

Welcome



- Welcome to the 2022 online Aviation Workshop – we will start on time
- Meanwhile, un-mute your microphone, turn your camera on and say hello to the rest of the group
- If you have any problems please call, text, or Email the course facilitator, (insert name) at 555.555.1212 or email@isp.com
- If you lose connectivity during the session, we suggest you restart your computer before re-entering the session



For online presentations, use this slide as the “waiting” screen as members “sign in.”

Enter your specific information (name, phone number and email) in the third bullet

If this is done in a classroom setting you can skip this slide.



Aviation Workshop

2022
Aviation Division
Response Directorate



U.S. COAST GUARD AUXILIARY - UNCLASSIFIED

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 Flight Safety Workshop or its prescribed content.



Agenda



- Flight Safety
- Mishap Reporting
- Notification
- Toxicology
- Aircraft Maintenance Policy
- Flight Suits
- Operational Risk Management (ORM)
- COVID-19 Mitigation
- Professionalism
- AUXAIR Rescue off Maui
- Hurricane Operations
- Logistics Support



Flight Safety Program



Leadership:

- Flight Safety Officer (FSO) **and**
- District Flight Safety Officer (DFSFO)
 - Districts with multiple Air Stations are authorized to appoint ADFSOs

DFSFO and FSO attend AUX-14 (Flight Safety) as a team



COMDTINST M510047.D (series)

The standards and guidelines contained in the Coast Guard Safety and Environmental Health Manual apply to all Auxiliary Air personnel and facilities under orders.

Auxiliary pilots shall be familiar with applicable sections



Mishap Reporting



The individual or unit with first knowledge of a mishap shall immediately **report** all available information to the Order Issuing Authority (OIA). This **reporting** requirement applies to all aviation mishaps, overdue aircraft, and those incidents listed in the FARs. All mishaps shall be reported in accordance with COMTINST M5100.47D(series). It is the responsibility of the Auxiliary pilot (or someone else with firsthand knowledge if the pilot is unable) to report the mishap or incident to the DFSO and the DCOS (for informational purposes) per the National Commodore's instructions, discussed in detail, later, as well as the OIA.

Mishap Reporting Procedures



As soon as practical:

Pilot reports mishap to:

- OIA
- District Flight Safety Officer (or DSO-AV if DFSO is unavailable)

DFSO reports mishap to:

- District Commodore (DCO)
- District Chief of Staff (DCOS)
- National Flight Safety Officer



Mishap Analysis



The National Transportation Safety Board (NTSB) has the authority to investigate all Coast Guard Auxiliary Class A and B aviation mishaps. A Coast Guard representative (active duty and/or auxiliary) is assigned to assist and participate in the NTSB investigation.

Coast Guard Directorate of Health, Safety, and Work Life (CG-11) determines if a separate Mishap Analysis Board (MAB) convening is necessary. Immediate initial reporting to CG-11 and Coast Guard Office of Safety and Environmental Health (CG-113) are required to ensure timely NTSB notification.

All Auxiliary aviation mishaps must be entered in **e-AVIATRS** regardless of class and type



Notification



A memorandum from the National Commodore, dated 19 JUL 2021, provides guidance for **notification** of any aviation incident or mishap. The Commodore's memorandum describes the type of mishaps and incidents that require **notification** to Senior Auxiliary Leadership, and the notification procedure.

In addition to the procedure specified, please copy the Branch Chief for Flight Safety (BC-RAS). These procedures **are in addition** to those in place for reporting mishaps to the OIA occurring while members are under operational orders

Toxicology



Toxicology testing must be conducted for all personnel involved in Class A and B mishaps, for mishaps with the potential of meeting or exceeding the Class B threshold, or for any mishap where toxicology might be relevant.

Toxicology – cont.



Toxicology analysis must be conducted for Class C, D, and E mishaps when:

- (a) Coast Guard employee actions might have contributed to a Class C or D mishap involving public/civilian personnel or property; **or**
- (b) The unit or chain of command is authorized to direct toxicology through administrative or legal actions, independent from safety analysis (suspected willful violations, negligence, etc.); **or**
- (c) Upon notification of required toxicological testing under the provisions noted in Paragraph (a) and (b) above, testing of Coast Guard members, Auxiliary, Civilians, and government contract employees mirror those indicated under Class A and B mishaps.

