aircraft, while assigned to authorized Coast Guard duty, shall be deemed to be Coast Guard aircraft... while assigned to duty, qualified Auxiliary pilots shall be deemed to be Coast Guard pilots.” [Annex 1 A.1](#)





Program Purpose / Function

- Command of aircraft

“Only Coast Guard Auxiliary aviators, with the requisite certifications for a given mission and flight environment, may pilot Auxiliary aircraft under orders.” [Annex 1 A.2](#)
- Pilot in Command (PIC)

“The pilot is responsible for the safe and orderly conduct of the flight.” [Annex 1 A.3](#)



Program Purpose / Function

- What is the payload?
- What is it to accomplish?
- How does it get on-scene?

Program Purpose / Function

- What is the payload?
- Observer
- What is it to accomplish?
- How does it get on-scene?

Program Purpose / Function

- What is the payload?
- Observer
- What is it to accomplish?
- Put eyes on-scene
- How does it get on-scene?

Program Purpose / Function

- What is the payload?
 - Observer
- What is it to accomplish?
 - Put eyes on-scene
- How does it get on-scene?
 - Pilot and aircraft take them there





Missions

- Maritime Observation Mission (MOM)
- Search and Rescue (SAR)
- Logistics
- Aids To Navigation (ATON)
- Area Familiarization
- Public Affairs
- Other agency (fed/state/local) support



Missions

- Marine Safety
 - Pollution response
 - Shoreline survey
- Support for LE activities
 - Surveillance
 - Direct surface assets
- ICE (as in hard water)
- Special events (regattas, etc.)





Platforms – 195 Facilities

- Airplanes
 - Single-engine
 - Twin-engine
 - Turbo-prop
 - Jet
- Helicopters
 - Piston engine
 - Turbine engine





Platforms





Platforms





Platforms





Platforms





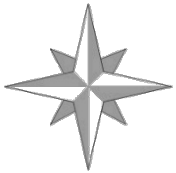
Platforms





Platforms





Platforms





Platforms





Platforms





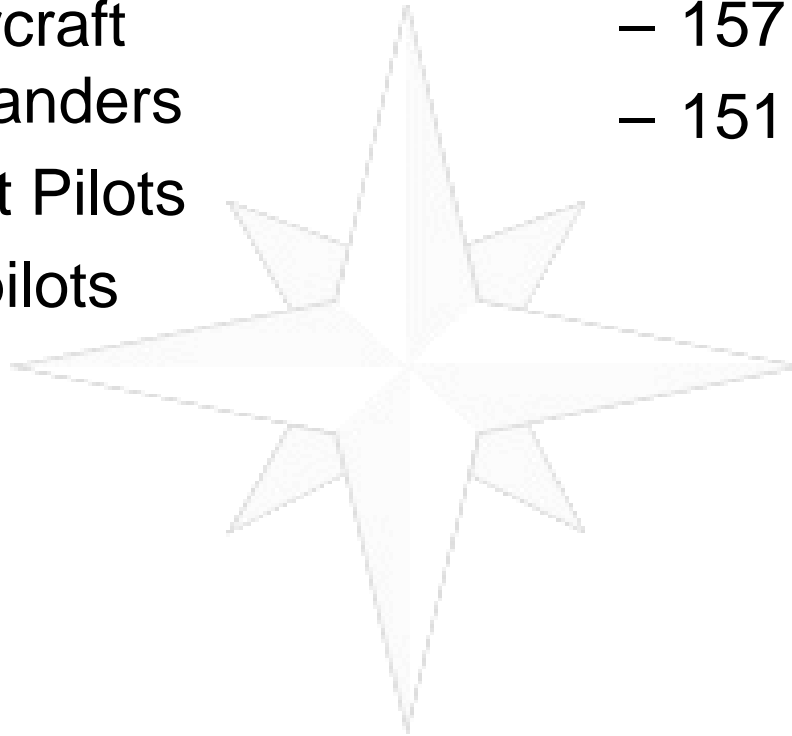
Platforms





People

- 257 Pilots
 - 168 Aircraft Commanders
 - 54 First Pilots
 - 35 Copilots
- Other Flight Crew
 - 157 Air Crew
 - 151 Observers





Pilots

- Military – mostly retired
- Airline – current and retired
- Corporate
- General Aviation professionals
 - Flight instructors, etc.
- Private Pilots
- Most > 20yrs experience, 1000 or more flight hours



