

SQUADRON D-11N TRAINING Module 2 – Operation & Procedures*

U.S. COAST GUARD AUXILIARY

* Handout available



UPDATE 10/26/2013



Operations Process and Schedule Update

Aux Air Safety Workshop 26 October 2013 Doug Kerr



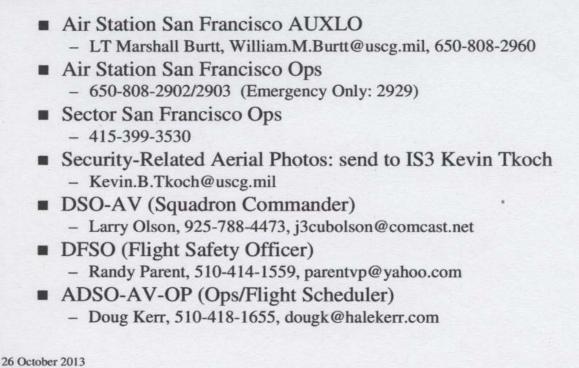


	AUXLO	New
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26 October 2013		4





Contact Information Summary



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Operations Update 10/26/2013 Flight Crew Qualifications Patrol Process - Available Patrol Sectors - Requesting Alternate Sectors Requesting and Canceling Patrols - Changing/Adding a Patrol Date - Changing Patrol Sectors – Patrol Log - Contacting Station Rio Vista – Fam Flight Approval



Operations Update (cont.)

- Patrol Process-Flight Plans
 - Immediately Prior to Patrol
 - Patrol Altitudes
 - Standing Down for Food/Fuel
 - Real Time Reports
 - Recurrent Training Flights
 - RT Flight Notification Process
 - Aerial Photos
 - Criteria for Suspicious Activity
 - "Maximum Time" on schedule



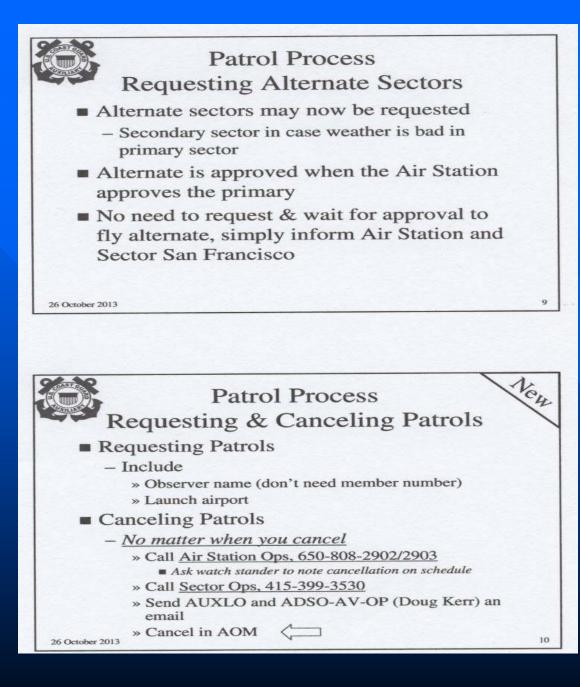
Flight Crew Qualifications

- Minimum crew is currently qualified Pilot and Observer (or higher)
- Patrols without qualified crew aren't under orders and won't be reimbursed
- All non-pilot flight crew and trainees must have a current Flight Crew Medical Screening (Form 7042A) on file
- Exception for holders of FAA medical certificate
- National Forms Website:

http://forms.cgaux.org/forms.php







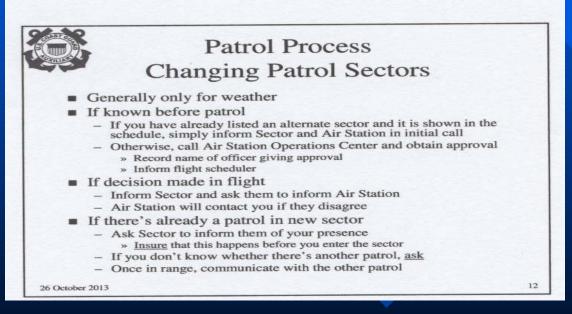


Patrol Process Changing/Adding a Patrol Date

- If new patrol date is five or more days after next normal schedule release (i.e., Friday or later patrol after Sunday schedule release)
 - Cancel existing patrol orders or patrol request
 - Request new patrol
 - Inform scheduler (Doug Kerr)
- If new patrol date is four or fewer days after next normal schedule release
 - Not permitted unless there are extenuating circumstances (e.g., something more than bad weather)