Aircraft Inspection Requirements



Annual Inspections
AND
100 Hour Inspections (as required)
OR
Approved progressive inspection program

AND
Oil Analysis at 100-hour (maximum) intervals



Aircraft Maintenance Reporting



- Maintenance Reporting Requirement to AUXAIR and Coast Guard Leadership
- Timely Maintenance Reporting is **Mandatory**
- Aircraft not meeting the Maintenance Reporting Requirement are **not eligible to be issued orders**

Flight Suits



The Flight Suit shall be manufactured of fire-retardant material (Nomex), same as that specified for active-duty Coast Guard aviators.

Only Sage Green or Freedom Green are authorized.

Blue flight suits are **no longer** authorized.

Aviation Training



AUX-17 - scheduled at 12 locations in CY 2022

AUX-18 - 6 classes scheduled in CY 2022

Everyone requiring these courses should register for a class and attend as soon as practicable. All classes need to be filled to meet our initial and 5-year recurring requirements



Aviation C-Schools



The full list of Coast Guard Auxiliary C-Schools is available at :

<https://www.uscgaux.info/content.php?unit=aux00>

Copy and paste the link into your web browser

Review this list and if you feel you are qualified and in need of any of the courses
apply for enrollment

To download the FY2022 Coast Guard Auxiliary C-School Calendar – go to:

<http://www.uscgaux.info/content.php?unit=aux00>

Copy and paste the link into your web browser

Click on the link to the CURRENT C-School calendar



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Several of the aviation C-Schools still have not been fully registered for or have been cancelled due to lack of registrations. Encourage your members to look at the available C-Schools and sign up for any they are qualified for and have an interest in. The training is available – let's take advantage of it.

Short Term Training Request (STTR)



Form ANSC-7059, Short Term Training Request, is used to request assignment to an any Coast Guard Auxiliary C-School. The member completes the form online and electronically submits to their Flotilla Commander (FC). The Flotilla Commander endorses the request and submits to the DSO-AV, who verifies the member meets all course requirements, endorses it, and submits for District approval.

Members should follow the form through the process to ensure it is processed correctly and in a timely manner.

ANSC 7059 (STTR) is available at: <http://forms.cgaux.org/archive/a7059.pdf>
Copy and paste the link into your web browser

CRM Refresher



Recurrent CRM must be completed annually (typically at the Flight Safety Workshop). No later than 15 months after the last annual CRM or AUX-17. This currency metric is tracked in AUXDATA II.

Active Duty FSOs, or AUX DFSOs who took the 2019 AUX-14 course may instruct the course live.

AUX instructors specifically authorized by CG-1131 may conduct CRM refresher online.



AUXDATA II Tasks



The following tasks are to be entered in AUXDATA II following completion of training requirements:

(AIR) SWIM TEST

(AIR) EMERGENCY EGRESS TRAINING

(AIR) CGAS WORKSHOP – flight safety workshop that typically occurs at the Air Station

AIR OPERATIONS WORKSHOP – annual Response workshop (this presentation)

CRM REFRESHER

Operational Risk Management



Low – Medium – High



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)
- GAR 2.0



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You can never eliminate all risk, but you can always take steps to reduce risk

The PEACE model is used to identify risk

Planning

Event Complexity

Assets

Communication and Supervision

Environment

The STAAR model helps identify mitigation options

Spread out

Transfer

Avoid

Accept
Reduce

COVID – 19 Mitigation



Research COVID infection status for any location linked to the mission. PICs need to know and understand the Covid-19 status and recommendations or laws concerning traveling in and out of each state or locale. Always err on the side of caution.

Flight crews exposed to infection must quarantine for 14 days. Individual Districts may have additional restrictions.

Standard procedures for post flight now include disinfecting any surface areas inside the cockpit or normally handled surfaces on the aircraft, including headphones and communication equipment.

Professionalism



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

- Recurrent and Proficiency Training
- Good judgement
- Adhere to Coast Guard Regulations and Guidance
- Well maintained authorized uniform
- Calm, professional demeanor



Success Stories



- The next slides depict select Aviation success stories
- We include these stories in The Responder to share with our fellow Auxiliarist
- We attempt to have the articles published in "Trade Publications"; helping with "PR" and recruiting
- Please submit any stories about missions to DVC-RA (Larry.Fletcher@cgauxnet.us)

AUXAIR Rescue off Maui (D14)



U.S. Coast Guard Auxiliary Aircraft Locates Person Lost at Sea Off Hawaii, Homeland Security Today

"This inter-agency joint response demonstrated the best America has to offer. It included military, county fire rescue, and volunteer assets – both people and equipment."



AUXAIR Rescue off Maui – cont.



