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



# **National Response Directorate 2020 Aviation Workshop**

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# 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 the 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
- Professionalism





# Training and Safety

- SAFETY is our primary concern
- Train to “proficiency”
- Training Drives Proficiency
- FAA Wings Program Increases Safety and Proficiency





# Mishap Reporting

- ALL mishaps must be reported through the Flight Safety function immediately
- A Coast Guard mishap is defined as any unplanned, unexpected or undesirable event that causes injury, occupational illness, death, material loss or damage
- Additionally the Auxiliary wants any incident which causes a disruption or alteration of the mission reported
- This allows the mishap to become an education opportunity to be shared across the entire organization





# Mishap Reporting

Who Reports the Mishap?

Who the Mishap is Reported to?





# Mishap Reporting

As soon as practical:

- Pilot reports mishap to:
  - OIA
  - District Flight Safety Officer (or FSO-AV if DFSSO is unavailable)
- DFSSO reports mishap to:
  - District Commodore directly
  - National Flight Safety Officer
    - If approved by DCO, may coordinate with DSO-AV





# Mishap Reporting

- Mishap reporting does not equal punishment
  - However this does not apply for reckless or foolhardy actions.
  - Incidents occur
  - Not reporting a mishap may lead to punitive action

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# Inspection Requirements

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Annual Inspections

**AND**

100 Hour Inspections (as required)

**OR**

Approved progressive inspection program

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**AND**

Oil Analysis at 100-hour (maximum) intervals





# Maintenance Reporting Requirements

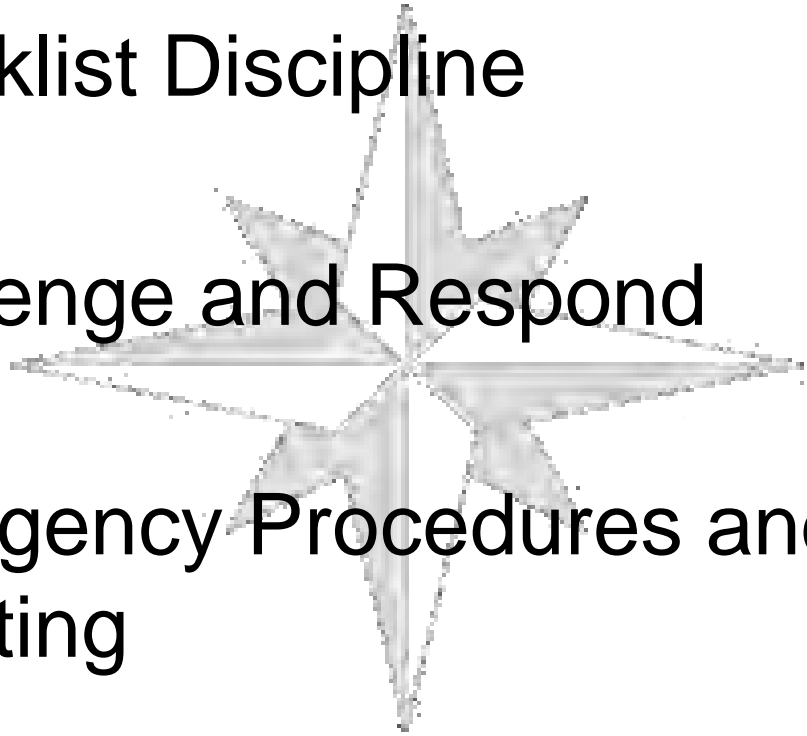
- Maintenance Reporting Requirement to AUXAIR and Coast Guard Leadership
- Timely Maintenance Reporting is Mandatory
- There are Penalties for Not Meeting the Maintenance Reporting Requirement





# Reminders

- Aircraft Procedures
  - Checklist Discipline
  - Challenge and Respond
  - Emergency Procedures and Trouble Shooting





# Aeromedical Factors

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## 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

