UP TO OP IN OPERATIONS
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Maritime Domain Awareness Part 1

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This is Part one of four Parts of this very complex activity we call MDA.

Things we can do to help!

When German U-boats appeared off the East Coast of the United States in 1942, the U.S. Coast Guard Auxiliary was pressed into service patrolling the coast to defend against submarine attack. We didn't sink any German submarines, but the Auxiliary did rescue hundreds of survivors of U-boat attacks. The Auxiliary was used in a port-security role, protecting assets such as piers and warehouses along the nation's waterfront. Auxiliarists manned some Coast Guard lifesaving stations, freeing regular Coast Guard personnel for other duties.

Many of the Coast Guard Auxiliarists of World War II were armed. Although our service no longer carries any weapons, in many ways we have come full circle. Our country is again under attack by enemies from abroad. We are again being asked to provide services to help protect assets on or near our nation's waterfront, through the program known as Maritime Domain Awareness (MDA).

Specifically, what is MDA? Maritime Domain Awareness is the effective understanding of anything associated with the global maritime environment that could upset the security, safety, economy or environment of the United States.

Intelligence.

Intelligence is information about governments or other organizations, groups, situations or issues that has been collected, evaluated, analyzed, and interpreted. The raw data of intelligence is information, which may or may not be correct. One of our jobs in the Auxiliary is to gather and report information. Naturally, we will strive to make our reports as accurate as possible. However, information may be second hand, and if potentially important, should be reported up the chain. Depending on the source, information may be fragmentary, contradictory, unreliable, ambiguous, or even deceptive. It is the job of the intelligence officer to judge the quality of the information.

Although intelligence *per se* is not a responsibility of the Auxiliary, it may be helpful in our role as information gatherers to have a little background on how information is used.

There are three types of intelligence. The first is basic intelligence. Reference material on a country or group of people is an example of basic intelligence. Basic intelligence is required before the other types can be constructed. An example of basic intelligence is *The World Fact Book,* which is available to everyone on the World Wide Web at https://www.cia.gov/library/publications/the-world-factbook/index.html.

It is worthwhile for Auxiliarists to at least look at this intelligence source, as much valuable information is available. For example, we often encounter ships

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operating under foreign flags; this site has a section on flags of the world.

Current intelligence is the second category, and reports on new developments. The inventory of knowledge is updated by current intelligence. An example at the highest level is *The President's Daily Brief*, a top secret document prepared for the President each day. These are almost never released to the public, but one example may be viewed at http://www.gwu.edu/~nsarchiv/NSAEBB/NSAEBB116/pdb8-6-2001.pdf.

Third, probable outcomes of situations and issues are evaluated in estimative intelligence. The *National Intelligence Estimates* is an example of guidance provided to high-level policymakers to inform and revise interpretations on countries and issues of importance. Again, they are not usually available to people without clearance, but some examples have been declassified. The CIA maintains a site where declassified *National Intelligence Estimates* may be reviewed, http://www.foia.cia.gov

The role of the Auxiliary in the intelligence process is the gathering of information. Obviously, we will report information that is as correct and reliable as possible, but it is up to others to evaluate and interpret the information. Once this is done, the products are finished intelligence, either current or estimative, which are then reported to policymakers. By being familiar with basic intelligence, and gathering information to the best of our abilities, within the constraints of safety, we can contribute to the well being of our country through the intelligence process.

Observation

Observation is essential, and is the source from which raw data are drawn. Knowing where and for what to look enhances observation. Once data are collected, reporting is essential. Finally, synthesizing the data into a form useful to policy makers completes the process.

There are five closely related elements to effective observation. Each contributes to the whole, and together they form the basis for the MDA program.

Awareness

Knowing that something exists, or having knowledge or experience of a particular thing, having special interest in or experience of something and so being well informed of what is happening in that subject at the present time. Being aware of our surroundings means knowing what to expect when we go out on patrol, and being familiar with the Area of Responsibility (AOR). We don't have to look up at the sky to see if it has become night, because we are aware of the sun without gazing at it. By the same token, by being aware of the characteristics of our AOR, we can notice when something is awry without having to study the situation. Awareness is passive observation. In contrast to awareness, vigilance is always being careful to notice things, or the process of paying more close or careful attention. Vigilance is especially important in detecting possible danger, both from enemies and from environmental sources.

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Visual Lookout During Flight Operations

By Wilson Riggan BC-OAS Branch Chief - Flight Safety

Events have indicated a need to reinforce the requirement to maintain a constant visual lookout for other air traffic during our flight operations. Although we all know that common sense and self-preservation require that we maintain such a lookout, it is all too easy to get wrapped up in whatever it is that our observers are looking at/for and let our guard down.

