
U.S. Department of
Homeland Security
**United States
Coast Guard
Auxiliary**



National Response Directorate 2019 Aviation Workshop



Disclaimer

This content is a supplement to the topics and content required by the Operations Policy Manual for Aviation Workshops.

It is **not** a replacement for that annual Aviation Workshop or its prescribed content.



Agenda

- Safety and mishap reporting
- Facility inspections and reporting
- General reminders
- Aeromedical factors
- ORM (Operational Risk Management)
- Communications
- AUXDATA Order Management (AOM) System





Training and Safety

- Mission success is important but SAFETY is our primary concern
- Train for “proficiency” not just enough to “qualify” or “re-qualify”
- Don’t just be a member of the “Minimums Club” – Training Drives Proficiency
- Set the Goal: 100% Voluntary Participation in FAA Wings Proficiency Program





Mishap Reporting

- Report mishaps without fear of criticism or retaliation from the Flight Safety function (Auxiliary and Active Duty Flight Safety Officers)
- All Districts report all mishaps to:

Dr. Jeffery Kyff , Branch Chief, Flight Safety (BC-RAS)

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Aviation Division

National Response Directorate





Mishap Reporting

- ALL mishaps must be reported to the Order Issuing Authority (OIA)
 - With or without injuries
 - Even if there is no damage
- Mishap does not equal punishment
 - Accidents happen
 - Not reporting a mishap DOES lead to punitive action

Note: A Coast Guard mishap is defined as any unplanned, unexpected or undesirable event that causes injury, occupational illness, death, material loss or damage.





Why Mishap Reporting

- Why should I report every mistake I make even if there is only a minor injury, or negligible damage?
 - Remember Mishap reporting is NOT for assigning blame or punishment
 - It is for education and an overall goal of process improvement
 - Analysis of all mishaps can lead the Auxiliary and Active duty to review training, policies, procedures to make improvements in the safety of all missions in the future
 - Stop the small mistakes and the big mistakes are less likely to happen





Inspection Requirements

- Compliance with either:
 - Annual and 100-hour inspections
 - or
 - Approved progressive inspection program
- AND**
- Oil Analysis at 100-hour (maximum) intervals
 - Documented and reviewed with aircraft's mechanic
 - Compliance with lab/mechanic recommendations





Reporting Requirements

- Owner provides to District/Region leadership
 - Each inspection event, 100 hour oil analysis
 - Date and aircraft time
- District/Region leadership records
- Spread sheet is available to air station
- Spread sheet is shared with CGHQ quarterly
- All above is required





Reporting Requirements

- Failure of an owner to comply with timely maintenance reporting requirements may lead to the loss of AV program "operational" status for an aircraft
- Failure of a District/Region to comply with timely maintenance reporting requirements may lead to loss of District/Region AV program "operational" status for all aircraft





Reminders

- EPIRB's
 - Registration with NOAA must be updated every 2 years
 - Battery – check expiration date
 - Inspect or test the unit on a regular schedule
- Life rafts
 - Inflation check & inspection
 - Expiration dates of contents





Reminders

- Personal Equipment (PPE)
 - Inflation test & inspection
 - Expiration dates:
 - Inflation cartridge(s)
 - Pyrotechnics
 - Food and/or water
 - Cold weather / anti-exposure wear
 - Check condition and when required





Reminders

- Aircraft equipment
 - Fire extinguisher(s)
 - Heater condition (winter ops)
 - Navigation lights
 - Tire inflation and condition
 - First Aid Kit
 - Carbon Monoxide Sensor





Reminders

- Aircraft Procedures
 - Practice Checklist Discipline
 - Remember Challenge and Respond
 - Review Emergency Procedures and Trouble Shooting guidance. How would you access that information in the cockpit... POH, existing checklist, etc.?





Aeromedical Factors

MEDICATIONS

Know the effects and side effects of

ALL

the medications, both prescribed and over the counter as well as supplements, you are taking!

