



THE RESPONDER

Newsletter of the National Response Directorate

July 2013

AOM IS HERE – POMS, R.I.P.



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**Submitted by: COMO
Gary Taylor, Deputy
Director**

AUXDATA Order Management (AOM) is the replacement program for the legacy POMS. It is a Coast Guard program developed by CG contractors and located behind the CG firewall for enhanced security. AOM is a web based program and requires no additional program to run it other than your internet browser. You do not need access to AUXDATA to have an account to access to AOM.

AOM works with the following browsers: Chrome, Internet Explorer 8 and up (JavaScript enabled) and Firefox (AOM works best with Firefox).

AOM has no link to POMS and no data from POMS is available in AOM. Your POMS user name and password will not work in AOM.

There are two AOM data bases; one for training and the sec-

ond is production (live). As of 5/30/2013, all Districts and Regions are running in production.

If you have not received an email stating that your account has been created and what your user name is, you do not have access to AOM. Please contact your OIA or AOM Administrator to request to be entered into the AOM Training and/or Production blade for your sector/location.

Order-Issuing Authority is by definition in the Auxiliary Operations Policy Manual: "An OIA is an active duty entity authorized to issue operational orders. **This responsibility shall not be delegated to the Auxiliary.** Unit commanders and Directors may act as OIAs (also known as call-out authorities)."

If you already have AUXDATA access, then use your AUXDATA user name and password to log-

on to AOM. If you don't have AUXDATA access, you can request a password from the "New Account or Forgotten Password?" link on the first AOM screen using your member ID and user name. A password will be sent to your e-mail address in AUXDATA. You can then log on.

As of 01 MAR 2013, all reimbursements are made by electronic funds transfers (EFTs). If you do not have EFT already set up with FINCEN in AOM, you will need to submit a form using the "Setting EFT with the Coast Guard Finance Center" link under the "User Guides and Tutorials" link on the AOM landing page.

A draft user guide is also located on the same link as above.

Any questions, problems or feedback should be submitted through the AOM help desk link.

AOM HELP DESK FAQs

**Submitted by: COMO
Gary Taylor, Deputy
Director**

Some Frequently Asked Questions received by AOM Help Desk:

No operators are listed when I select "Owner Not On-Board"

Authorized operators are submitted on your offer for use form and were entered directly into the legacy POMS by your DIRAUX office. This has been corrected and owner not on-board operators are now entered into AUXDATA by your DIRAUX office and show up in AOM.

When I search by name for an operator, I do not get any results

Entering both first and last name will get no results. You can use either but not both.

I cannot select an operator from the drop down list

You have to highlight the operator to be selected even if only one operator shows up on the list.

I do not have access to all the locations or permissions I had in POMS

AOM users were granted access to their sector as indicated in AUXDATA. If you need access to another location (District, Sector, Air Station), request this through your OIA at that location (Small Boat Stations are sub-units of Sectors). If you do not have all the permissions you think you need, contact your OIA to request those permissions. They are managed at the CG level.

Can I use .PDF files for submitting receipts?

Currently you cannot submit receipts in ".pdf" formats. Since the acceptable formats are picture formats, you can scan them as well as take a picture of the receipt(s) with your cell phone or other digital style camera and then upload to your computer to submit.

How do I print a copy of my orders?

Currently you can use the print function on your browser to print it to a .PDF file on your computer. You can then also print the file. You can also print the e-mail acknowledgement of orders.

What do the four time periods under Patrol Time represent?

They break the day down to 4 six-hour segments (0600-1200, 1200-1800, 1800-2400, 0000-600). This represents the time period when you expect to begin the patrol, not end it.

There are no Sub-Units and/or Patrol Areas listed for my location

These items are managed by the Sectors or Air Stations and are not required in AOM.

When is the claimant's signature required?

It is only be required when the owner is not the operator.

How do I enter time in the agenda?

Although the time boxes will each accept four characters, only enter the two digit hour in the H: box and the two digit minutes in the M: box.



**Here are
Some
"Frequently
Asked
Questions"
received by
AOM Help
Desk...**

REQUIREMENTS FOR SUCCESSFULLY COMPLETING ORDERS IN AOM

Submitted by: COMO
Gary Taylor, Deputy
Director

When requesting orders, you can select who is to be reimbursed: owner, operator, no SAMA or no reimbursement. Once one of these is selected and submitted, it cannot be changed. The same applies to the facility operator.

You cannot have any gaps in time between the mission categories. If one mission category ends at 1545, the next category must start at 1545, not 1546 or any other time.

If trailering, this will be actual trailering and launch ramp time until the facility is in the water.

