R 301500Z SEP 02 ZUI ASN-A00273000008
FM COMDT COGARD WASHINGTON DC//G-O/G-OCX/G-OCA/G-WKS//
TO COMLANTAREA COGARD PORTSMOUTH VA//AOFA/AOAX/AO// COMPACAREA COGARD
ALAMEDA CA//POFA/POAX/PO// CCGDONE BOSTON MA//O/OAX/OSR//
CCGDFIVE PORTSMOUTH VA//O/OAX/OSR//
CCGDSEVEN MIAMI FL//O/OAX/OSR//
CCGDEIGHT NEW ORLEANS LA//O/OAX/OSR//
CCGDNINE CLEVELAND OH//O/OAX/OSR//
CCGDELEVEN ALAMEDA CA//O/OAX/OSR//
CCGDTHIRTEEN SEATTLE WA//O/OAX/OSR//
CCGDFOURTEEN HONOLULU HI//O/OAX/OSR//
CCGDSEVENTEEN JUNEAU AK//O/OAX/OSR//
COGARD AIRSTA ASTORIA OR//OPS//
COGARD AIRSTA ATLANTIC CITY NJ//OPS//
COGARD AIRSTA BARBERS PT HI//OPS//
COGARD AIRSTA BORINQUEN PR//OPS//
COGARD AIRSTA CAPE COD MA//OPS//
COGARD AIRSTA CLEARWATER FL//OPS//
COGARD AIRSTA CORPUS CHRISTI TX//OPS//
COGARD AIRSTA DETROIT MI//OPS//
COGARD AIRSTA ELIZABETH CITY NC//OPS//
COGARD AIRSTA HOUSTON TX//OPS//
COGARD AIRSTA HUMBOLDT BAY CA//OPS//
COGARD AIRSTA KODIAK AK//OPS//
COGARD AIRSTA LOS ANGELES CA//OPS//
COGARD AIRSTA MIAMI FL//OPS//
COGARD AIRSTA NEW ORLEANS LA//OPS//
COGARD AIRSTA NORTH BEND OR//OPS//
COGARD AIRSTA PORT ANGELES WA//OPS//
COGARD AIRSTA SACRAMENTO CA//OPS//
COGARD AIRSTA SAN DIEGO CA//OPS//
COGARD AIRSTA SAN FRANCISCO CA//OPS//
COGARD AIRSTA SAVANNAH GA//OPS//
COGARD AIRSTA SITKA AK//OPS//
COGARD AIRSTA TRAVERSE CITY MI//OPS//
COGARD DIRAUX LOUISVILLE KY
COGARD DIRAUX NEW YORK NY
COGARD DIRAUX PHILADELPHIA PA
COGARD DIRAUX ST LOUIS MO
BT

UNCLAS //N16798//
SUBJ: AUXILIARY AVIATION OPERATIONAL AND LOGISTICAL MISSION
REQUIREMENTS
A. G-O MESSAGE DTG 141437Z MAR01
B. COMDTINST M16798.3D, AUXILIARY OPERATIONS POLICY MANUAL

1. THE FATAL CRASH OF COAST GUARD AUXILIARY N99WD IN FEBRUARY 2001
   LED TO A COMPREHENSIVE REVIEW OF THE AUXILIARY AVIATION PROGRAM.
   THIS REVIEW THOROUGHLY EXAMINED THE DIFFERENCES AND
   SIMILARITIES BETWEEN ACTIVE DUTY COAST GUARD, COAST GUARD
   AUXILIARY AND GENERAL AVIATION PILOTS, AIRCRAFT AND MISSIONS.
   REFERENCE (A) WAS RELEASED AS INTERIM GUIDANCE DURING THIS
   REVIEW PERIOD.

