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FM COMDT COGARD WASHINGTON DC
TO AIG 8907
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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 FAA-APPROVED MAINTENANCE PROGRAM WILL BE ALLOWED TO BE OFFERED FOR USE, AND TO OPERATE UNDER ORDERS.

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 SHOULDER HARNESSSES, USE OF OXYGEN AS REQUIRED, USE OF

ELECTRONIC DEVICES, NO SMOKING REQUIREMENTS.

(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 AND WILL BE REFLECTED IN

THE NEXT REVISION TO THE AUXILIARY OPERATIONS POLICY MANUAL.

QUESTIONS CONCERNING THESE CHANGES CAN BE DIRECTED TO CDR VALERIAN

WELICKA, G-PCX, AT 202-372-1268.

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