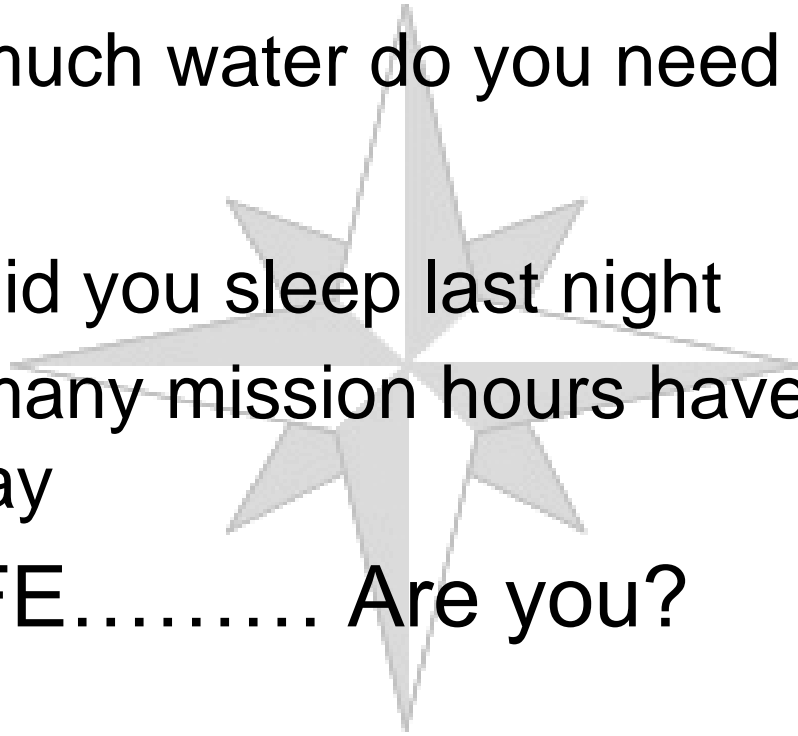
**ARE THEY FAA APPROVED WHEN
FLYING?**





Aeromedical Factors

- Hydration
 - How much water do you need in 24 hours
- Fatigue
 - How did you sleep last night
 - How many mission hours have you really put in today
- I'M SAFE..... Are you?





Aeromedical Factors

I'M SAFE

- I = Illness, Do I have an illness or symptoms of illness?
- M = Medication, Am I taking prescription or over-counter drugs?
- S = Stress - Am I under psychological pressure from the job? Worried about financial matters, health problems or family discord?
- A = Alcohol, Have I been drinking within eight hours? Within 24 hours?
- F = Fatigue, Am I tired and not adequately rested?
- E = Eating, Am I adequately nourished?





Aeromedical Factors

- Effect on you and your crew, CRM, crew effectiveness and safety:
 - Would you want to fly with **you**?
 - How about with your crew mates?
 - Aeromedical or Medications questions?
...please contact our National Flight Surgeon Dr., Mark Perni, BC-RAA





Risk Management

2019 Risk Management Discussion





Definition of Risk

A Coast Guard mishap is defined as any unplanned, unexpected or undesirable event that causes injury, occupational illness, death, material loss or damage.





What is Risk Management

A continuous, systematic process of identifying and controlling risk in all activities according to a set of pre-conceived parameters by applying appropriate management policies and procedures. This process includes detecting hazards, assessing risk, and implementing and monitoring risk controls to support effective, risk-based decision-making.





What is Risk Management

Risk Management is more than a form or a process.

It is a mindset and awareness of risk and reward that can be used not only in your Auxiliary life but in everything that we do.





Risk Management As A Way Of Life

- We Continually Make Decisions Based on How Much Risk We Are Willing To Accept
 - Personal
 - Auxiliary
- By Increasing Our Understanding Of Risk Management – We Will Increase Our Performance and Safety