In recent weeks, Auxiliary Aviation has experienced three separate occurrences in which our aircraft got uncomfortably close to another aircraft during operational flights. All were over water, and all were in situations in which there were multiple aircraft conducting search or patrol operations in the same area. Two of the three occurrences involved aircraft from other agencies in situations where neither pilot knew of the other's presence in the area. The third occurrence actually involved two Auxiliary aircraft in live search patterns in the same area.

The common factor in all three situations is the extreme amount of attention being paid to objects on the surface. Most of our operational flights are for the purpose of providing a platform for such surface observations. These operations necessarily involve a significant amount of attention devoted to surface objects in order to keep them in visual range for our observers. In an actual search situation, it is quite easy to get drawn into the surface scanning process along with our observers. In either case, the pilot is at risk for allowing him/herself to divert attention away from an air traffic scan and/or basic aircraft control. Neither is desirable or acceptable.

At every level of proficiency and/or skill, we are ALL vulnerable. We must be deliberate about the divisions of labor in the cockpit, ensuring that the entire crew understands that their observation must include air as well as surface. With larger crews it may be possible to detail one observer to concentrate on flying issues and air traffic scans. In any event, the pilot flying MUST maintain air traffic lookout as a primary duty and MUST maintain the discipline necessary to not fixate on the observer's activities.

Please take a moment to think about your Auxiliary Aviation operations and how you can implement these concepts and risk mitigations. As always, your national staff is open to your comments, suggestions, and observations. In fact, we need them. Let us hear from you.

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Vigilance

When on patrol we station a lookout, whose job is active observation. Among other things, the lookout watches for other craft, objects floating in our path, and storm conditions. The

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Personal Protective Equipment and You

COMO Gary Taylor DVC-OS Hypothermia Protection: When hypothermia protection must be worn depends on both the ambient air and water temperature. The chart on page 3-6 of the RSS manual (copied here) will define what is required and when.