Time spent pre- and post-patrol doing activities such as pre-underway checks, GAR, briefing, de-briefing, etc., is reported as category 23A, SAR Standby (even if it is not a SAR mission). Meals breaks ashore or on ground are considered as 23A. You must have a minimum qualified crew available and at or near the facility to be in Standby status.

Underway time starts as soon as the facility is untied or moved from a hanger and ends when the facility is secured at the mooring, air field, hanger, or on the trailer.

QEs and FEs need to be noted in the comments section and are not included as part of the crew.

Use the comments section to list important order information such as: Radio guard, if not using a CG radio guard when requesting orders; Any exceptions to the crew such as members not involved in the trailering and crew who did not complete the entire patrol (left early or came on during the patrol such as a training mission or QE check rides where there is a crew change out except the operator). If the operator is changed, new orders are required. Comments only accepts 1000 characters and was not intended to be or replace an after action report.

If you are not trailering or are a mobile radio patrol,

do not enter anything under automobile data. If trailering or mobile radio, then enter only mileage, not gallons or fuel receipts as this is paid at the standard IRS mileage rate when approved.

Be sure to enter fuel gallons and engine hours under facility data and submit your receipts. Engine hours cannot exceed total underway mission hours.

Do not check government provided unless the fuel or meals were provided at no expense to the member.

The "Crew History" tab shows members who have been crew on the facility before and can be selected from this list without having to search them under the "Add Crew" tab.



**Photo of AUXFAC 192093 (9CR) underway by
COMO Jerri A. Smith, BC-REE**

GETTING "BEAT UP" MEANS THEY'RE READY!

Submitted by: Jeff Piolet, Team Commander, Division 12 (D11SR) Boat Helicopter/Fixed-Wing Training Team

People ask me what it's like to be under an MH-60T or MC-65C Helicopter during a hoist training mission. I say, "There are people in Beverly Hills who pay thousands of dollars for a saltwater facial scrub that I get for free!" Others ask what it's like having a HC-130 flying so low and close as it drops its "emergency equipment" that you hear the engine's "turbos." I tell them, "It's very loud!"

Then, I explain it's

exhilarating, amazing, awe-inspiring and terrifying all at same time. When you're looking at those magnificent flying machines, you realize how impressive and skillful every Coast Guard Air Crew is. You also know there's a "zillion" moving parts directly overhead at one point!

When I was asked to form the Division 12 Boat Helicopter/Fixed-Wing Support Training Team with Air Station Los Angeles almost four years ago, I didn't have to think about it. With the help of Air Station Los Angeles personnel and our Operations Training Officer, we put together a "crawl, walk, run" training program insuring all 22 Team



Air Station Sacramento 1702 practicing a 'Message Drop'

Photo by Steve Lee, Auxiliary Division 12.

Members understood every aspect of hoist training. We preached "SAFETY! SAFETY! SAFETY!" and we still do during every mission. One year ago, we were able to expand our training to Air Station San Diego and Air Station Sacramento, adding in their specific hoist/drop requirements. Our Team is now certified by each Air Station.



"There are people in Beverly Hills who pay thousands of dollars for a saltwater facial scrub that I get for free!"



Air Station Los Angeles Helicopter 6584 and A371275 perform a Rescue Swimmer deck deployment demonstration during the 2012 Discover Marina del Ray Day.

Photo by Steve Lee, Auxiliary Division 12.

Our three specific training manuals have four rules in red –

1. *There is absolutely NO DEVIATION from the training or procedures. Do it and you're dismissed from the Team. NO EXCEPTION!!!!*
2. *One hand on the boat at all times.*
3. *Situational Awareness at all times.*
4. *Hoisting or drop training is not about you. It is about the Team helping the Helo/C-130 Crews train for their rescues. Let them lead the evolution.*

(Article continued on Page 5)

WE'RE ON THE WEB!

[http://
rdept.wow.uscgaux.info](http://rdept.wow.uscgaux.info)



Robert T. Shafer
Director



COMO Gary A. Taylor
Deputy Director

**GETTING "BEAT UP" MEANS THEY'RE READY!**

(continued from page 4)

Our Team feels extremely fortunate to be participating in training missions that are so complex and unique -- something very few Auxiliarists will ever get to do. The Team has devoted over 500 hours to the three Air Stations, ensuring the proficiency and qualifications of more than 85 Pilots, Flight Mechanics and Rescue Swimmers. While these are significant numbers, the best way to sum up the pride our Team has is when we read about or watch members of an Air Crew that we've helped train performing an actual rescue. It makes getting "beat up" worth it!



Air Station Sacramento 1702 practicing a "Message Drop" with A371275.

Photo by Steve Lee, Auxiliary Division 12.

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