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## MEDICATIONS

### ARE THEY PROHIBITED?

Note: Marijuana is not legal for use under federal law



# Aeromedical Factors

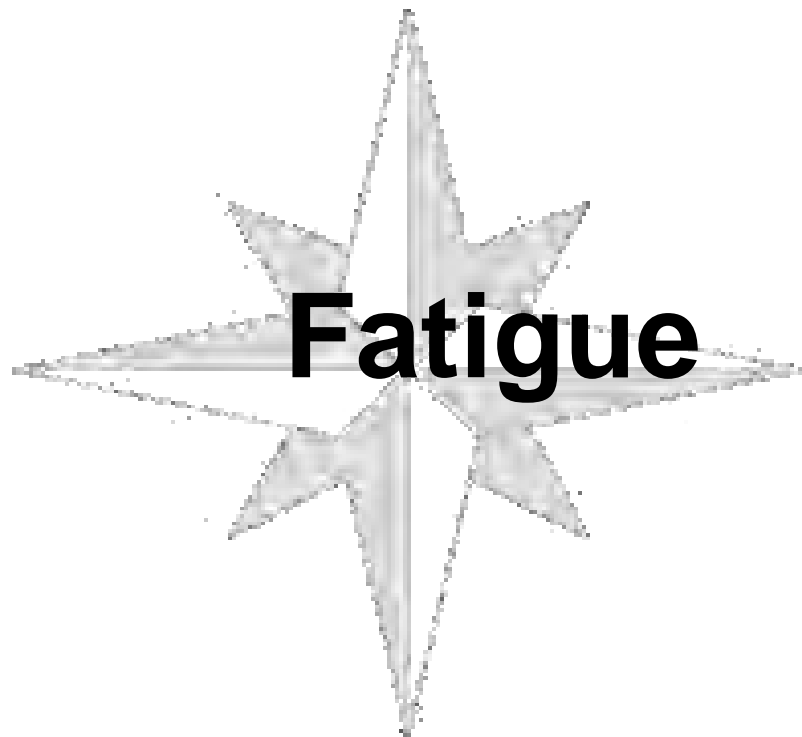
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# Aeromedical Factors

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# 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?



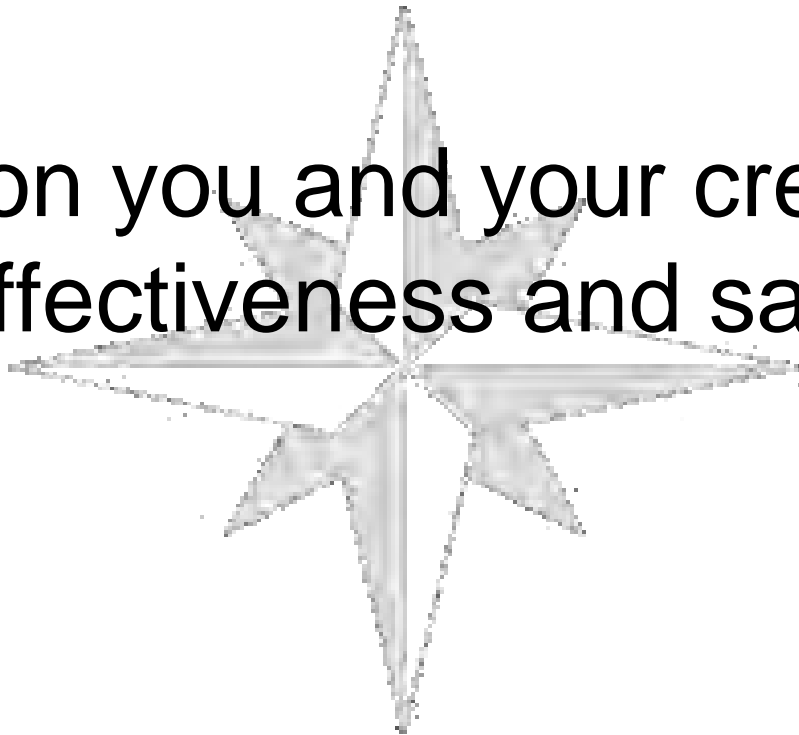




# Aeromedical Factors

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- Effect on you and your crew, CRM, crew effectiveness and safety





# What is Risk Management

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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.

