



DISRINST 16974.2
NOV 10, 2004

DIRECTOR OF AUXILIARY FIRST SOUTHERN REGION INSTRUCTION 16974.2

Subj: FIRST DISTRICT SOUTHERN REGION AUXAIR TRAINING PROGRAM

Ref: (a) Auxiliary Operations Policy Manual, COMDTINST M16798.3D

1. PURPOSE. To implement an aggressive, standard, regular training program that includes standard methods of implementation for uniform minimal training, annual recurrent training, and annual regular demonstrated competence. This effort is undertaken not only to ensure professionalism in all AuxAir activities, but also to encourage regular and safe participation by those Auxiliary members who are interested in and make the commitment to support AuxAir programs.
2. DISCUSSION. The mission of the Coast Guard Auxiliary is to support the USCG missions when asked, especially to make waterways safer for the recreational boater. Coast Guard Auxiliary Aviation (AuxAir) operates private aircraft in support of the USCG and the Auxiliary. AuxAir flies a variety of operational and support missions. AuxAir is a force multiplier. Appropriate AuxAir missions do not require highly specialized equipment and have minimum risk exposure to the aircrew. AuxAir aircraft are less expensive to operate than USCG aircraft. Deployment or recall of AuxAir can be accomplished rapidly, without extensive planning, and without large capital expenditure, within the confines of the volunteer structure of the Auxiliary.

Citizens volunteer for AuxAir for many reasons. There is a sense of achievement because Auxiliary members are constructively supporting our nation. Members are able to fly at minimum cost, and to improve flying skills and knowledge. There is a fellowship component in this effort as well, drawing like minded volunteers together in a common cause.

Over recent years, and especially since 9/11, the composition and mission of D1SR AuxAir has experienced unprecedented growth and change. What was once a loose confederation of pilots and observers, spread throughout the District now includes four dedicated Aviation Flotillas and more than 350 volunteers, 62 aircraft who fly more than 1,000 missions per year. An organization that has grown so rapidly, clearly has varied and special needs. Those needs include a dedicated, capable and proactive leadership, clearly defined and achievable standards and perhaps most important, a training program which ensures that all pilots and observers meet and are able to achieve and maintain the skills and qualifications to permit them to be "*Semper Paratus*". Given the importance of the role played by AuxAir in D1SR, all aircrew must understand that "*Superior Performance is Expected, Acceptable Performance is Below Standard, and Less Than Standard is Unacceptable*".

3. APPROACH. While each Pilot and Observer must meet *National Standards*, i.e. pass a written and flight test and fly a minimal number of hours as a trainee to become qualified, and while there are several annual district-wide recurrent training programs; this instruction establishes uniform formal training requirements for primary qualification. This instruction establishes a set of minimal training criteria and standards for the pilots and observers of D1SR that is in accordance with or exceeds those of reference (a).

Many of the AuxAir volunteers are new to the Auxiliary, motivated by the events of 9/11 and the growth of Aviation Flotillas. They bring with them a high level of enthusiasm, education, skills, and interest in aviation, but without the benefit of Auxiliary background or past military experience. Moreover they are dispersed over three states and over a dozen counties.

Thus it is incumbent on every level of leadership to:

- Ensure that the motivation and enthusiasm of these volunteers is not diminished or lost
 - Provide initial and on-going training at frequencies and in locations consistent with the fact that these are volunteers – most of whom maintain active family and business commitments
 - Establish a cadre of instructors capable of uniformly providing all of the necessary training at the frequencies and in the locations consistent with the needs of the volunteers
 - Ensure that every pilot and observer comes to the task with a consistent and demonstrated level of skill and understanding of their roll and responsibility.
4. ACTION. Effective immediately, each D1SR AuxAir member will successfully complete the requirements in Annex 1 *before being placed on flying status*. Although introduced immediately, this requirement will be phased in for existing, qualified members who will have until 01 June 2005 to complete the Basic Airmanship Annex, if not already completed.

All aircrew will successfully complete recurrent training programs in selected subjects and skills demonstration. These will be defined by the Flight Examining Board (FEB) and approved by DIRAUX via the District Aviation Board (DAB).

The DAB will qualify and establish a cadre of trained instructors, led by the Chief Flight Examiner, willing and able to provide qualification and re-qualification training at as many locations and for as many times as are required to permit all volunteers to achieve skills and maintain qualifications. At a minimum, it is projected that four separate training venues be established, one covering metropolitan NY and NJ, one covering Nassau and Suffolk counties on Long Island, one covering Sullivan, Westchester and Fairfield counties and one in the Albany/Burlington axis.

In order to provide for a continual renewal of skills and talent amongst both our existing and new membership the FEB will develop the training syllabi (Annex 1 - Basic Airmanship, Annex 2 - Advanced Airmanship and Annex 3 – Regular Exercises) and regularly (at minimum annually) review their contents for relevance and applicability.

The DAB will establish an active mentoring program within the construct of this instruction. The Boat Crew Mentoring program shall be used as a model for this effort.

In conjunction with DSO-OP, the DSO-AV will establish and coordinate a series of joint Air/Marine exercises that will be conducted on a regularly scheduled basis. These exercises will coordinate District-wide air and boat crew missions (and possibly state and /or state law enforcement agencies) and will practice SAR/disaster operations, vessel recognition/identification and radio communication procedures.



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