

## CHAPTER 6: FLIGHT OPERATIONS

**A. Authority For Flights.** The FAA is the authority which licenses Auxiliary pilots. The flight policies in this manual supplement, not supersede, other governing directives, such as Federal Aviation Regulations (FARs). An Auxiliarist may not, acting as an Auxiliarist, crew or help crew the aircraft of organizations outside the Coast Guard (for example, Civil Air Patrol, etc.). Also, the members of those organizations may not crew or help crew Auxiliary aircraft. Auxiliarists may use an Auxiliary aircraft in any logistics mission with the approval of the unit commander, including the transporting of local, state, or federal officials authorized in the patrol order.

1. **Orders.** CHAPTER 2, paragraph A, covers all Auxiliary orders. The Coast Guard unit commander may assign Auxiliary aircraft, in general, to any necessary mission. CHAPTER 8 lists the missions for each aircrew level and their mission limitations. Auxiliary aircraft will be given first priority for Coast Guard missions when active duty resources are not available (see CHAPTER 1, paragraph A.2.d). Auxiliary aircraft while assigned to authorized Coast Guard duty shall be deemed to be Coast Guard aircraft, public vessels of the United States, and vessels of the Coast Guard within the meaning of 14USC646 and 647 and other applicable provisions of law. Subject to the provisions of 14USC823(a) and 831 while assigned to duty qualified Auxiliary pilots shall be deemed to be Coast Guard pilots.

### 2 . **Command Of Aircraft**

- a. Only Coast Guard Auxiliary aviators, with the qualifications for a mission and flight environment may pilot Auxiliary aircraft under orders.
- b. The terms "pilot-in-command," "pilot," and "operator" all refer to the Auxiliary pilot listed on the orders to make a flight. Coast Guard Auxiliary aircraft under orders may fly only under the command of the pilot authorized by those orders to make the flight.
- c. The pilot is responsible for the safe and orderly conduct of the flight. This responsibility and authority exists from the time the pilot begins flight/mission planning until completion of the flight. All air crewmembers must understand the pilot's authority. A misunderstanding of this authority may jeopardize the successful completion of the mission or the safety of the crew and aircraft. All passengers and crew must respond immediately to instructions given by the pilot.

3. **Training Flights.** Unit commanders may fund flights for proficiency training, such as area familiarization, pilot proficiency and observer training, etc. The Coast Guard does not authorize Auxiliarists and members of organizations outside the Coast Guard to cross-train on Auxiliary or other organization facilities.

**B. Military Airfield Clearance.**

1. **Coast Guard Air Stations.** The authority for Auxiliary aircraft to use a Coast Guard Air Station (or other Coast Guard facilities) is a direct responsibility of the commanding officer of that facility. The commanding officer may elect to prohibit the departure of an Auxiliary aircraft when the weather, condition of the aircraft, or other known factors might jeopardize the safety of the proposed flight. Commanding officers may delegate this authority.
2. **Other Military Bases.** If the destination or enroute stop is a military installation, pilots of Auxiliary aircraft must advise the base of their arrival time. Auxiliarists must also follow the prior permission requirements (PPR) of the military service. The pilot is responsible for making timely contact with the base to determine the PPR and other requirements.

**C. Air Crewmember Fatigue.** The standards in Table 6-1 are necessary to combat the effects of fatigue as a factor in aircraft mishaps. These standards are not intended to restrict authority for call-outs when urgent operations are required. Exceptions may be made by the district commander. However, conforming with these standards is necessary to avoid fatigue related mishaps.

MISSION FATIGUE STANDARDS	FLIGHT HOURS	CREW MISSION TIME
Rotary Wing, Single Piloted	6	12
Rotary Wing, multi Piloted	8	12
Fixed Wing (any # of pilots)	8	12

Maximum aircrew use per 24-hour period. A new 24-hour period begins any time a crewmember has completed 10 hours of rest.

**AIRCREW FATIGUE STANDARDS**

Table 6-1

1. These aircrew fatigue standards apply to all personnel flying in Auxiliary aircraft under orders. They also apply to the performance of any task, either ground or flight, connected with the ordered mission.
2. Air crew mission time begins when the crewmember reports to the appointed place to prepare for the mission. It

ends when the day's missions are complete (including post-flight duties).

3. Unit commanders must not schedule missions where any air crewmember will exceed, within any consecutive 24 hours, the hourly limits shown in Table 6-1.
4. Each air crewmember is responsible for keeping track of their flight and crew mission times. They must advise the unit commander when their flight/crew time is approaching the limits in Table 6-1.