Risk Management As A Way Of Life

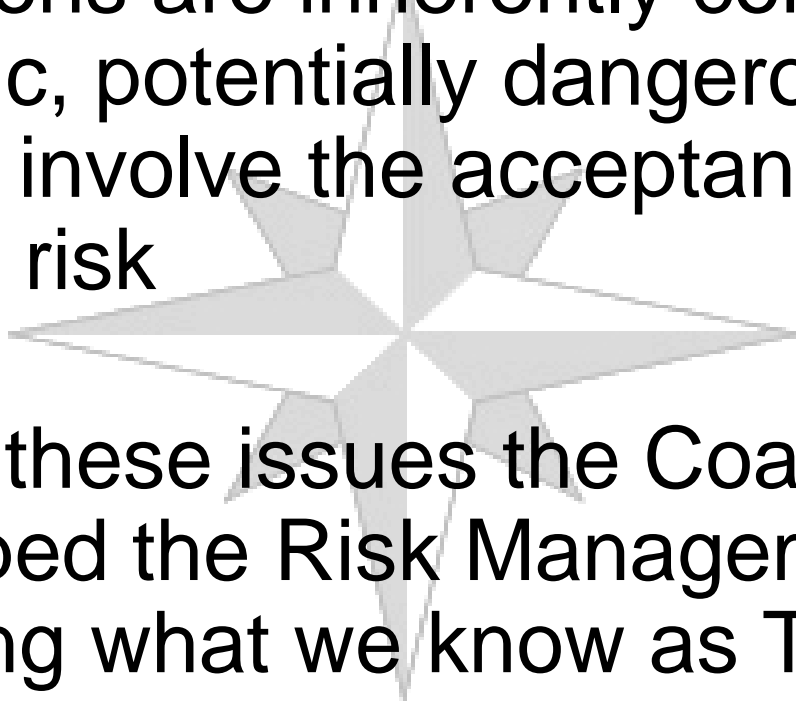
- We Take Steps To Mitigate The Risks
 - Ask for Help
 - Modify Our Plans
 - Change Our Start Time
 - Change Our Route
 - Check Our Equipment



Risk Management



- Coast Guard (including Auxiliary) operations are inherently complex, dynamic, potentially dangerous, and, by nature, involve the acceptance of some level of risk
- Due to these issues the Coast Guard has revamped the Risk Management program, including what we know as TCT





Major Changes to RM

- The Risk Management Instruction;
- Updates the RM process from 7 steps to the new 5 step process
- Reintroduces the PEACE and STAAR models
- Introduces the Risk Assessment Matrix (RAM)
- Mandates the use of GAR 2.0
- Standardizes RM training for all communities (surface, air, shore)





What You Need to Do

Complete the Introduction to Risk Management training course on AUXLMS, course 100202

This is a one-time training requirement to introduce the principals of RM and the critical human factors skills



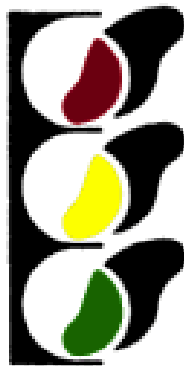
Operational Risk Management (GAR Model)



Green – Amber – Red

- Any single item 4 or 5 should raise a concern
- The first “extra” point (above 1) should be easy to achieve on any individual item
- Collective effort of the entire crew not just PIC
- Done before **AND** updated throughout the mission when **ANY** condition changes

Note: This version of GAR scoring should not be used after March 2019, as GAR 2.0 is in effect



Operational Risk Management (GAR 2.0 Model)



General Assessment of Risk

- ACN 030/18-MAR Promulgation of Risk Management Commandant Instruction
- 5 step process. Identify, Assess and Mitigate Risk Elements then Monitor and Adjust, if necessary, Mitigation Efforts.
- PEACE (Risk Assessment)
- STAAR (Mitigation Options)
- RAM (Risk Assessment Matrix)



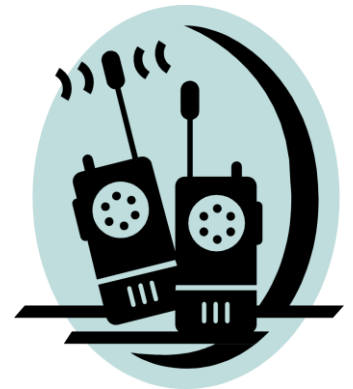


Radio Communications

Must have 2 way communications with an external entity at **all** times

- Guard with:
 - USCG
 - » Sector, Boat Station, Cutter, Aux Radio, Other entity
 - ATC:
 - » As required for airspace and/or flight environment (IFR, etc.)