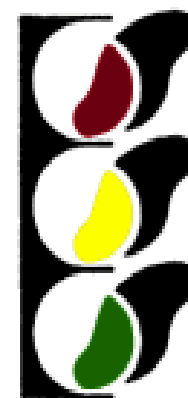
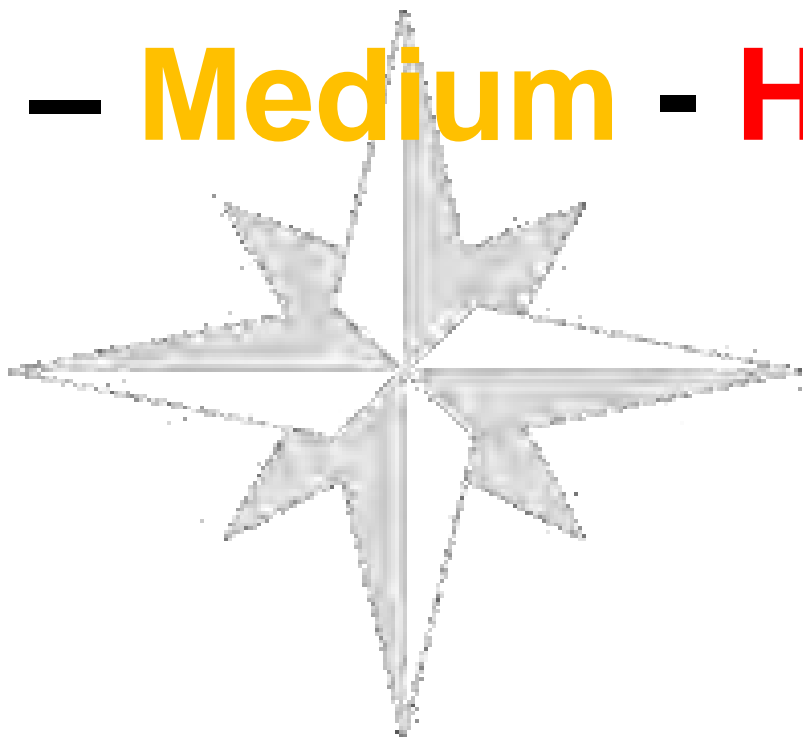
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# Operational Risk Management (GAR Model)

**Low** – **Medium** – **High**

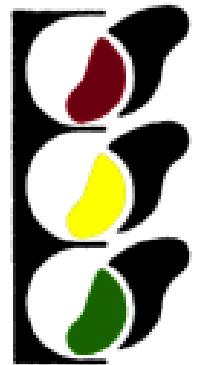




# Operational Risk Management (GAR 2.0 Model)

## General Assessment of Risk

- 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)