**D. Passenger Transportation Flights.** Except in an emergency, passenger transportation flights for Coast Guard or Auxiliary personnel must not arrive before the time given in the latest ETA given to the destination. Pilots must provide changes or updated ETA's in ample time to permit notification of interested parties.

**E. Cargo Authorization.** Unit commanders may authorize the transportation of cargo, including U. S. Mail, on ordered Auxiliary logistics flights subject to the limitations of FAA regulations. Auxiliary aircraft may not carry hazardous cargo.

**F. Flight Plans.** A Coast Guard Auxiliary pilot must file a flight plan for each ordered flight. For a Visual Flight Rules (VFR) flight, pilots may file their plan with an FAA Flight Service Station (FSS). For an Instrument Flight Rules (IFR) flight, pilots may file their plan with the nearest FSS or Air Traffic Control Tower (ATCT). When operating from a military field, base operations may request Auxiliarists to use the military flight plan (form DD-175) instead of FAA form 7233-1. Coast Guard air station commanding officers may accept VFR, local area flight plans from Auxiliary aviators provided that the flight starts from and returns to the air station holding the flight plan.

**G. Preflight Activities.**

1. **Weather Briefing.** The pilot of a Coast Guard Auxiliary aircraft on orders must get a thorough weather briefing before every mission. For IFR flights, pilots must record the weather briefing on the reverse side of FAA form 7233-1 or on a separate page and attach it to the 7233-1.
2. **Crew Discipline And Briefing.** The pilot is responsible for ensuring that the crew is properly briefed for the mission. The briefing must be specific and may include salient safety related matters. The crew must know exactly who the pilot is and must respond to their orders quickly.

3. **Crew/Passenger Briefing.** The pilot must make sure that all crew and passengers embarked on Coast Guard Auxiliary aircraft receive an adequate briefing. This briefing must cover at least the following items.
  - a. Use of parachutes (if carried).
  - b. Use of Personal Flotation Devices (PFDs) for over water flights.
  - c. Applicable emergency alerting signals.
  - d. Action required in case of ditching or crash landing (that is, emergency evacuation procedures).
  - e. Emergency exits and emergency ground evacuation procedures.
  - f. Use of other emergency and survival equipment.
  - g. No smoking and seat belt rules and signals.
  - h. Restrictions regarding butane lighters, electronic devices, etc.
4. **Preflight Inspection.** Before each flight, the pilot must be sure to make an inspection of the aircraft using the recommended procedures in the applicable aircraft manual. This check must also make sure that all equipment, charts, cargo, etc. necessary for the mission are on board and properly secured.
5. **Check Lists.** Pilots of Auxiliary aircraft must use written check lists. Using the check lists in the aircraft manual will meet this requirement. However, pilots may also develop individual aircraft checklists if they contain all items recommended by the manufacturer. Each pilot may individually develop and use check lists for SAR evolutions. When a second Auxiliary pilot or observer is on board, the aircrew must use a challenge and response method for check list items.

**H. Aircraft Traffic Rules.** Coast Guard Auxiliary pilots operating aircraft on orders must follow the appropriate rules. These include the aircraft traffic rules published as part 91 and 93 Federal Aviation Regulations, ICAO Conventions, Procedures and Standards, and International Regulations for Preventing Collision at Sea.

1. **Non-Compliance With FAR 91.119.** Federal Aviation Regulation 91.119 (c) specifies the minimum safe altitudes and clearances (from any person, boat, vehicle or structure) for aircraft operating over other than congested areas, except for takeoffs and landings.

Auxiliary aircraft under the command of an Aircraft Commander or First Pilot conducting SAR missions ordered by the Coast Guard are exempt from the provisions of FAR paragraph 91.119 (c). These Auxiliary aircraft are under the FAA exemption granted the Coast Guard (see Appendix E). Auxiliary aircraft under the command of a Co-Pilot are not included in this exemption.

2. **Annoyance to Persons and Endangering Property.** Coast Guard Auxiliary aircraft in flight must minimize the annoyance to persons and activities on the ground. The pilot must exercise enough caution to be sure that no person on the ground could reasonably believe that they or their property is in danger. Pilots must plan flights to avoid wildlife areas, except at altitudes above those shown as minimum on aeronautical charts.
3. **Transponder Codes.** Coast Guard Auxiliary aircraft may squawk mode 3, code 1277 on ordered SAR missions when operating under the following conditions.
  - a. On a Visual Flight Rules (VFR) plan or VFR segments of a composite Instrument Flight Rules (IFR)/VFR plan; and
  - b. Enroute to/from or within the designated search area.
4. **Airspace Regulations.** Coast Guard Auxiliary aircraft must follow the special airspace regulations. This includes warning areas, Class B Airspace, etc.

