U.S. COAST GUARD AUXILIARY

THE RESPONDER

Newsletter of the National Response Directorate

Volume 2 May 2017

What is the Response Directorate?

Submitted by: John J. Slattery DIR-R

The Response Directorate is a team of dedicated members who collectively have responsibility for the support of the Auxiliary Surface, Aviation, and Telecommunications programs. This group of about thirty individuals serves a diverse group of customers that includes the Coast Guard, our Auxiliary members, senior leadership, and the boating public.

To be clear, the Response Directorate administers programs but does not make policy. Our program oversight is provided by the Auxiliary National Executive Committee (NEXCOM) and we work closely with the Chief Director's Office, and other Coast Guard Headquarters Units. The Active Duty Coast Guard also participates in the Surface and Aviation STAN (Standardization) Teams giving us another layer of experience and expertise to call on. Our management oversight is provided by ANACO Karel Kester. The bottom line is that when the directorate releases a product, such as an annual workshop, you can be sure that the content has been reviewed and approved by several levels of oversight. Our product development process is also aided by feedback from you, our customers. Your feedback and comments are invaluable as we go about year over year improvements and clarifications. This work process has produced a long string of products that support our key operational programs while embracing "best safety practices" that address risk and hazard.

U.S. COAST GUARD AUXILIARY

RESPONSE DIRECTORATE

May 2017

Inside this issue:

Thanks for being part of the Response Team!

U.S. COAST GUARD AUXILIARY

THE RESPONDER

Newsletter of the National Response Directorate

Volume 2 May 2017

Know Your Local Navigation Hazards and Standing Orders

Submitted by: James M. McCarty DVC-RS

"The More You Know". We have all seen the TV Public Service Announcements that tout the idea that citizens need to stay informed on issues such as education, diversity, the environment and other topics. The Coast Guard Auxiliary also promotes a "knowing more" ethos as a way to stay safe and remain effective. In surface operations, in order to learn more about possible risks to success, we perform our pre-underway checklist, check the marine forecast one last time, and generally ensure that the crew is fit to perform their required duties. We also complete the GAR (Green Amber Red) to identify specific risks to the environment, mission complexity, and other factors. There is however, one additional and important way to know more. Your Coast Guard (CG) Sector or Boat Station instruction for "Small Boat Navigation Standards" should also be an important source for knowing more.

Some CG commands refer to this document as the "Operational Commander's instruction for Patrols", or the "Operational Commander's instruction for Auxiliary Patrols." Regardless of terminology, these instructions are designed to give policy and guidance for the conduct of surface operations in that particular sector or Area of Operations (AOR).

Some Standard Operating Procedures (SOPs) are more comprehensive than others, but Auxiliary crews (as is the

(Continued on Page 3)

The Responder **is produced by the National Response Directorate, United States Coast Guard Auxiliary, at no cost to the U.S. Coast Guard or the Coast Guard Auxiliary.**

Please submit articles for Publication, via the chain of leadership and management, to the editor:
Lauren A Pugh
lauren.pugh@cgauxnet.us

U.S. COAST GUARD AUXILIARY

THE RESPONDER

Newsletter of the National Response Directorate

Volume 2 May 2017

Know Your Local Navigation Hazards and Standing Orders (continued)

case with active duty crews) must be completely familiar with these local rules, warnings and hazards to remain safe on the water.

Topics can include, but are not limited to the following:

- Coxswain Responsibilities; AOM notes
- Facility Inspection requirements
- Mission Risk, local GAR issues
- Patrols in general or specific types of missions
- Communications standards and SOP
- Local navigation hazards and hazards
- Specific Sector Personal Protective Equipment (PPE) waivers or requirements
- All Sector or Station Standard Operating Procedures for CG and Auxiliary crews.
- Etc. etc.

This year, Coast Guard BSX (Office of the Director of Auxiliary) has taken a particularly keen interest in this concept of ensuring that all Auxiliary crews are fully aware of the contents of their local navigation standards and standard operating procedures. The Coast Guard recently determined that a particularly devastating Auxiliary mishap may have been partially caused by inattention to, or lack of knowledge about, local operational standards, navigation hazards and rules. Should you find that such a document does not exist, or has not been made available to you, we encourage you to initiate a written request to your local Coast Guard command, through your Auxiliary chain of leadership and management, to either disseminate the existing document, or to jointly develop an Auxiliary oriented operational policy and local hazards document.

Each year, many CG stations and sectors conduct workshops that are designed to orient their Auxiliary coxswains, and hopefully the crews, to any new information they should be aware of. The Auxiliary also develops surface Operations Workshops such as the 2017 workshop that is mandatory this year. The basis for some of that workshop information is the operational documents we reference in this article.