# Operational Risk Management (GAR 2.0 Model)

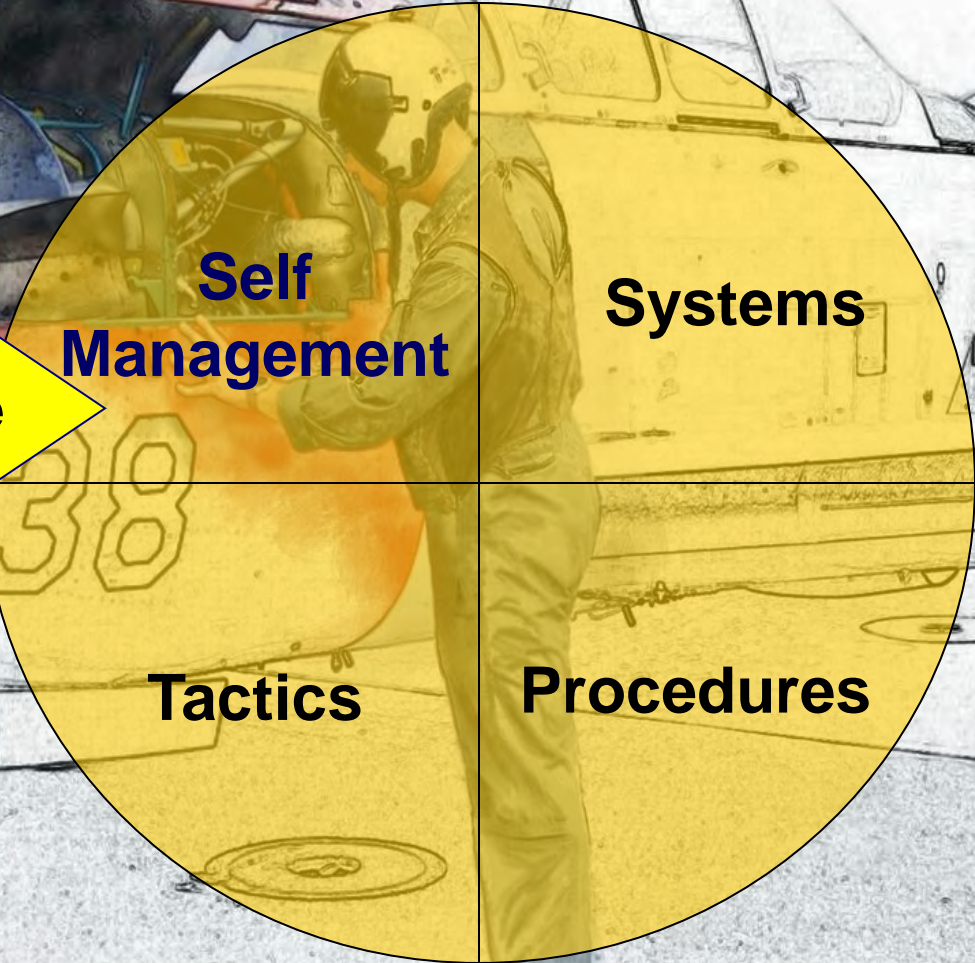
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- **Risk Management** is a continuous process
- Controls must be monitored:
  - Are controls effective?
  - Have elements changed that may impact the original RM 2.0?
- Real-time assessments
- Flight Discipline