Other Flight Crew

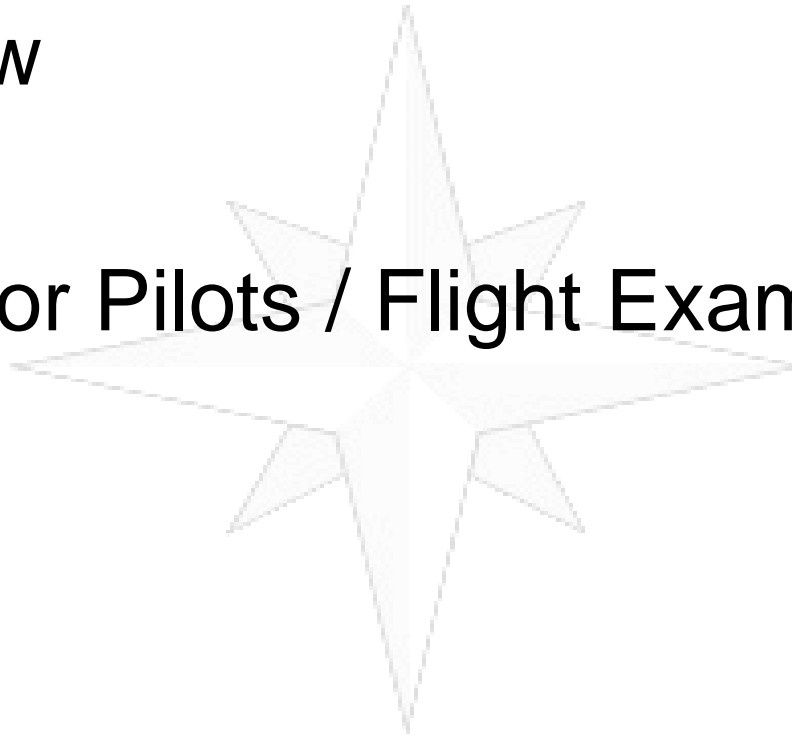
- Observers
- Candidates
 - Surface program
 - MS program
 - ATON
 - Outside LE experience
 - Interest in aviation
 - Any Auxiliarist
- Air Crew
- Candidates
 - Pilots should do this first
 - Pilot not flying
 - Pilot w/o aircraft
 - Observer with interest in learning more about flying





Training / Qualification

- Observers
- Air Crew
- Pilots
- Instructor Pilots / Flight Examiners





Prerequisites – All

- At least BQ status or AP with boating course and DirAux approval
- Recommendation from First Pilot or higher
- Pass Air Operations Test A (open-book)
- DO package reviewed and submitted
- FAA medical or Aux medical screening
- Meet water survival & egress requirements
 - Complete before first flight over-water





Training – All

- Egress & water survival (annual)
- CRM / ADM / SD (annual)
- Aeromedical Factors (annual)
- Regulations – FAA & CG (annual)
- Techniques of Observation
- Coast Guard Communications



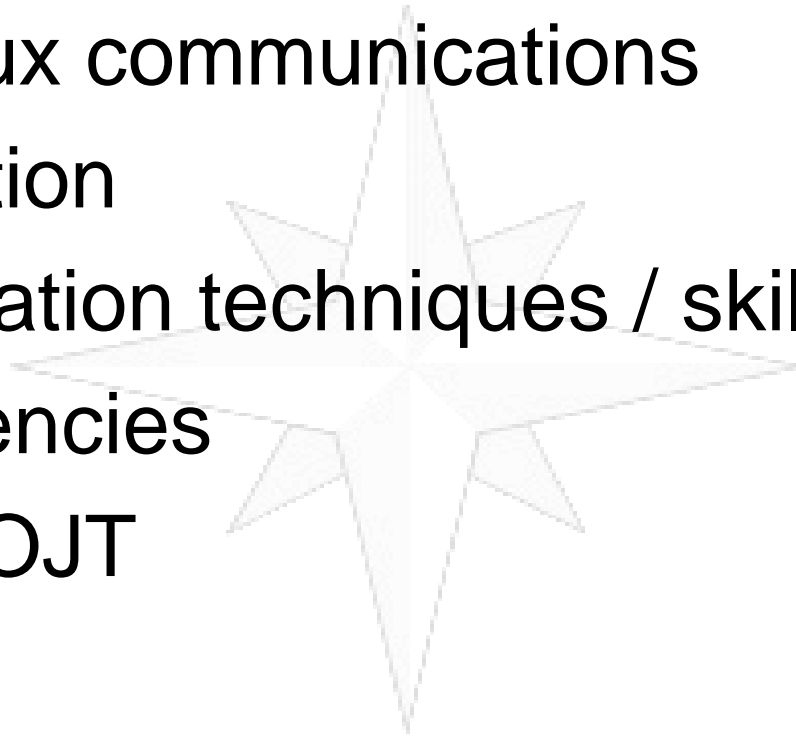
Training – All

- SAR techniques, procedures, patterns
- CG operational policies & procedures
- Military etiquette
- Reporting procedures – written & voice
- Marine environment & safety
- ATON support



Training – Observers

- Mission planning / performance
- CG / Aux communications
- Navigation
- Observation techniques / skills
- Emergencies
- 10 hrs OJT





Training – Air Crew

- Observer qualification plus
 - FAA pilot certification OR
 - Air Crew Qual Program (syllabus)
 - ATC communications
 - Aviation weather
 - Aircraft navigation
 - Aircraft systems & procedures
 - Flight / mission planning
 - 5 hrs OJT