**I. Violations Of Flight Regulations.** All pilots must be aware of and must follow all applicable current flight regulations. Auxiliary pilots must report any known violations of flight regulations.

**J. Position Reporting Requirements.** During all ordered missions, the pilot must establish a radio guard via direct contact with a Coast Guard or Auxiliary radio station. The pilot must pass "OPS NORMAL" messages to the flight-following (guard) radio station every 15 minutes for single engine aircraft and every 30 minutes for multi-engine aircraft. Each 30 minutes, the "OPS NORMAL" report must also include the aircraft's present position and direction of flight. A report more than 15 minutes overdue is cause for initiation of a PRECOM. If the PRECOM is unsuccessful, the guard radio station must start SAR action for the aircraft. For flights operating under direct air traffic control, radio contact with the controlling agency satisfies this requirement. However, guard radio stations must periodically contact, if practicable, the appropriate Coast Guard or Auxiliary communications facility for information updates.

**K. Flight Environment.** Paragraph 8.A of this manual establishes the authorized missions and operational limitations for Co-Pilots, First Pilots and Aircraft Commanders. In addition to that policy, the following applies with respect to the flight environment.

1. Auxiliary pilots must conduct all flights under applicable Federal Aviation Regulations (FARs) and local air traffic rules. Any Auxiliary flight that includes flight in night or IMC conditions must have two pilots who hold current FAA instrument ratings. The Pilot in Command must be an Aircraft Commander and the aircraft must be IFR equipped in accordance with applicable FARs. The second pilot is to serve as a safety pilot and will also add to overall situational awareness. There is no requirement for dual instrumentation or flight controls. Night is defined as the period after civil twilight following sunset, and prior to civil twilight preceding sunrise. Auxiliary pilots must obtain an Instrument Flight Rules (IFR) clearance for all flights in IMC.
2. Except for takeoff and landing, the following altitude restrictions apply to missions at night and/or in IMC: 1,000 feet AGL over water or other unobstructed areas. In other areas, the minimum altitude is 1,000 feet above the highest obstacle, in IMC the minimum altitude is the Minimum Vectoring Altitude or MEA as applicable to the operational area.
3. Only First Pilots and Aircraft Commanders, as defined in CHAPTER 8, may act as Pilot In Command for SAR, communications relay, and special missions in Auxiliary aircraft. Special missions are defined as non-routine or unscheduled missions that fall outside the normal profile of training, logistics, passenger transport or patrols and have a higher than normal level of risk. Except as provided in paragraphs K.1. and K.2., Auxiliarists may fly these missions only in daylight and only when the weather on scene is forecast to meet Visual Meteorological Conditions (VMC).
4. A unit commander may authorize a night and/or IMC training, logistics, or passenger transport missions, subject to the limitations established in paragraphs K.1. and K.2. above and in paragraph 8.A of this manual. Once the mission is approved, the pilot in command must conduct appropriate planning and carry out the necessary coordination.
5. Patrol missions, to include ATON, ELT, MEP, ice operations and chart updating, may be conducted only in daylight and only when the weather on scene is forecast to meet visual meteorological conditions (VMC).

**I. General Precautionary Rules.**

1. **Fuel Reserve.** Auxiliary aircraft must follow the fuel reserve requirements contained in FAR 91.151 or 91.167, as applicable.
2. **Turbulence/Icing.** Auxiliary Pilots may plan flights through areas forecast to have light or moderate turbulence as defined by current Weather Bureau Standards. Pilots must plan all flights to avoid areas of severe or extreme turbulence, icing conditions, or thunderstorms.
3. **Beach Landings.** Auxiliary pilots may conduct beach landings only when forced or as a precaution.
4. **Water Landings.** The FAA approved aircraft flight manual contains procedures, limitations, and techniques dealing with water landings by seaplanes and amphibious aircraft, Pilots of float planes may not make non-emergency open sea landings.
5. **Offshore Operation.**
  - a. Flying beyond the gliding distance from shore is an offshore operation.
  - b. Single engine aircraft may not proceed more than 25 miles offshore unless authorized by the district commander. When working with a surface facility, helicopter, or other recovery aircraft with which communications are maintained, the shore effectively extends to the location of the surface facility or aircraft. However, in no case may a single engine aircraft operate more than 50 miles from shore. In addition, both single and multi-engine aircraft must follow the below listed guidelines when operating offshore.
    - (1) At a minimum, all personnel on board must wear an approved Type I, II, or III personal flotation device (PFD) that meets the equipment requirements in CHAPTER 4, paragraphs F.11 and F.12. Air crewmembers may also wear the standard survival vest or life preserver issued to Coast Guard aviators. Coast Guard issued survival vests/life preservers, both inflatable, must have water proof lights attached. The survival vest must also meet the Coast Guard's equipment requirements in the Aviation Life Support Systems Manual, COMDTINST M13520.1 (series), or the Rescue and Survival Systems Manual, COMDTINST M10470.10 (series).