# Current Training is Incomplete



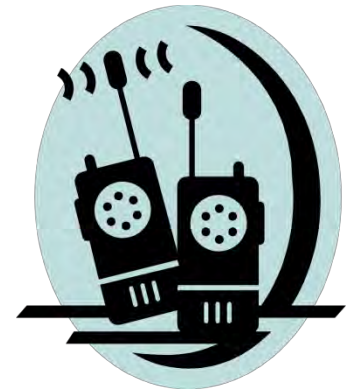


# Radio Communications

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 & call OIA/Sector





# Radio Communications

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

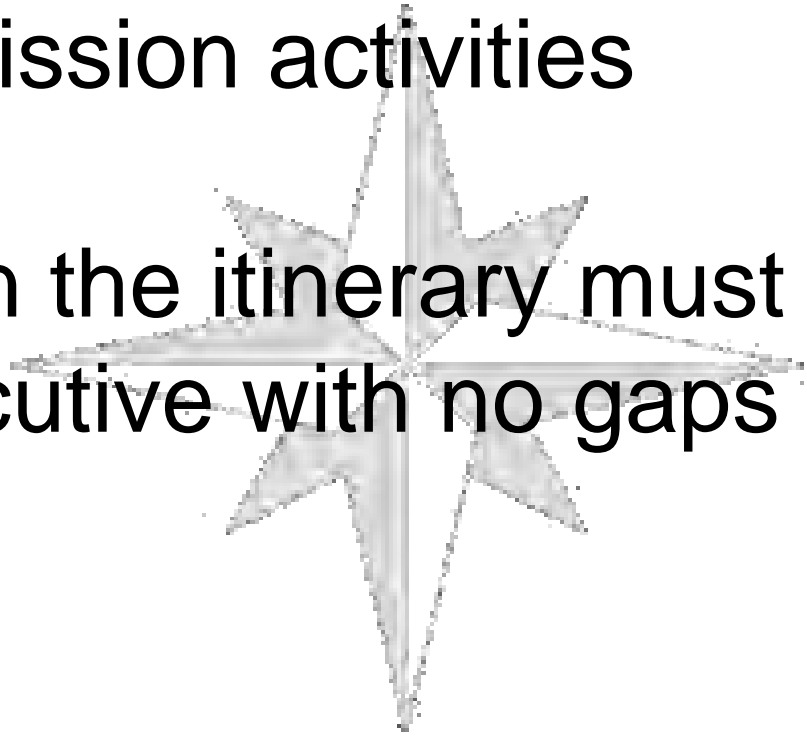






# AOM Notes

- Use mission code O1D for pre- and post mission activities
- Time in the itinerary must be consecutive with no gaps or overlaps.





# 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 provided meals go to owner or operator
    - Operator should provide appropriate meal(s) to crew or pass along funds





# AOM Notes

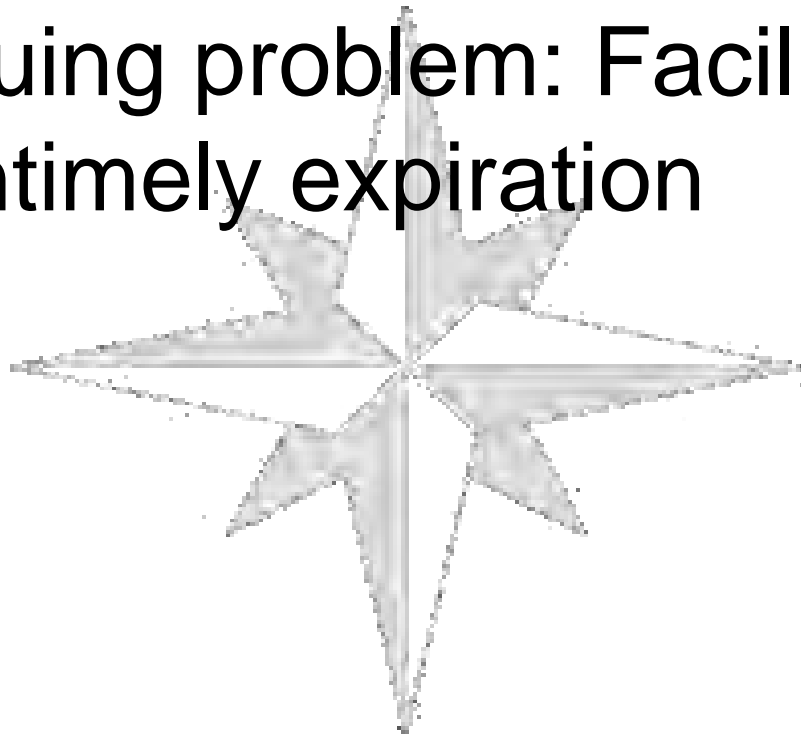
- Who can be listed as “Operator?”
  - Owner on board:
    - Owner can select any member qualified and current as Auxiliary PIC
  - Owner not on board:
    - Qualified, current Auxiliary pilot listed by owner on 7005 form





