



Aviation Board Meeting

1 SR Policy Developed and Implemented

1. All new members to the aviation program, regardless of previous experience, civil or military must progress through the program, step by step starting as an observer trainee and follow the progressive steps outlined in the Aviation manual. There will be NO automatic jumps in status without completing the prerequisites for each step toward aircraft commander. Observer candidates must have minimum 12 missions. Co-Pilot candidates must have minimum one year of experience and fifteen missions as qualified Air Observer before consideration of advancement. FP candidates must have 15 missions as CP before consideration of advancement. Aircraft Commander candidates must have minimum 15 missions as First Pilot before consideration of advancement.

2. Upon completing all subjects and tests for status of aircraft commander, each candidate must then sit before a board selected by the DSO-AV to demonstrate his/her qualifications for designation as Aircraft Commander.

3. No certified flight examiner will give an INITIAL flight test to a member of his/her own flotilla.

4. Prior to each flight, the pilot will examine the auxiliary aviation risk matrix to determine the validity of the flight. The pilot in command (PIC) of that flight shall encourage his crew to give verbal input to the GAR evaluation; crews should feel comfortable giving both positive and negative opinions as to whether or not that

flight meets the parameters outlined in the GAR model. Crew Resource Management shall be the guiding principle to ensure the safest flight possible. Each PIC shall encourage his/her crew to offer input starting at the pre-flight meeting of the crew, throughout the airborne portion of the flight and a post-flight debriefing to determine the efficiency, safety and effectiveness of the completed flight. The crew will be encouraged to check weather, fuel, oil levels, weight, and balance, physical condition of the aircraft, physical condition of the crew, and any other item pertinent to the safe completion of the flight.

5. Weather minimums for patrols will change from the present 1000' - 3 miles visibility 2000' - 4 miles visibility. This would eliminate "scud running" and increase the safety margin for patrols. When weather is less than 2000'-4, departures will be considered with a fully qualified IFR crew on a case-by-case basis with approval from Operations at ASCC, only when weather in the patrol area is VFR.

5a. During patrol, if weather conditions deteriorate to less than 2000'-4, the PIC must alter the patrol to meet weather requirements (for example, ½ of the patrol area can be accomplished with 2000-4) or cancel the patrol and RTB; or land and await conditions that are more favorable.

6. New members will be teamed with a mentor to review and complete observer/pilot requirements per M16798.5B. The maximum number of years as a trainee for each qualification level will be two years. After two years, the candidate will be removed from the program. Waivers to this policy will be considered on a case-by-case basis by DIRAUX.

7. Auxiliary aircraft will not operate under orders when the following maximum wind conditions are reached.

The PIC is always responsible for the safe conduct of his flight and must insure personal minimums and judgment are used at all times. The tables below are not to be construed as values required for safe flight.

IAW FAR 91.3, Responsibility and authority of the pilot in command:

(1) The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft.

- Individual a/c facility Pilot Operating Handbook maximum crosswind component not greater than 18kts as per POH

- Sustained wind speed not greater than 25kts
- Sustained wind vs. reported gust spread not greater than 15kts
- Gusts greater than 40 kts
- Any one of the above wind conditions shall be a limiting factor
- Applies to airport of departure, intended enroute stops and destination
- Parallels ASCC flight limit policy (NOT specific wind limits) for fixed wing USCG "training flights"

Reference ASCC Policy:

Section C: Weather Restrictions ASCC HU-25 Falcon

C.1. Training Flights

Minimum weather conditions for training at other airports are 600-foot ceiling and 2 miles visibility. If the weather is reported or forecast to be less than these minimums the PIC must receive permission from the Operations Officer (or Acting Operations Officer) before departing. Minimums for conducting VFR traffic pattern training in the Otis ANGB airport traffic pattern are 1300-foot ceiling and 3 miles visibility. Gust spreads should not exceed 15 knots, either at Otis ANGB or at the location where training is planned.

Reference: Aux Aviation GAR Matrix (Replaces current Environment Section):

Environment: External condition surrounding mission: weather (reported wind and visibility), night, illumination, sea state, terrain, power lines/ structures, alternate airfields, water temp, on scene cover.

Scale

1 3 6 9 12 15

WIND (sustained)

10-15 kts add 7
 16-20 kts add 13
 20+ kts add 15

GUST SPREAD

Gust Spread 12 add 2 to above value
Gust Spread 14 add 4 to **WIND (sustained)** value
Gust Spread 15 **NO GO**

VISIBILITY

4 miles or less assign value 15
(With two IFR rated pilots) 11

8. Implement change to existing "Route Certification Requirements" from 6 months to 1 year currency for all
9. Change "Stan Team" chaired by ASCC AUX-LO to "Advisory Panel" which will allow any recommended policy be discussed by AvBd and recommended for approval thru DCO and DIRAUX
10. Once an initial qualification has been earned, the member may continue to wear the corresponding insignia device regardless of whether the member remains current at that certification (excluding disciplinary reasons).
11. Auxiliary members who are current rated Pilots will be requested to report any prior aviation accidents and incidents (i.e., those reported to the FAA) for review prior to being placed on flight status for missions. Additionally, it will be the responsibility of the Pilot to advise the DFSO of any reportable accidents or incidents (whether these occurred while under orders or not under orders).

27 March 2009