2. EFFECTIVE IMMEDIATELY, THE FOLLOWING GUIDANCE APPLIES TO
   THECONDUCT OF AUXILIARY AVIATION OPERATIONS:
   A. GENERAL. AUXILIARY PILOTS MUST CONDUCT ALL FLIGHTS UNDER
      APPLICABLE FEDERAL AVIATION REGULATIONS (FARS), LOCAL AIR
      TRAFFIC RULES AND ALL APPLICABLE COAST GUARD AND AUXILIARY
      PUBLICATIONS.
   B. OPERATIONAL. ANY AUXILIARY OPERATIONAL MISSION THAT INCLUDES
      FLIGHT IN NIGHT OR IMC MUST HAVE AN AIRCRAFT COMMANDER AND A
      SAFETY PILOT, BOTH OF WHOM HOLD CURRENT FAA INSTRUMENT
      RATINGS IN CATEGORY (AIRPLANE/ROTOR CRAFT). AN OPERATIONAL
      FLIGHT IS DEFINED AS ONE THAT DIRECTLY SUPPORTS A COAST GUARD
      OPERATIONAL MISSION OR INVOLVES TRAINING FOR SUCH SUPPORT,
      I.E. PASSENGER TRANSPORT, PATROL, AIR INTERCEPT, TRAINING, ETC.
      THE PILOT-IN-COMMAND MUST BE AN AUXILIARY AIRCRAFT COMMANDER
      AND THE AIRCRAFT MUST BE INSTRUMENT FLIGHT RULES (IFR)
      EQUIPPED IN ACCORDANCE WITH APPLICABLE FARS. THERE IS NO
      REQUIREMENT FOR DUAL INSTRUMENTATION OR FLIGHT CONTROLS.
      WHENEVER PRACTICAL, THE SAFETY PILOT SHALL PARTICIPATE IN THE
      FLIGHT PLANNING AND RISK ASSESSMENT PHASES OF THE ASSIGNED
      MISSION. THIS SHOULD INCLUDE, BUT NOT BE LIMITED TO SCOPE OF
      MISSION, WEATHER EVALUATION, WEIGHT AND BALANCE
      CALCULATIONS, ROUTE SELECTION, ETC. AS A MINIMUM, MISSION,
      WEATHER, WEIGHT AND BALANCE, ROUTE SELECTION AND THE RISK
      ASSESSMENT MATRIX SHALL BE REVIEWED BY THE SAFETY PILOT PRIOR
      TO FLIGHT. GUIDANCE FOR SAFETY PILOT ELECTION/ASSIGNMENT IS
      LISTED BELOW IN ORDER OF PRIORITY TO MAXIMIZE THE PRUDENT USE
      OF AVAILABLE RESOURCES:
      1. CG AUXILIARY PILOTS: CURRENT INSTRUMENT RATED PILOTS IN
         CATEGORY (AIRPLANE/ROTOR CRAFT), PER FAR PART 61.5, ARE
         ELIGIBLE.
      2. CIVIL AIR PATROL (CAP) PILOTS: THE MEMORANDUM OF
         UNDERSTANDING (MOU) BETWEEN THE CAP AND THE CG
         AUXILIARY, ALLOWING CAP PILOTS TO ACT AS SAFETY PILOTS IN
         AUXILIARY AIRCRAFT MAY REDUCE THE LOGISTICAL IMPACT OF
         THE SAFETY PILOT REQUIREMENT, PARTICULARLY IN INLAND
         AREAS. CAP PILOTS MUST BE CURRENT INSTRUMENT RATED
         PILOTS IN CATEGORY (AIRPLANE/ROTOR CRAFT) TO BE ELIGIBLE.
      3. ACTIVE DUTY COAST GUARD PILOTS: MUST HAVE A CURRENT
         INSTRUMENT QUALIFICATION IAW THE AIR OPERATIONS MANUAL,

COMDTINST M3710.1 (SERIES). AN ACTIVE DUTY PILOT'S COAST GUARD INSTRUMENT QUALIFICATION IN A PARTICULAR CATEGORY AIRCRAFT (AIRPLANE/ROTOR CRAFT) WILL SERVE AS THE SAFETY PILOT QUALIFICATION STANDARD IN THE SAME CATEGORY AUXILIARY AIRCRAFT. THEREFORE, NO FAA INSTRUMENT RATING IS REQUIRED. OTHERWISE, THE FOLLOWING REQUIREMENTS APPLY:

A. AN ACTIVE DUTY FIXED-WING PILOT SHALL NOT SERVE AS SAFETY PILOT ON AN AUXILIARY HELICOPTER AIRCRAFT, UNLESS THE ACTIVE DUTY PILOT HOLDS AN FAA INSTRUMENT-HELICOPTER RATING AND IS CURRENT IAW APPLICABLE FAA REGULATIONS.

B. AN ACTIVE DUTY ROTARY-WING PILOT SHALL NOT SERVE AS SAFETY PILOT ON AN AUXILIARY FIXED-WING AIRCRAFT, UNLESS THE ACTIVE DUTY PILOT HOLDS AN FAA INSTRUMENT-AIRPLANE RATING AND IS CURRENT IAW APPLICABLE FAA REGULATIONS.

C. LOGISTICAL. A LOGISTICAL MISSION IS DEFINED AS ONE THAT IS NON-OPERATIONAL IN NATURE TO INCLUDE CARGO TRANSPORT, TRANSIT TO A SEARCH AREA FOR A FIRST LIGHT SEARCH (PER REF A), PRE-POSITIONING FOR A LATER MISSION OR TO RENDEZVOUS WITH A SAFETY PILOT FOR A NIGHT OR IMC OPERATIONAL MISSION. THE PREREQUISITES FOR SINGLE- PILOT NIGHT OR IMC LOGISTICAL MISSIONS ARE AS FOLLOWS:

1. THE PILOT-IN-COMMAND MUST BE AN AIRCRAFT COMMANDER, HAVE AN FAA COMMERCIAL LICENSE AND HAVE A MINIMUM OF 10 HOURS OF ACTUAL NIGHT OR ACTUAL IMC TIME WITHIN THE LAST 6 CALENDAR MONTHS, 5 HOURS OF WHICH MUST BE WITHIN THE LAST 3 CALENDAR MONTHS. THIS FLIGHT TIME DOES NOT HAVE TO BE LOGGED WHILE ON CG ORDERS.

2. THE MISSION MUST ONLY BE LOGISTICAL IN NATURE, AS DEFINED ABOVE.

3. THE PILOT MUST FILE AND FLY AN IFR FLIGHT PLAN.

4. AN AIRCRAFT FLYING A MISSION UNDER THESE GUIDELINES IS NOT DIVERTIBLE.

3. THIS POLICY CHANGE IS THE RESULT OF A FOCUSED, SAFETY-ORIENTED, PROGRAMMATIC REVIEW AND THE DESIRE TO ESTABLISH A PRACTICAL POLICY THAT AFFORDS AUXILIARY AVIATORS THE REQUISITE TOOLS TO BE A VIBRANT AND EFFECTIVE MEMBER OF TEAM COAST GUARD.

4. INTERNET RELEASE AUTHORIZED.

5. RADM DAVID S. BELZ, USCG, ASSISTANT COMMANDANT FOR OPERATIONS, SENDS.

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