



SQUADRON D-11N TRAINING

Module 4- Patrol Communications

Developed by Larry Johnson



U.S. COAST GUARD AUXILIARY



Patrol Communications

- Before launch-phone calls to AS-SFO and Sector San Francisco. Format and content follows.
- Complete before initiating calls.



Pre Patrol Plan

AIR AUXILIARY PATROL REPORT

DATE/TIME _____ RISK ASSESMENT --COLOR _____ # _____

PARTOL TYPE _____

PILOT IN COMMAND _____

CONTACT PHONE NUMBER _____

NAMES CREW/PASSENGERS

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____

DEPARTURE AIRPORT _____

TAKE OFF TIME _____ DURATION OF FLIGHT _____

FREQS. MONITORED--PRIMARY _____ SECONDARY _____

1st LAND TIME (LUNCH)/LOCATION _____

FINAL LAND TIME/LOCATION _____

SIGNIFICANT EVENTS/SIGHTINGS

DUTY STANDER'S NAME _____

DUTY STANDERS SIGNITURE _____



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- Communications are required with Air Station San Francisco and Sector San Francisco before, during, and after the patrol.
- Observer will generally perform all CG comms related to patrol.
- Initial contacts are by cell phone just prior to launch and will transmit key information related to crew, safety assessment, timing, and plans.
- In flight, contacts are via marine band radio operated by the Observer.



Patrol Communications

-Suspicious Activity-ACTIONS

- If observed CALL sector immediately-cell phone (415 399-3520), take notes, **highlight** in post patrol call to AS-SFO, Sector, and AOM Patrol report.
- You may be asked to file a written report!
 1. **Underway with navigation lights off.**
 2. **Vessels DIW (dead in water) near Critical Infrastructure (Bridges, Power Plants, etc.)**



Suspicious Activity (cont.)

3. Tarps that cover parts of boat or cargo within
4. Engaging in erratic maneuvers upon sighting LE assets
5. Excessive number of persons on board overloading the vessel.
6. Recreational vessels underway outside normal recreational boating times or during inclement weather.
7. Jet Skis appearing to haul cargo or baggage.
8. A motor hat is excessively larger than normal for the vessel.



Suspicious Activity (cont)

9. Small boats or recreational Vessels rendezvousing with underway commercial vessels.
10. Excessive drag or wake on a underway vessel and the vessel is greater than 40ft. but less than 100.
11. Excessive number of motors attached to a small boat (Panga).
12. Excessive antennae or communications equipment.



Suspicious Activity (cont.)

13. Multiple vessels DIW (dead in water) in close proximity.

14. Materials or debris on beach with vehicles close by.(Panga)



Patrol Communication (cont.)

- In flight calls are made to Sector San Francisco (script follows), every 15 min. for single engine aircraft and 30 min. for multiengine aircraft AND **immediately for significant sightings.**
- Calls are also made to both when landing or take off during the patrol period e.g. “Standing down” for lunch or fuel.
- At the end of the patrol, cell calls are made to both reporting “significant sightings” and events.



Radio Scripts Follow:

- Initial call after take off to Sector
- Ops Normal call during patrol
- Switching between Guard Stations
- Standing Down for Fuel or Lunch
- Securing Guard near end of patrol
- Changing stations
- Special –SAR Case



Initial Call in-flight Open Guard

- Sector SF. Aux air, _____, on 21 Alpha,
- OVER.....
 - SECTOR'S RESPONSE-
- _____, airborne from _____ at _____
- mics. _____ of POB we are a single/twin
- a/c for a _____ patrol. Request you take our guard. OVER....



Sector response

- _____, open guard minute _____, primary _____, secondary _____, report ops every 15 or 30 mics.

Observers response:

- _____, open guard minute _____, primary _____, secondary _____, report ops every 15/30 mics. OVER



OPS-Normal-Guard

- Sector SF, Aux Air; (tail# _____, on 21Alpha
OVER.....
- [Sector response is; _____, on 21 alpha, over.]
- _____, ops normal, present position (lat) _____
(long) _____ (geographic location), and/or
heading. OVER.....
sector responds.
_____ out/ double click



Stand Down for Fuel/lunch

- Sector SF, Aux air _____, on 21 alpha. OVER.
sector responds
- _____ standing down at _____ in _____ mics. For
Approximately _____ mics. Request you [close] our guard.
OVER.....
SECTOR RESPONSE IS: _____ close guard minute _____ call when airborne.
over.
- _____, will close guard minute _____, will call to resume guard when
airborne
OVER.....



LAND LINE CALLS

- **EVERY** time after landing 2 calls must be made:
 - (1) To Sector San Francisco
 - (2) To Air Station San Francisco



RESUME GUARD

- Sector SF, Aux Air _____, on 21 Alpha.
OVER.....

sector responds

- _____, Airborne from _____ at _____ mins.
- _____ POB we are a single/twin eng. Aircraft for a
- _____ patrol. REQUEST YOU RESUME OUR
- GUARD: OVER.....



SECTOR RESPONSE

- _____, resume guard min. _____ report ops every 15/30 mics. Primary _____, Secondary _____
OVER.....

YOUR RESPONSE

- _____, resume guard min. _____ report ops every 15/30 mics. Primary _____, Secondary _____ over.



Secure Guard

- _____, landing at _____ a/p in approx. _____ mics.

REQUEST YOU SECURE OUR GUARD.

OVER.....

sector responds

- secure guard minute _____, over.



YOUR RESONSE;

- _____, secure guard min._____. OVER.....



Switching Guard

- First establish a guard with the new station, Then secure guard with previous station. If you can not secure with previous station, ask new station to call & secure guard with with previous station.



SAR Case assignment

- What to log: Be prepared to respond to Sector the following information as requested.
 - Time received SAR case;
 - Time on scene
 - Time & location of any significant sighting
 - On-scene weather (including ceiling, wind speed & direction, visibility, wave height & direction of wave movement
 - Time if search object is located



SAR Case (cont.)

Areas searched including altitude & track spacing if used.

Time aircraft departs scene of search
hours on search

Time departed scene to get fuel & return