As seen in slide #17 of the 2017 Surface Operational Workshop, the Coast Guard strongly recommends that local navigation standards and operating procedures become a key part of the knowledge coxswains and crews must internalize as part of their preparation for getting safely underway on our nations waterways. If you do not have a copy of these local rules, hazards and procedures, please contact your CG Operations Training Officer

(continued on page 4)

U.S. COAST GUARD AUXILIARY
THE RESPONDER
Newsletter of the National Response Directorate

Volume 2 May 2017

Know Your Local Navigation Hazards and Standing Orders (continued)

(OTO) to acquire a copy for all Flotilla staff officers and above for review and dissemination to crew members.

Standing the Watch

Submitted by: Robert M. Wolff

My involvement in the Auxiliary was at the suggestion of my wife, which is a story for another time. My becoming a Telecommunications Officer (TCO) and Watchstander qualified came out of a need at Station Saginaw River (at the time a Station Aids to Navigation - STANT). Having run Medical Regulating Nets in the Navy as a Hospital Corpsman, I knew the value and necessity of communicators. The training was not difficult, although the AOR test gave me problems the first time, but Station personnel were there to encourage me and give me helpful guidance. Passing the TCO exam and then the oral board was the beginning of what has become three years of watch standing.

It is a 50-mile drive, one way, to the station on mostly secondary roads, so I opted to stand a 6-hour watch versus the 3-hour watch they normally run. Most times I do it one day a week, but should a need arise, especially during the summer, I go in and stand a second watch. I'm fortunate that, being retired, I can adjust my schedule to meet the Station's needs. And if a boat is out, I can stay until it is moored back at the station. It all adds up to a little over 200 hours a year, but allows the gold side to train, patrol and do other tasks while I fill in. I have helped qualify new station personnel, fresh out of Boot Camp, and personnel transferring in from other commands. I take great pride when one of the crew I worked with gets signed off as a Watchstander, knowing they take the job as seriously as I do.

A Communications Watchstander is the anchor that the boat forces, the aircraft, and the public rely on. We track where they are, what they're doing, and in the case of the public, we are their 911 dispatcher. Sure, there are long stretches were nothing happens. But when it all goes wrong, there somebody there to hear the call for help – the Communications Watchstander. I hope to be able to perform this mission for a long time.

Important notice

To all PPE inspectors the Maintenance Procedure Cards (MPCs) you use to describe

U.S. COAST GUARD AUXILIARY
THE RESPONDER
Newsletter of the National Response Directorate

Volume 2 May 2017

detail the inspection steps for each type of PPE are updated throughout the year. Make sure you are using the most current versions. E.g. the 406 PLB (Personal Locator Beacon) was updated in Dec 2016. Current MPC cards are at http://wow.uscgaux.info/content.php?unit=R-DEPT&category=MEMBERSONLY

Accident Cause Factors

Reprint from D7

The 10 most frequent cause factors for general aviation accidents that involve the pilot-in-command are:

1. Inadequate preflight preparation and/or planning.
2. Failure to obtain and/or maintain flying speed.
3. Failure to maintain direction control.
4. Improper level off.
5. Failure to see and avoid objects or obstructions.
6. Mismanagement of fuel.
7. Improper in-flight decisions or planning.
8. Misjudgment of distance and speed.
9. Selection of unsuitable terrain.
10. Improper operation of flight controls.

This list remains relatively stable and points out the need for continued refresher training to establish a higher level of flight proficiency for all pilots alertness. Be alert at all times, especially when the weather is good. Most pilots pay attention to business when they are operating in full Instrument Flight Rules (IFR) weather conditions, but strangely, air collisions almost invariably have occurred under ideal weather conditions. Unlimited visibility appears to encourage a sense of security which is not at all justified. Considerable information of value may be obtained by listening to advisories being issued in the terminal area, even though controller workload may prevent a pilot from obtaining individual service.

Giving Way. If you think another aircraft is too close to you, give way instead of waiting for the other pilot to respect the right-of-way to which you may be entitled. It is a lot safer to pursue the right-of-way angle after you have completed your flight. Visual Flight Rules (VFR) in Congested Areas. A high percentage of near midair collisions occur below 8,000 feet Above Ground Level (AGL) and within 30 miles of an airport. When operating VFR in these highly congested areas, whether you intend to land at an airport within the area or are just flying through, it is recommended that extra vigilance be maintained and that you monitor an appropriate control frequency. Normally the appropriate frequency is an approach control frequency. By such monitoring action you can "get the picture" of the traffic in your area. When the approach controller has radar, radar traffic advisories may be given to VFR pilots upon request.