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- (2) The aircraft must have a life raft capable of holding all occupants. Air crewmembers must store the raft in a position so that one crewmember may remove it without leaving their flight station.
  - (3) The aircraft must have on board at least one class II EPIRB or PRC-90 which one air crewmember must carry in their life jacket or survival vest.
  - (4) Any time the water temperature is below 60 degrees Fahrenheit, all occupants of single engine aircraft must wear hypothermia protective clothing (anti-exposure coverall). All multiengine aircraft must carry this equipment on board. The anti-exposure coverall must meet Coast Guard approval for use in aircraft.
  - (5) Unit commanders may waive the wearing of hypothermia protective devices. However, unit commanders may grant this waiver only when the air temperature is such that the thermal stress incurred by the Auxiliarists exceeds the protection provided by wearing the devices.
- c. Although not restricted to 25 miles from shore, unit commanders may not assign multi-engine aircraft missions beyond 50 miles from shore without prior approval from the district chief of operations.
6. **Formation Flying.** Auxiliary aircraft may not fly in formation at any time.

### M. Safety Devices.

1. **Lap Belts and Shoulder Harnesses.** Each occupant of Coast Guard Auxiliary aircraft must properly fasten their lap belt and shoulder harness (if provided). All occupants must use this equipment from just before engine start until engine shutdown. The only exception is when activities require temporary removal.
  - a. Only the pilot may authorize the unfastening of the lap belt or shoulder harness. The pilot may also authorize passengers on a transport mission to unfasten their seat belts and move about the aircraft during flight in smooth air above 1,000 feet absolute altitude. However, the pilot must be alert to anticipate turbulent flight conditions while passengers have belts unfastened. The pilot must immediately direct passengers to secure their belts as soon as possible before entering turbulent conditions.



- b. All aircraft operating under orders must have shoulder harnesses installed for the front seats. However, Auxiliarists may request a waiver for aircraft not equipped with shoulder harnesses for which a retrofit kit is not available; or, if available, installation is so cost prohibitive as to place an unreasonable financial burden upon the facility owner; or installation is impractical or not advisable for the reasons described in the waiver request. Auxiliarists must send their waiver requests, with documentation, via the chain of command to Commandant (G-OCX-2).
  2. **Helmets.** Flight approved protective helmets must be worn by all pilots, crewmembers, and passengers of rotary wing aircraft whenever the rotor(s) are turning.
  3. **Hearing Protection.** All personnel must wear ear protection if a headset is not available.
- N. **Alcohol Use.** Any amount of alcohol in the blood, even small amounts, can impair judgment, reflexes, and muscular control. The level of alcohol in the body varies with many things. These include the frequency and amount of alcohol intake, the length of time following the end of drinking, and an individual's body weight. A zero alcohol level is essential for aviation personnel to meet the rigorous demands of flight operations. Detectable blood alcohol or symptomatic hangover are causes for grounding of an air crewmember. Air crewmembers may not conduct flight operations (beginning with flight planning) within 8 hours of consuming 1 or 2 drinks or within 12 hours of consuming 3 or more drinks. (The Coast Guard defines 1 drink as any of the following: 12 oz. of beer, 4 oz. of wine or 1 oz. of spirits.) Although some people may completely metabolize all alcohol well within the 8 or 12 hour limit, this time span allows an adequate margin of safety before resuming flight operations.
- O. **Rescue Equipment.** The needs of the mission must determine what rescue equipment is necessary in Coast Guard Auxiliary aircraft. The pilot must be sure that rescue equipment is stowed with adequate restraint. This prevents it from becoming a hazard to the crew or passengers during flight maneuvers, turbulence, or if a crash or rapid deceleration occurs.
- P. **Aerial Deliveries.** Auxiliary air crews must not drop any equipment of any type from an Auxiliary aircraft for any purpose. The only exception is if the district commander specifically grants in writing such authority for the aircraft. The district commander must base such authority on a demonstration of deployment technique and aircraft suitability during an operational flight check.