Training – Pilots

- CG / Aux operating policies & procedures
- Mission / flight planning
- Flight procedures
- Search patterns
- Instrument flying (as appropriate)
- Emergency procedures
- Crew / mission management



Qualification Levels – Pilots

- Levels (OPM Ann 2.B.)
 - Copilot
 - First Pilot
 - Aircraft Commander
- Based mostly on Pilot in Command Flight Hours
- Train and check at level desired and allowed by experience





Qualification Levels – IP/FE

- Both – One year as A/C (desired)
- Instructor Pilot
 - Additional Flight Experience
 - FAA Instructor Certificate (desired)
- Flight Examiner
 - Additional Flight Experience
 - FAA Instrument Instructor (desired)





Currency – Pilots

- Reviewed annually by FE (ANSC-7015)
 - Flight hours / mission hours
 - CGAux flight check biennially (alt. w/ FAA)
 - FAA currencies
 - Biennial flight review
 - Landings
 - Instrument
 - Night





Certification – People

- Training – first step
- Qualify by passing check ride with FE
- Recommend by FE and DSO on 7015
- Certified by DirAux
- Assigned to duty by OIA
 - POMS
 - Verbal



Certification – Facilities

- Offer for use (ANSC-7005) by Auxiliarist owner
- Inspection by qualified inspector
 - Ensure fitness of facility
 - Ensure meets equipment requirements
- DSO recommends, acceptance by DirAux
- Assigned to operator by OIA via POMS (or replacement system)





Program Benefits

- Routine / Scheduled Operations
 - Cost-prohibitive to use CG aircraft
 - Adds mission capacity
- Non-scheduled Operations
 - SAR call-out / first light searches
 - Short-notice logistics (AOG support)
 - VIP or other personnel transport



Flight Hour Cost by Type

- Active Duty
- HH-65 \$ 8640.00
- HH-60 11251.00
- HC-144 11560.00
- HC-130 14439.00
- Auxiliary
- C182 \$ 120.46
- C414 306.60
- BE-90 948.53
- Mustang 870.43
- Ratio lowest CG / highest Aux
- ~ 10 / 1
- Bang for Buck !



Cost / Benefit

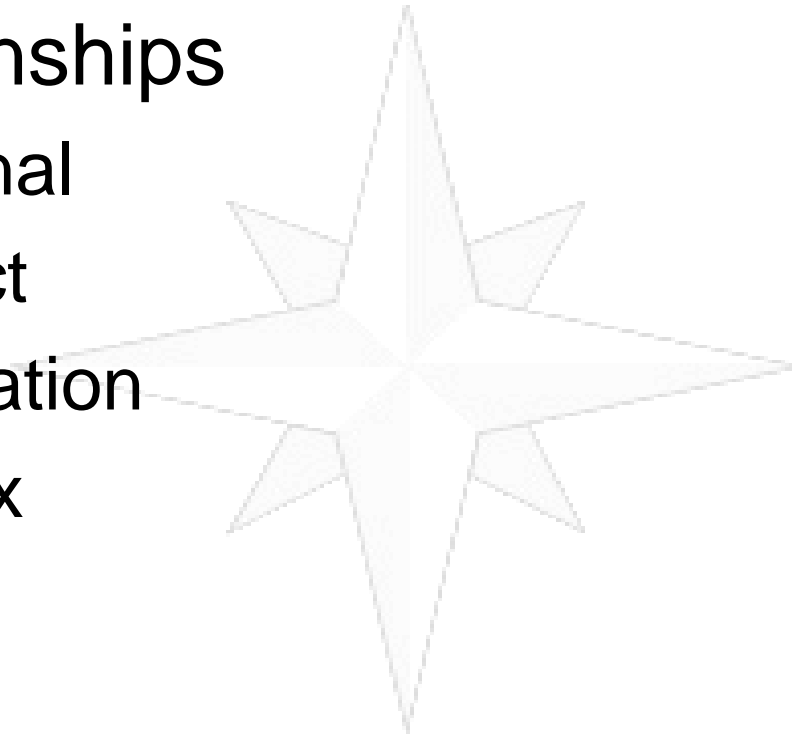
- Substitute basis
 - Fraction of cost
 - Keeps from tying up critical assets
- Supplement basis
 - Observation / presence / awareness that otherwise would not happen
 - Enhancement to CG missions that otherwise would not happen





Review

- Program structure and function
- Relationships
 - National
 - District
 - Air Station
 - DirAux





Questions?





Practice Scenario 1

- Policy Questions:
 - Source Documents
 - Auxiliary Manual
 - Operations Policy Manual
 - Other Documents
 - Additional Resources
 - National AV Staff
 - Chief Director's Office
 - DirAux





Practice Scenario 2

- Personnel Issue:
 - Guidance Document (handout)
 - Nature of issue
 - Knowledge, skill, capability
 - Willingness, compliance