# AOM Notes

Continuing problem: Facility Offer for Use untimely expiration





# AOM Notes

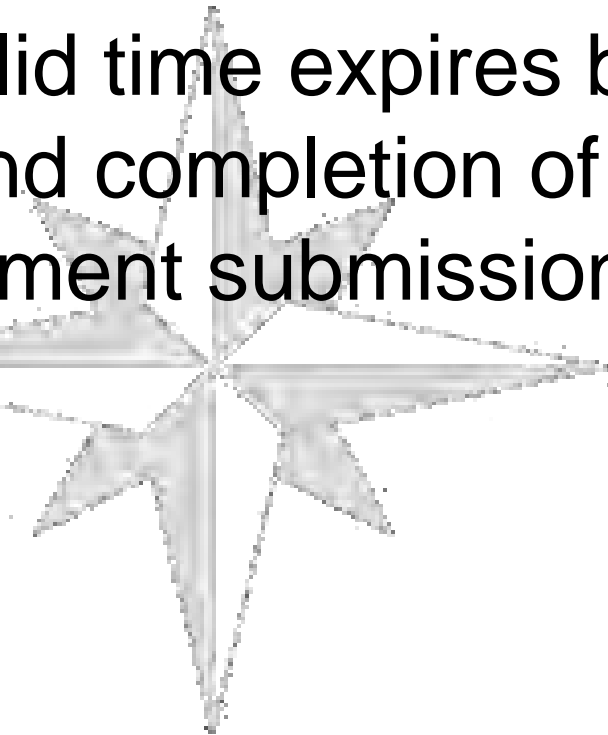
- If mission is not flown remember to CANCEL order in AOM
- Case #1:
  - Facility valid time expires between order issuance and date of mission
  - Result
    - Mission is not authorized and must not be flown





# AOM Notes

- Case #2:
  - Facility valid time expires between mission and completion of reimbursement submission/approval process





# Training Requirements (AUX-17 & AUX-18)

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- AUX-17 is now required prior to certification in any Aviation Qualification
- AUX-18 is now required prior to certification in any Pilot Qualification
- Must be re-taken every 5 years to stay current



# Recurrent CRM Requirements

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- A recurrent CRM class must be completed annually (typically at the Flight Safety Workshop). No later than 15 months after the last annual CRM or AUX-17
- Active Duty FSOs, or DFSOs who took the 2019 AUX-14 course may instruct







# Professionalism

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**Professionalism in aviation is the pursuit of excellence through discipline, ethical behavior, and continuous improvement.**

**(NBAA. National Business Aviation Association)**

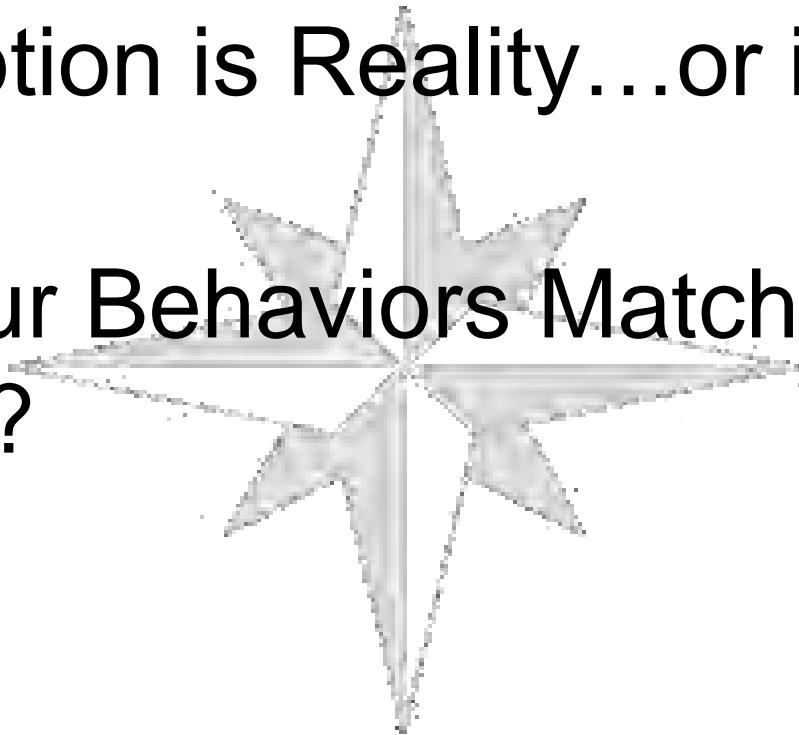




# Professionalism

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- Perception is Reality...or is it?
- Do Your Behaviors Match Your Words?





# 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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