Obstructions To Flight. Many structures exist that could significantly affect the safety of your flight when operating below 500 feet AGL, and particularly below 200 feet AGL. While 14 CFR Part 91.119 allows flight below 500 AGL when over sparsely populated areas or open water, such operations are very dangerous. At and

U.S. COAST GUARD AUXILIARY

THE RESPONDER

Newsletter of the National Response Directorate

Volume 2 May 2017

Accident Cause Factors (continued)

below 200 feet AGL there are numerous power lines, antenna towers, etc., that are not marked and lighted as obstructions and; therefore, may not be seen in time to avoid a collision. Notices to Airmen (NOTAMs) are issued on those lighted structures experiencing temporary light outages. However, some time may pass before the FAA is notified of these outages, and the NOTAM issued, thus pilot vigilance is imperative.

Antenna Towers. Extreme caution should be exercised when flying less than 2,000 feet AGL because of numerous skeletal structures, such as radio and television antenna towers, that exceed 1,000 feet AGL with some extending

higher than [NL]2,000 feet AGL. Most skeletal structures are supported by guy wires which are very difficult to see in good weather and can be invisible at dusk or during periods of reduced visibility. These wires can extend about 1,500 feet horizontally from a structure; therefore, all skeletal structures should be avoided horizontally by at least 2,000 feet. Additionally, new towers may not be on your current chart because the information was not received prior to the printing of the chart. Overhead Wires. Overhead transmission and utility lines often span approaches to runways, natural flyways such as lakes, rivers, gorges, and canyons, and cross other landmarks pilots frequently follow such as highways, railroad tracks, etc. As with antenna towers, these high voltage/power lines or the supporting structures of these lines may not always be readily visible and the wires may be virtually impossible to see under certain conditions. In some locations, the supporting structures of overhead transmission lines are equipped with unique sequence flashing white strobe light systems to indicate that there are wires between the structures. However, many power lines do not require notice to the FAA and, therefore, are not marked and/or lighted. Many of those that do require notice do not exceed 200 feet AGL or meet the Obstruction Standard of 14 CFR Part 77 and, therefore, are not marked and/or lighted. All pilots are cautioned to remain extremely vigilant for these power lines or their supporting structures when following natural flyways or during the approach and landing phase. This is particularly important for seaplane and/or float equipped aircraft when landing on, or departing from, unfamiliar lakes or rivers.

(continued on page 7)

U.S. COAST GUARD AUXILIARY

THE RESPONDER

Newsletter of the National Response Directorate

Volume 2 May 2017

Accident Cause Factors

(continued)

Other Objects/Structures. There are other objects or structures that could adversely affect your flight such as construction cranes near an airport, newly constructed buildings, new towers, etc. Many of these structures do not meet charting requirements or may not yet be charted because of the charting cycle. Some structures do not require obstruction marking and/or lighting and some may not be marked and lighted even though the FAA recommended it.

FLY SAFE!

Reminders

Just a few reminders for 2017

For those of you in the northern climes, it looks like spring is arriving, time to ready your facilities for the boating season and re-inspect your PPE. Don't take any short cuts on these tasks, be safe out there.

The Operations Workshop is now a requirement for all Surface Auxiliarists (Crew, Coxswain, PWO) for 2017. The Workshop can be found on the Response Directorate web site under News and on the workshop archives page. Must be completed by 30 June.

2017 Optional workshops for AUXAIR and Telecommunications are also available at the same link.

The 1 hour TCT Refresher continues to be a

DEPARTMENT OF HOMELAND SECURITY
United States Coast Guard Auxiliary

requirement for all Surface Auxiliarists for 2017. Facilitator and participant materials are on the Response Directorate web site.

NACON 2017 - Orlando, FL August 24-27, 2017. Reserve the dates. https://www.cgauxa.org/auxa/nacon-2017/

AUX15 – Aug 21-23 (Auxiliary Air Coordinators only)

AUX17 (Crew Resource Management CRM) – Sept in New England (details to follow)

AUX18 – Spatial Disorientation August in Oklahoma City

U.S. COAST GUARD AUXILIARY

THE RESPONDER

Newsletter of the National Response Directorate

Volume 2 May 2017

U.S. Coast Guard Auxiliary Response Directorate Contact Information		
Program Area	**Staff Member**	**E-mail address**
Director	John J. Slattery	John.Slattery@cgauxnet.us
Deputy Director	Don Zinner	Donald.Zinner@cgauxnet.us
Aviation	Jennifer Stack	Jennifer.Stack@cgauxnet.us
Telecommunications	Dave Elliot	David.A.Elliot@cgaux.us
Education	Bruce C. Pugh	Bruce.Pugh@cgauxnet.us
Surface Operations	James McCarty	James.McCarty@cgauxnet.us