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- Air Station must complete an extra internal approval cycle for a change in schedule
- Inform scheduler (Doug Kerr)



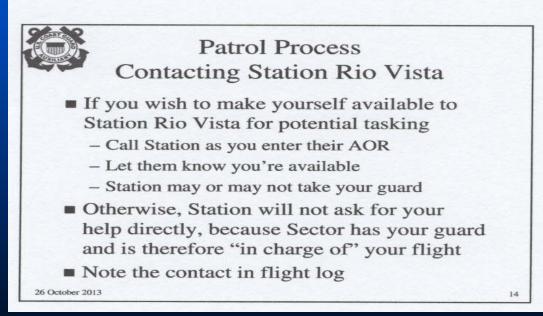


Patrol Process Patrol Log Reminder

- Not just for Ops Normal reports
- Note time, location and nature of pertinent action or observation, for example,
 - Contact with any CG or CGAUX units
 - Engine start/stop times and Hobbs/tach readings
 - Takeoff and landing times
 - Surface/Land observations
 - Photographs taken
- Details can go on separate sheet(s)
- See the Aviation Training Manual, M16798.5B, Chapter 1, B.12.a for further items to log

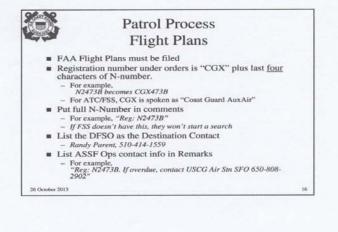
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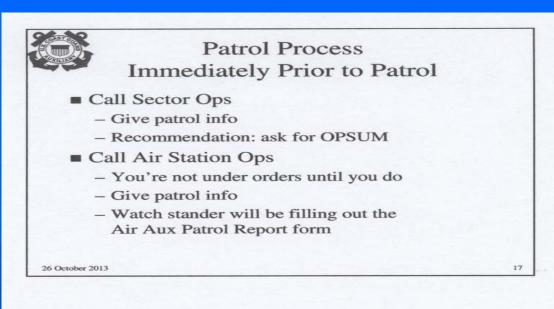


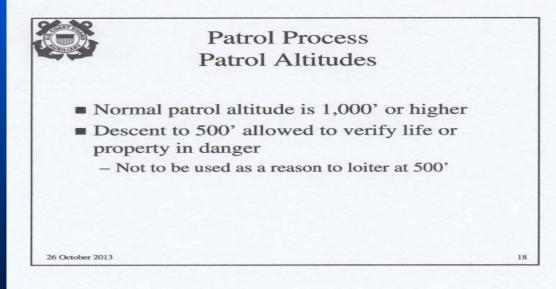










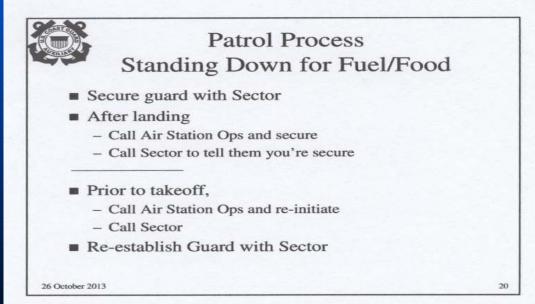


*SE must stay within gliding distance of shore!!





	AIR AUXILIARY PATROL REPORT THE TIME	
	14 LAND TIMERLUNCED /LOCATION	
	FINAL LAND TIME/LOCATION: SIGNIFICANT EVENTS SIGHTINGS:	1
	DUTY STANDER'S NAME	
	DUTY STANDER'S SIGNATURE	
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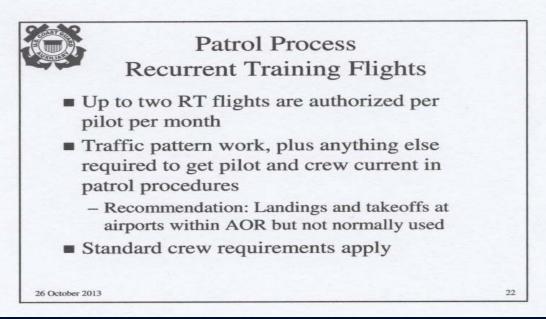
Patrol Process Real-time Reports