## **Q. Aircraft Facility Inspections.**

1. Auxiliary aircraft facility owners or operators, as appropriate, must arrange an inspection of their aircraft facilities each year by the district deadline. Each aircraft must meet the minimum equipment requirements before the director may accept the aircraft as a facility.
2. Any aircraft commander, directed by DIRAUX, may perform aircraft facility inspections. If a qualified Auxiliarist is not available to conduct the facility inspection, a qualified Coast Guard aviator familiar with Federal Air Regulations Part 91, subparts A through E which covers such items as airworthiness, required certificates, etc., designated in writing by the air station commanding officer may perform it.
3. Auxiliarists may not inspect their own aircraft, aircraft of which they are partial owners, or aircraft owned by members of their immediate family.
4. The aircraft facility inspector must perform each inspection following the requirements of this manual and form CG-27368. The inspector must forward the completed form CG-2736E to the director.
5. Auxiliary pilots who are not facility owning Auxiliarists must complete, and submit annually to the director, section I of form CG-2736E signed by an aircraft facility inspector. This must be done before the district deadline. The pilot may fly only as an observer until they submit the completed form to the director.

## **R. Minimum Equipment Requirements.**

1. **Personal Survival Equipment.** When practicable, air crewmembers must carry survival equipment on their person and tethered to the garment worn. It is not necessary for air crewmembers to duplicate the equipment in the life raft.
  - a. **Required equipment.**
    - (1) First Aid kit
    - (2) Day/night flares
    - (3) Signaling mirror
    - (4) Portable or pocket strobe light

b. **Recommended additional equipment.**

- (1) Dye marker (for offshore operations)
- (2) Chemical emergency lights
- (3) Whistle
- (4) Insect repellent
- (5) Space blanket
- (6) Waterproof matches
- (7) Sun screen cream
- (8) Survival knife
- (9) Pocket compass

2. **Required Communications Equipment.**

- a. A VHF-FM transceiver with at least channels 16, 22A, and district required channels with an external antenna.
- b. A VHF-AM transceiver with at least 121.5, 123.1, and 122.9 MHz.

3. **Navigation Equipment.**

- a. Required equipment. Current sectional and nautical charts of the local area plus adjacent areas as appropriate.
- b. Recommended additional equipment.
  - (1) LORAN-C receiver.
  - (2) Global Positioning System (GPS) receiver.
  - (3) VHF/UHF DF with capability on 121.5, 156.750, 240.6, 242.65, and 243.0 MHz.

S. **Flight Clothing.**

1. Auxiliary air crewmembers must wear one of the following uniforms while under orders.
  - a. An authorized Auxiliary uniform. The uniform must, in most cases, be the same for all crewmembers. When appropriate, the same as worn by Auxiliary or Coast Guard personnel on passenger transportation flights. Non polyester uniforms must be worn whenever possible.

- b. A Coast Guard flight suit, clean and neat, properly worn in a manner credible to the Coast Guard. Air crewmembers may not wear Auxiliary office insignia on flight suits.
  
  - c. Dark blue civilian type coveralls (non polyester) when deemed to be in the interest of crew safety, efficiency, or comfort. Air crewmembers may only display appropriate patches and name tags as described in the uniform regulations.
  
  - d. Anti-exposure coveralls, approved by a unit commander for flight use.
2. The selection of the appropriate flight clothing is the prerogative of the pilot and must be uniform for all air crewmembers (see paragraphs L.5.b.(4) and L.5.b.(5)).

**CHAPTER 8: AIRCREW QUALIFICATION & TRAINING**

**A. Authorized Missions.**

1. **Co-Pilot (CP).** Co-Pilots may operate in daylight only and to a **minimum altitude of 1,000 feet AGL** except for take off and landing. Co-Pilots are not included in the exemption from the provisions of FAR paragraph 91.119 (c) (see CHAPTER 6, paragraph H.1). They may act as pilot-in-command on the following missions.
  - a. Cargo and passenger transport flights.
  - b. Aids to navigation and chart updating patrols,
  - c. Pollution and ice patrols.
  - d. Area familiarization flights.
2. **First Pilot (FP).** In addition to CP missions, First Pilots (FP) may fly any other mission (except SAR procedures flight checks) deemed necessary by the unit commander.
3. **Aircraft Commander (AC).** Aircraft Commanders may fly any mission deemed necessary by the unit commander. They may perform aircraft facility inspections, pilot qualification checks, and SAR procedures flight checks.

**B. Pilot Qualifications.**

1. **General Qualifications.** To operate any aircraft on a Coast Guard mission the pilot in command must have logged at least the following hours as pilot-in-command.
  - a. 200 hours in an aircraft of the same category (fixed or rotary wing).
  - b. 100 hours in an aircraft of the same class (single or multi-engine land, etc.).
  - c. 50 hours and 25 landings to a full stop in a tail wheel aircraft if the aircraft to be flown is a tail wheel aircraft.
  - d. 50 hours in a complex aircraft (retractable gear) if the aircraft to be flown is a complex aircraft as described in FARs.
  - e. 50 hours in a gas turbine aircraft if the aircraft to be flown is a gas turbine powered aircraft.