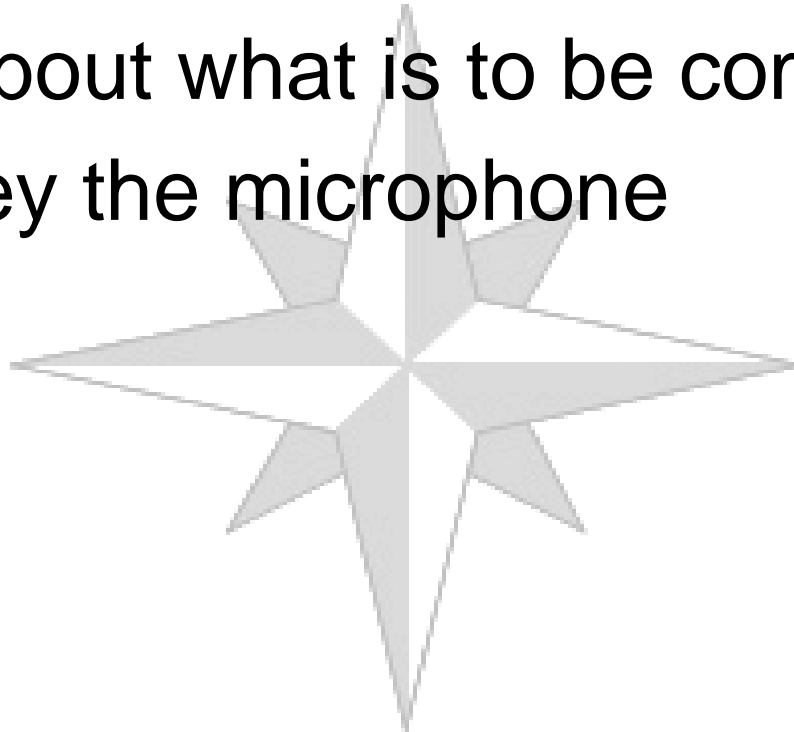
If comms are lost, RTB to nearest safe destination, or according to FAA lost comms procedures (i.e. IFR) & call OIA





Radio Communications

- Listen first
- Think about what is to be communicated
- Then key the microphone





AOM Notes

- Use mission code 01D for pre- and post mission activities, as well as breaks during non SAR missions
- Time in the itinerary must be consecutive with no gaps. One category ends at 1200, the next begins at 1200, NOT 1201 or later





AOM Notes

- Meals:
 - Must be selected manually for each member
 - If you receive meals at no cost from the Coast Guard, check “Government Provided” box
 - Payments for meals go to owner or operator
 - Should provide appropriate meal(s) to crew or pass along funds





AOM Notes

- Who can be listed as “Operator?”
 - Owner on board:
 - owner can select ANY member qualified as PIC (Pilot in Command)
 - Owner not on board:
 - any member listed by owner on 7005 form (check to see if you need to add/delete anyone)





AOM Notes

- Continuing problem: Facility Offer for Use untimely expiration
 - Validity interval is exactly 1 year plus 45 days
 - AOM / AUXDATA checks against TODAY's date as opposed to date of mission for facility status
 - AUXDATA will automatically remove facility from operational status next day after validity interval





AOM Notes

- **If mission is not flown remember to CANCEL order in AOM**
- Case #1:
 - **Facility valid time expires between order issuance and date of mission**
 - **Result**
 - **Mission is not authorized and must not be flown**





AOM Notes

- Case #2:
 - Facility valid time expires between mission and completion of reimbursement submission/approval process
 - Result:
 - Reimbursement process is interrupted and cannot be completed until new offer for use is recorded in AUXDATA and facility restored to operational status





AOM Notes

- Remedy:
 - AOM generates warning to owner (and FC) 45 days before anniversary of previous offer
 - 90 days are thus available for renewal process
 - New Offer for Use form
 - Re-inspection
 - DIRAUX approval
 - AUXDATA entry





Thank You!



Thank you for your participation!

We seek your feedback on the content of this presentation.

Send your comments to:

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