- While airborne
 - If you expect to be more than 15 minutes late for any predicted landing time, ask Sector to notify Air Station Ops
- Immediately after patrol
 - Call Air Station Ops
 - Watch stander will fill out Significant Events/Sightings portion and close out Patrol Report

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- Call Sector to tell them you're secure

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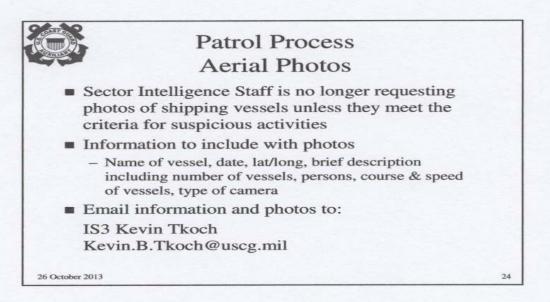
Patrol Process RT Flight Notification Procedures

- Contact ASSF before and after as per normal ops
- Flight Plan and Sector notification/guard not required if remaining in traffic pattern of departure airport

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 Normal Flight Plan & Sector notification/guard required if leaving immediate vicinity of airport

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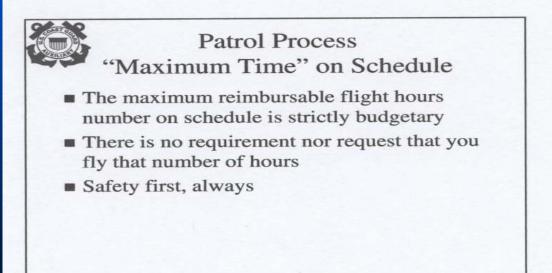


Patrol Process Criteria for Suspicious Activity

- Underway with navigation lights off
- Vessels DIW near Critical Infrastructure (Bridges, Powerplants, etc.)
- Tarps that cover parts of the boat or cargo within
- Engaging in erratic maneuvers upon sighting LE assets
- Excessive number of persons onboard, possibly overloading the vessel
- Recreational vessels underway outside normal recreational boating times or during inclement weather
- Jet Skis appearing to be hauling cargo or baggage
- Small boats or Recreational Vessels rendezvousing with underway Commercial Vessels
- Excessive drag or wake on an underway vessel and the vessel is greater than 40' but less than 100'
- A motor that is excessively larger than normal for the vessel
- Excessive number or motors attached to a small boat
- Excessive antennae or communications equipment
- Multiple vessels DIW in close proximity, especially at night

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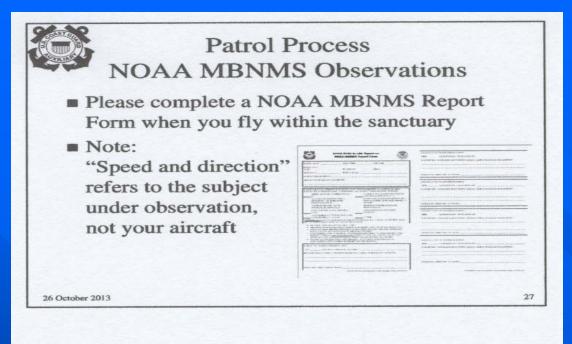
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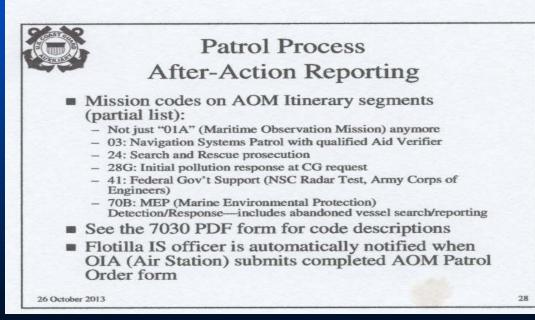


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Patrol Process (cont.)