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- f. 25 hours in a high performance (over 200 HP) aircraft if the aircraft to be flown is a high performance aircraft as described in FARs.
  - g. Exceptions to the above "class" requirement:
    - (1) 10 hours for multi-engine aircraft with center thrust;
    - (2) 50 hours for single engine seaplanes or amphibians.
  - h. These hours may be logged concurrently.
2. **Co-Pilot (CP) Qualifications.** An Auxiliary Co-Pilot (CP) must possess the following qualifications.
- a. Hold a valid FAA private pilot license (or higher) and a current third class FAA medical certificate (or higher).
  - b. Have accumulated and properly logged a total of 200 hours of flight time as pilot-in-command of which at least 12 hours were within the last 6 months.
  - c. Successfully pass the AIR OPERATIONS TRAINING COURSE open book examination (pilot) with a score of 90% or higher.
  - d. Have qualified as pilot trainee and flown on at least two Coast Guard missions not as pilot-in-command. (A pilot trainee is an Auxiliarist who has completed paragraph B.2.e.)
  - e. Be current for night flight in accordance with the FAR, part 61.57.
3. **First Pilot (FP) Qualifications.** An Auxiliary First Pilot (FP) must possess the following qualifications.
- a. Satisfy all requirements for Co-Pilot.
  - b. Have 500 hours pilot-in-command flight time.
  - c. Complete a current SAR procedures flight check.
  - d. Complete an area familiarization, as required by the district commander.
4. **Aircraft Commander (AC) Qualifications.** Auxiliary Aircraft Commanders (AC) must possess the following qualifications.

- a. Satisfy all requirements for First Pilot.
- b. Hold a current FAA instrument rating.
- c. Have logged 1,000 hours pilot-in-command flight time.

**C. Observer Qualifications.** Auxiliary Observers must meet the following requirements.

1. Be recommended for observer training by a First Pilot or Aircraft Commander, then successfully pass the AIR OPERATIONS TRAINING COURSE open book examination (observer) with a score of 90% or better.
2. After passing the written examination, participate as an observer trainee in missions totaling 10 flight hours.
3. Demonstrate an ability to understand and proficiently navigate from sectional charts.
4. Demonstrate an ability to handle Coast Guard communications.
5. Complete such area familiarization as required by the district commander.
6. Have an Auxiliary First Pilot or Aircraft Commander certify completion of these requirements.

**D. Currency Requirements.** Air crewmembers must meet the following applicable requirements to maintain Auxiliary Aviation qualifications.

1. **All Air Crewmembers.** All Auxiliary air crewmembers must meet the following requirements.
  - a. Emergency Egress Training. Annual training in emergency egress must include at least a lecture on basic principles, use of related equipment, egress procedures, and the required preflight briefing for the types of aircraft in use.
  - b. Water Survival Training. Before the first flight as an air crewmember in an Auxiliary aircraft operating offshore under orders, and then as an annual requirement, each crewmember must prove their swimming ability and swim 50 yards. Crewmembers may wear an inflated PFD during the swim. They must receive instruction in water survival techniques and the use of all survival equipment on board the aircraft. Auxiliarists may make use of available Coast Guard personnel, equipment, and facilities in meeting the requirements of this paragraph.

2. **All Pilots.** All Auxiliary pilots must meet the following requirements.
  - a. Meet requirements for "All Air Crewmembers, paragraph D.1.
  - b. Fly and properly log a minimum of 12 hours as pilot-in-command each semiannual period. The semiannual periods are 1 January through 30 June and 1 July through 31 December. Also, pilots must satisfy the requirements of FAR 61.57.
  - c. Annually attend any one of the following in order of precedence):
    - (1) An air safety workshop conducted for Auxiliary air crewmembers by a Coast Guard air station or a Commandant (G-NAB-2) representative. The instructor must use a syllabus approved by Commandant (G-KSE).
    - (2) Two FAA or AOPA flight safety workshops.
    - (3) An approved Flight Instructor Refresher Clinic.
3. **Co-Pilot.** All Auxiliary Co-Pilots must meet the requirements for "All Pilots," paragraph D.2.
4. **First Pilots.** All Auxiliary First Pilots must meet the following requirements.
  - a. Meet all requirements for "All Pilots," paragraph D.2.
  - b. Fly 3 missions totaling 6 hours under orders each semiannual period.
  - c. Have a current SAR Procedures Flight Check.
    - (1) The SAR procedures flight check is a biennial requirement. The certification expires 24 months from the date of the last check. Only a current Auxiliary Aircraft Commander or a qualified Coast Guard Aircraft Commander, designated in writing by the air station commander, may give the SAR procedures check. This check must be scheduled so that it falls in the alternate year from the FAA required biennial flight review (BFR). In years that require both the SAR procedures check and BFR, completion of the BFR allows the Auxiliary aviator to maintain qualification as First Pilot or Aircraft Commander. However, the Auxiliarist



must then complete the SAR procedures check within the next 12 month period.