“On August 5, 2021, about an hour after sunset, the daughter of a paddleboarder contacted emergency services as her mother was overdue off the coast of Maui, Hawaii”

“One hour into the mission the Coast Guard Air Station alerted a Coast Guard Auxiliary team to prepare for a first-light SAR mission; this is standard practice for night and reduced-visibility searches”

AUXAIR Rescue off Maui – cont.



“Coast Guard Auxiliary Pilot Robert Emami and Aircrewman Eduardo Vitorino (both volunteers) were notified that night.”

“At 0650, the On-Scene Commander (OSC), a Coast Guard HC-130H using the callsign RESCUE 1720, radioed AUXAIR5, held a safety briefing, and issued altitude assignments. AUXAIR5 was directed to maintain 1000 feet and RESCUE 1720 would maintain 500 feet.”

AUXAIR Rescue off Maui – cont.



“At the time, they could see the sea surface was choppy with whitecaps. As they turned back on the second leg, air turbulence and sea state improved, and within just a few minutes Aircrewman Eduardo Vitorino observed a paddleboarder, so AUXAIR5 investigated further. A positive identification was made, and Eduardo marked the location on the aircraft’s navigational system. The flight crew contacted the Sector Honolulu Command Center via Marine Band VHF and reported the location of a paddleboarder matching the description of the missing individual. AUXAIR5 commenced circling overhead providing acknowledgement and confidence to the paddleboarder that she would be rescued”

AUXAIR Rescue off Maui – cont.



AUXAIR5 remained at 1000 feet while the HC-130 circled at 500 feet. Below them, at 0717, Maui Air One arrived on scene and rapidly deployed a Rescue Swimmer. The swimmer contacted the paddleboarder, and a rescue basket was deployed. At 0719, Maui Air One hoisted the victim and swimmer, delivering them to emergency medical services that had been staged on the shoreline.

By 0730, AUXAIR5 and RESCUE 1720 departed the scene. AUXAIR5 landed at PHNL at 0821, secured the aircraft and prepared a post-mission report.

Published in Homeland Security Today



This article was published in Homeland Security Today

Please submit any other stories of this nature to your DSO-AV to forward to the National Air Operations Staff for consideration of use in trade publications.

Bravo Zulu to the Crew



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Aircraft Commander Robert Emani

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On-Scene Commander C-130

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Rescue Swimmer in the Water



Coast Guard Vessel Retrieving the Paddle Board

Hurricane IDA Response (D7)



On September 1st, Air Station Houston contacted D7 Auxiliary Aircraft Commander Charles Greene requesting assistance to transport active-duty pilots and rescue swimmers from Aviation Training Center (ATC) Mobile to supplement the on-going search and rescue (SAR) operation in the aftermath of Hurricane Ida.

Charles owns a Cessna CE-501 twin engine jet that is hangered at the Fort Lauderdale Executive Airport (KFXE). Air Station Miami authorized LCDR Harrington to fly as second pilot. They transported 7 pilots and rescue swimmers from ATC Mobile to As New Orleans for deployment.



Hurricane IDA Response (D7) – cont.



Aircraft Commander Doug Armstrong, who resides in St Croix, US Virgin Islands, was requested to fly his Cessna CE-510 twin engine jet to AS New Orleans and provide transportation support for the 8th Coast Guard District Command Staff. Aircraft Commander Wilson Riggan flew as second pilot.

In the aftermath of the hurricane, D8 Headquarters was without power, and the staff were relocated to St Louis to continue directing the hurricane relief effort.

Logistics Support (D1SR)



On July 27th Steve Trupkin, Aircraft Commander and DSO-AV for D1SR, received a call from the Cape Cod AUXLO. One of Cape Cod's HC-144s was in Cleveland with an inoperative brake temperature sensor. Steve indicated he was available to fly the logistics mission and recruited Rich Imperato to fly as second pilot.

The Air Station dispatched a HC-144 to transport the part to Republic Airport (Long Island) and home base for Steve's Beech Bonanza V35A. Within an hour, Steve met the HC-144 at Republic and took possession of the replacement part.

The AUX flight departed for Burke Lake side Airport and delivered the part 3 hours later. The HC-144 crew was able to install the part and depart within the hour.



Aircraft Commanders Rich Imperato and Steve Trupkin



Aircraft Commander Steve Trupkin with Brake Sensor



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Operations Workshop Debrief



- What went right with today's workshop?
- What went wrong with today's workshop?
- What could be done better next time?

Thank You For Your Participation



Any additional feedback on the content of this presentation may be sent to:

Division Chief – Education

Bruce Pugh - DVC-RE



Roy Savoca
Sue Thurlow
Larry Fletcher

DIR-R
DIR-Rd
DVC-RA