Next Slides cover AOM reports and Reimbursement Process

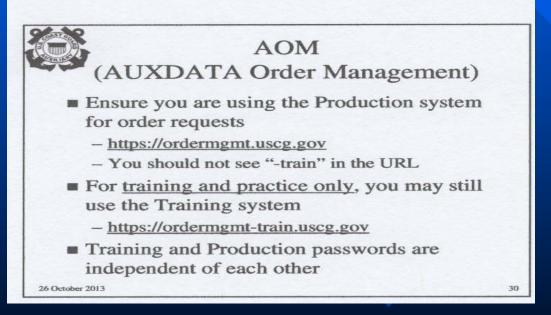


Patrol Process Reports and Reimbursement AOM Patrol Order screen is a combined 7030 & 5132 All electronic; no need to sign or mail hardcopies

- Submit scanned or photographed copies of all receipts electronically (hardcopy not required)
- Even if there are no significant sightings, include a short narrative of your patrol in the Comments field
 - For example, patrol route taken, general conditions observed, shipping vessels encountered, boat stations contacted, training exercises completed, anything unusual observed

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- Something more than just, "Completed patrol."



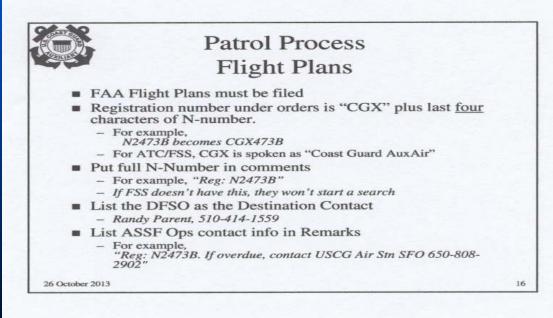




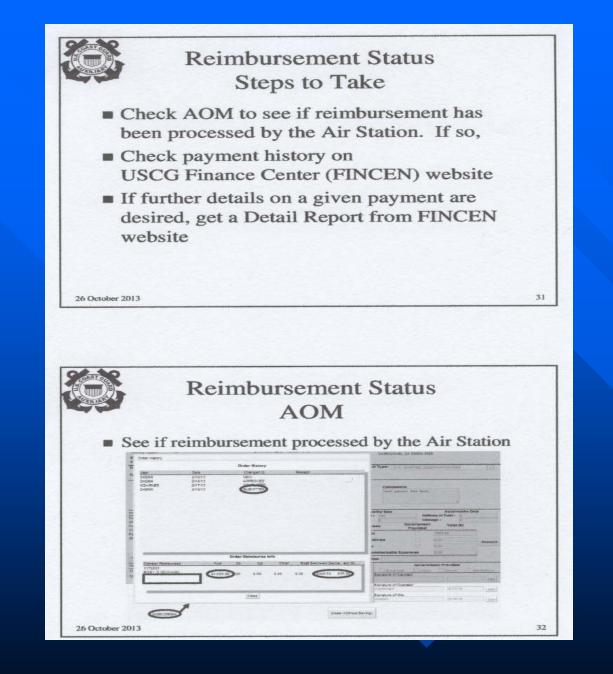
Patrol Process Fam Flight Approval

- Communicate name(s) of passenger(s)
 when flight is requested (e.g., in POMS)
- Air Station must know names and approve, but this will usually be as part of normal schedule approval
- If request comes after flight is on schedule, send name(s) to scheduler (Doug Kerr) at least one week before scheduled flight date for Air Station approval

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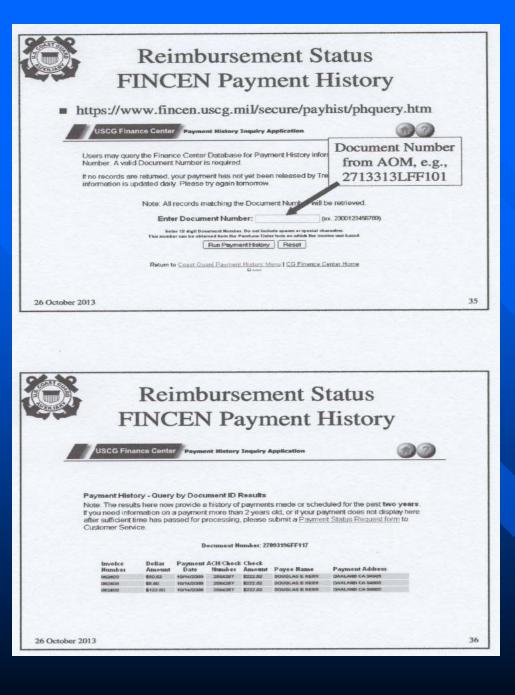






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