(2) Auxiliarists must record their SAR Procedures Flight Check by a line entry in the Auxiliary aviator's pilot log book (signed by the check pilot) and on the Auxiliary Aviation Procedures Check (Auxiliary National Supply Center form #7048). This becomes one of the requirements during the annual pilot qualification and facility *inspection process*.

5. **Aircraft Commanders.** All Auxiliary Aircraft Commanders must meet the following requirements.

a. Meet all requirements for "First Pilots," paragraph D.4.

b. Maintain a current instrument rating in accordance with the FARs.

6. **Failure To Maintain Currency.** Aircraft Commanders or First Pilots who do not *maintain currency* requirements, which includes failure to attend any required workshop, revert to Co-pilot or First Pilot, as appropriate. An Auxiliarist's current currency *maintenance completion* status will determine to what specific level the individual must revert.

7. **Observers.** There are no specific observer currency requirements, other than those for "All Air Crewmembers," paragraph D.1. Directors must provide opportunities for observers to participate in *training sessions* with Auxiliary pilots.

**E. Records.** Initial designation of an Auxiliarist as an Auxiliary Aviator and the awarding of any later upgrade or the rescinding of any designation or upgrade is the sole responsibility of the director.

1. **Pilot Designations.** The director makes all pilot designations in section VIII of the Auxiliary Qualification And Aircraft Facility *Inspection Report* (CG-2736B). The director must certify the original qualification and any upgrade by letter. Original certification letters are sent to the Auxiliarist concerned, with copies going to unit commanders and the Auxiliarist's record.

2. **Observer Designations.** The director must certify Observer designations by letter to the Auxiliarist, with a copy to their flotilla and Auxiliarist's record.

L

APPENDIX B

INFORMATION REQUIREMENTS FOR A CORPORATE OWNED FACILITY (BOAT AIRCRAFT, OR RADIO STATION)

1. Name of Corporation: \_\_\_\_\_
2. Address of Corporation: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
3. State and Date Incorporated: \_\_\_\_\_  
\_\_\_\_\_
4. Purpose of Corporation: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
5. List Name and Title of all officers and directors. Use as many sheets as needed.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
6. Is this a flotilla, division, or district related Corporation? Yes \_\_\_ No \_\_\_ If yes, specify which: \_\_\_\_\_
7. Are all members of flotilla, division, or district members of the Corporation? Yes No Percent:
8. Percent of Corporation owned by Auxiliarist(s):
9. Relationship between Corporation and Auxiliary:  
\_\_\_\_\_  
\_\_\_\_\_
10. Relationship of Non-Auxiliary stockholders or members to Auxiliary: \_\_\_\_\_
11. How was facility acquired by Corporation?  
(a) Purchased \_\_\_\_\_ Date: \_\_\_\_\_ ;  
(b) Donated \_\_\_\_\_ Date: \_\_\_\_\_ Name of Donor: \_\_\_\_\_
12. Attach Corporate Resolutions.

APPENDIX B

THE FOLLOWING TO BE ANSWERED FOR OPERATIONAL FACILITY STATUS.

1. Is facility dedicated to Coast Guard and Auxiliary use only?  
Yes or No
2. Is facility only used when under Coast Guard orders?  
Yes or No
3. Primary use of Facility: \_\_\_\_\_  
\_\_\_\_\_
4. Attach authorization for non-owner use of Auxiliary facility (make sure all person(s) authorized to operate facility while under Coast Guard orders are listed) as outlined in CHAPTER 2, paragraph I.

Primary Auxiliary User:

Corporate Facility Owner:

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Name (print or type)

\_\_\_\_\_  
Name (print)

\_\_\_\_\_  
Signature of Officer

\_\_\_\_\_  
Member Number

\_\_\_\_\_  
Name & Title of Officer

APPENDIX C

SAMPLE FORMAT FOR CORPORATE OWNERSHIP

[name of corporation ]

CORPORATE RESOLUTION

I, \_\_\_\_\_, duly elected Clerk/Secretary of \_\_\_\_\_  
below hereto were duly adopted by all of the existing Directors  
holding office at a meeting held on \_\_\_\_\_, 20\_\_\_\_

I further certify that said Votes are in accordance with law, the  
By-Laws and Articles of Incorporation/Organization of Corporation, and  
that said Votes are presently in full force and effect and have not been  
adversely affected by any other Vote of the Directors or Stockholders of  
this Corporation.