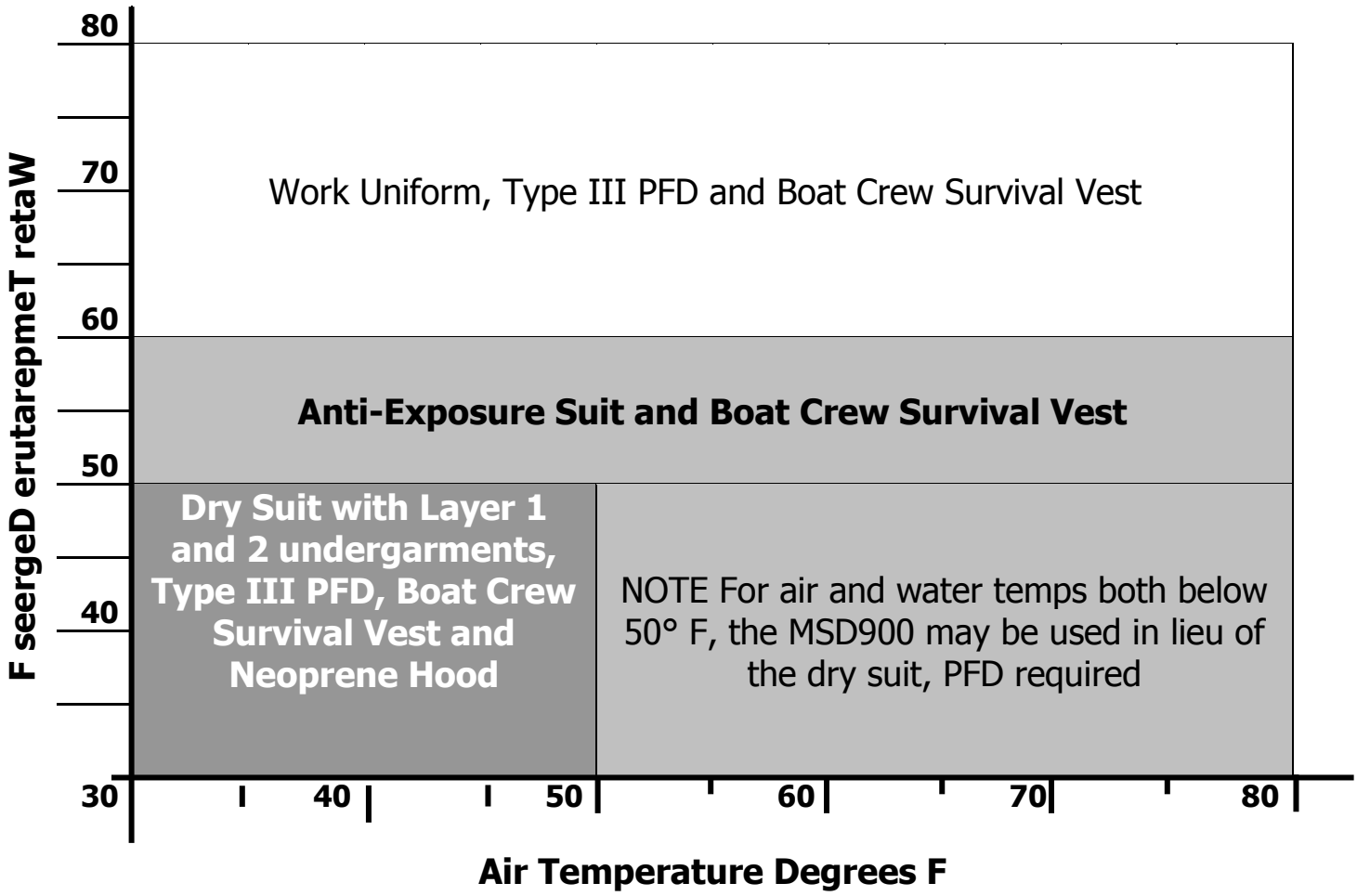

Figure 3-1: 50/50 Box

Editor note: ***This Chart was inadvertently Left out of the May issue, that was my error.***

My apologies,
Hank Demler

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lookout is being vigilant. The concept transfers over to vigilance in the realm of MDA. Everyone on board should be vigilant, watching and taking note of anything that could signify suspicious activity, or could provide an advantage to an enemy. For example, shoreline erosion can undermine fences. If the erosion makes it possible for a person to penetrate the fence, it should be noted. A vigilant observer might notice such a potential for a security breach, where someone making casual observations might overlook it. Vigilance is active observation.

Prevention

To stop something from happening or someone from doing something is prevention. While we all received some first aid training in the crew-qualification process, we also learned that it is far better to prevent an injury than to treat one. During our patrols we are prepared to rescue a boater, but through our PE and VE programs we strive to prevent the incident in the first place. The same principles apply to MDA; our goal is to prevent an attack so that our armed forces won't have to defend against one, and to prevent a breech of security so our security forces won't have to track down a miscreant. Through awareness, we might know what a fence around a shore side asset should look like, and vigilance causes us to notice an undermined area. These come together and allow the prevention of trouble.

Response

To say or do something as a reaction to something that has been said or done is to respond. Our response to a situation depends on the situation, and cannot be predefined. However, certain aspects of any response can be known in advance.

The first and foremost characteristic of an Auxiliary response to any situation is, never put a crew or vessel in in harm's way. Use good sense and be conservative; the most appropriate response on your part may be to leave the area at once.

Look for Part 2 in the November issue of "Up Top in Operations"

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Surface Operations

By COMO G. Taylor DVC-OS

As we wind down toward the end of the boating season in most parts of the country, I want to throw out some reminders and clarifications that have come from your Surface Stan Team.

First the reminders:

- Don't forget to take the required ICS courses (depending on your qualifications) by 31 Dec 2007. For crew members, it is ICS-100 and NIMS IS-700. For all others qualified in surface operations areas, it is those two plus ICS-200 and NRP IS-800. These can be done on the FEMA website at: http://training.fema.gov/IS/NIMS.asp. Make sure when you complete the test, you send a copy of the certificate to your DIRAUX. It must be entered in AUXDATA. Failure to complete any/all of the courses will result in being placed in REYR status.
- If you took the 8 hour TCT class in 2007, you do not need to take the 1 hour TCT refresher in 2007. Attending the 1-hour TCT refresher does not fulfill the requirement for the 8 hour course if it is due. The 8 hour course is still required on a 5 year cycle for all except QEs, who are on a 2-year cycle.
- PWC restriction on hours of operation: Appendix C of the PWC Operator Qualification Guide states under Weather Limitations: PWC may not be used in the following conditions: Prior to 30 minutes after sunrise or later than 30 minutes prior to sunset or in accordance with (IAW) state laws and regulations if more restrictive.
- Please report mishaps, regardless of how minor on the Chief Director's Surface Operations web site at: http://cgauxsurfaceops.us/Mishap.htm.

Clarifications:

- In all three Boat Crew Program Qualification Guides, we inadvertently left in a reference to a Study Guide. There are no study guides in any qualification guide. They were removed with the last revision and replaced with reading assignments for each section.
- The extra spark plugs requirement applies only to 2-cycle PWC's.
- The Nav Rules re-examination remains on a 5-year cycle and an open book test, even if taken after the 5 years lapse.
- PWCs are required to carry a waterproof VHF radio when underway and maintain a 30 minute Ops and position check with the unit maintaining their guard. If comms are lost on the VHF, a cell phone may be used to maintain the OPS check but only as a secondary communications means. The VHF remains primary.
- PWCs are required to train and patrol in tandem with another patrol craft. This can be a PWC facility (subject to local DIRAUX policy), a CG boat, an Auxiliary OPFAC, or a law enforcement/public safety agency boat. The 2nd facility must be underway.
- PFDs used on operational facilities can only be International Orange or yellow. Inflatable PFDs must show orange or yellow at all times, even when deflated. Remember the requirement to carry the prescribed survival equipment at all times.