VOTED: That the Corporation offer the Vessel/Aircraft/Radio  
Station ~~described in the attached~~ U.S. Coast Guard  
Offer of Use Form as an Auxiliary Facility/Operational  
Facility (hereinafter referred to as "the Facility"),  
in accordance with the provisions of Title 14, U.S.C.  
826 and applicable regulations, and that the  
President, Treasurer or any Vice President of this  
Corporation, acting singly, be and is hereby  
authorized and empowered, in the name of and on behalf  
of this Corporation, and with or without corporate  
seal, to execute and deliver to the United States  
Coast Guard, or Coast Guard Auxiliary, now or at any  
time in the future, such forms, applications,  
documents, instruments and writings, without  
limitation upon such terms and conditions and whenever  
the said President, Treasurer or any Vice President  
shall deem it necessary or desirable pertaining to the  
use of the Facility, and the execution thereof shall  
be sufficient evidence of the determination  
authorizing the transaction by the Board of Directors.

VOTED: That the Facility may be utilized and operated by the  
attached list of Coast Guard Auxiliarists who may use  
the Facility for any authorized Coast Guard or Coast  
Guard Auxiliary purpose, provided the Coast Guard  
issues reimbursable or non-reimbursable patrol orders.

**APPENDIX C**

VOTED: That the Corporation understands that the Facility may be used in circumstances which could result in damage to the Facility and/or third party claims. The Corporation understands that pursuant to Title 14 U.S.C. 830 and Coast Guard Regulations promulgated there under that loss or damage to the Facility and/or third party claims could occur which would not be paid for or reimbursed by the Coast Guard. The Corporation has determined that it has adequate insurance in the event the Facility is so damaged or if such a claim results, or has sufficient finances available to assume this risk.

I further certify that the Corporation is validly existing and in good standing, and the person(s) named as officers and Directors of this Corporation, as set forth in the Corporate-Owned Facility Application, are true, complete and correct.

A true copy Attest.

Secretary/Clerk

DATED:

**APPENDIX D**

**SAMPLE FORMAT FOR MULTIPLE OWNERSHIP**

ASSENT AND AUTHORIZATION FOR USE

The undersigned, being a partial owner of the vessel/aircraft/radio station described below and in the attached United States Coast Guard Offer For Use form as an Auxiliary facility/operational facility (hereinafter referred to as "the Facility"), in accordance with the provisions of Title 14 U.S.C. 826 and applicable regulations, assent to the Facility being utilized and operated by the attached list of Coast Guard Auxiliarists who may use the Facility for any authorized Coast Guard or Coast Guard Auxiliary purpose, provided the Coast Guard issues reimbursable or non-reimbursable patrol orders. The undersigned understands that the Facility may be used in circumstances which could result in loss or damage to the Facility and/or third party claims, which under Title 14 U.S.C. 830 and applicable Coast Guard regulations may not be paid for or reimbursed by the Coast Guard. The undersigned has determined that there is adequate *insurance* to cover this risk or that they are prepared to assume this risk.

DESCRIPTION OF FACILITY OFFERED FOR USE

Boat \_\_\_\_\_ Aircraft \_\_\_\_\_ Radio \_\_\_\_\_

Year, Make, Model \_\_\_\_\_

ID/Registration/Documentation Number \_\_\_\_\_

OWNERS ASSENT AND AUTHORIZATION

[ add enough date, name, address, percent owner, signature lines to cover ALL owners ]

Date: \_\_\_\_\_ Name (type or print) \_\_\_\_\_  
Address: \_\_\_\_\_  
Percent Owner: \_\_\_\_\_ Signature: \_\_\_\_\_

Date: \_\_\_\_\_ Name (type or print) \_\_\_\_\_  
Address: \_\_\_\_\_  
Percent Owner: \_\_\_\_\_ Signature: \_\_\_\_\_

Date: \_\_\_\_\_ Name (type or print) \_\_\_\_\_  
Address: \_\_\_\_\_  
Percent Owner: \_\_\_\_\_ Signature: \_\_\_\_\_

Date: \_\_\_\_\_ Name (type or print) \_\_\_\_\_  
Address: \_\_\_\_\_  
Percent Owner: \_\_\_\_\_ Signature: \_\_\_\_\_

Date: \_\_\_\_\_ Name (type or print) \_\_\_\_\_  
Address: \_\_\_\_\_  
Percent Owner: \_\_\_\_\_ Signature: \_\_\_\_\_