



Annex 2 Air Crew Qualification and Training

Introduction This annex describes the requirements for Auxiliary air crew qualification and training. The intention is to migrate this information into a future standalone Auxiliary Aviation Operations Manual.

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Section A. Authorized Missions

Introduction This section describes the authorized missions of the various Auxiliary air crew personnel.

A.1. Co-Pilot Co-pilots (CPs) may operate in daylight/VMC only and to a minimum altitude of 1,000 feet AGL/AWL (above water level) except for takeoff and landing. Co-pilots are not included in the exemption from the provisions of FAR 91.119 (c) (see *Annex I*). Co-pilots may act as PIC on the following missions:

- Cargo transport missions
- Aids to navigation and chart updating missions
- MEP and ice reconnaissance missions
- PWCS missions

CPs may not act as PIC on passenger transport missions. However, this does not prohibit CPs from carrying other Auxiliarists or active duty personnel who serve as members of the air crew or who are aboard for area familiarization. CPs may act as safety pilots on missions if they hold the appropriate ratings and are current.

A.2. First Pilot In addition to CP missions, first pilots (FPs) may fly any other mission (except Auxiliary flight checks) deemed necessary by the OIA to include night and safety pilot missions if they hold the appropriate ratings and are current.

A.3. Aircraft Commander Aircraft commanders (ACs) may fly any mission deemed necessary by the OIA except Auxiliary flight checks. If specifically designated by the Director of Auxiliary, ACs may perform aircraft facility inspections.

A.4. Instructor Pilot Instructor pilots (IPs) may fly any mission assigned by the OIA including training for Auxiliary flight checks but not the flight check itself. If specifically designated by the Director of Auxiliary, IPs may perform aircraft facility inspections.

A.5. Flight Examiner Flight examiners (FEs) may fly any mission assigned by the OIA. FEs may perform pilot qualification checks and Auxiliary flight checks. If specifically designated by the Director of Auxiliary, FEs may perform aircraft facility inspections.

NOTE *GS*

Aircraft facility inspections shall, if practical, be conducted by a member of the Auxiliary aviation program who has a current FAA airframe and power plant (A&P) mechanics license. If the designated facility inspector has an A&P license, he/she need not be an AC, IP, or FE. In the absence of an A&P mechanic, facility inspections may be conducted in accordance with the paragraphs above.





Section B. Pilot Qualifications

Introduction This section describes the qualification requirements for the pilots, air crew, and observer.

B.1. Pilot Qualifications Auxiliary aviation pilots must meet the following qualifications:

B.1.a. Pilot-in-Command Qualifications To operate aircraft on Coast Guard orders, the pilot-in-command must meet the following requirements:

- A minimum of 200 flight hours in an aircraft of the same category (fixed or rotary wing).
 - A minimum of 100 flight hours in an aircraft of the same class (single or multi-engine land/sea, etc.).
 - A minimum of 50 flight hours and 25 landings to a full stop in a tail wheel aircraft if the aircraft to be flown is a tail wheel aircraft.
 - A minimum of 50 flight hours in a complex aircraft (retractable gear) if the aircraft to be flown is a complex aircraft as described in FARs.
 - A minimum of 50 flight hours in a gas turbine aircraft if the aircraft to be flown is a gas turbine powered aircraft.
 - A minimum of 25 flight hours in a high performance (over 200 HP) aircraft if the aircraft to be flown is a high performance aircraft as described in FARs.
 - These hours may be logged concurrently.
 - Must be basically qualified (BQ).
 - Meet the requirements in *Section C* of this annex.
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B.1.b. Co-Pilot Qualifications An Auxiliary co-pilot must meet the following requirements:

- Meet all requirements of *paragraph B.1.a* of this section.
 - Hold a valid FAA private pilot license (or higher) and a current third class FAA medical certificate (or higher).
 - Have accumulated and properly logged a minimum of 200 hours of flight time as pilot-in-command of which at least 12 hours were within the last 6 months.
 - Successfully pass the Air Operations Training Course open-book examination Pilot/Observer section, and the Pilot Supplement with a score of 90% or higher on each.
 - Satisfactorily complete the CP syllabus including being recommended (by an AC) for and passing a CP check-ride.
 - Fly on at least two Coast Guard Auxiliary missions not as pilot-in-command and complete an area familiarization, as required by the OIA.
 - Meet water survival and emergency egress requirements in *paragraph C.2* of this annex.
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B.1.c. First Pilot Qualifications

An Auxiliary first pilot (FP) must meet the following requirements:

- Satisfy all requirements for CP, except the CP check-ride.
- Have a minimum of 500 hours pilot-in-command flight time.
- Satisfactorily complete the FP syllabus including check-ride.
- Complete a current Auxiliary flight check.
- Be current for night flight in accordance with FAR 61.57.

B.1.d. Aircraft Commander Qualifications

An Auxiliary AC must meet the following requirements:

- Satisfy all requirements for FP, except the FP check-ride.
- Hold a current FAA instrument rating.
- Have a minimum of 1,000 hours pilot-in-command flight time.
- Satisfactorily complete the AC syllabus including check-ride.

B.1.e. Instructor Pilot Qualifications

An Auxiliary instructor pilot (IP) must meet the following requirements:

- Satisfy all requirements for AC.
- Satisfactorily complete the IP/FE syllabus including check-ride.
- Hold a valid FAA Certified Flight Instructor (CFI) certificate, when practical.
- Have a minimum of 1,300 hours pilot-in-command flight time.
- Have spent a minimum of one year as an Auxiliary AC, when practical.

B.1.f. Flight Examiner Qualifications

An Auxiliary flight examiner (FE) must meet the following requirements:

- Satisfy all requirements for AC.
- Satisfactorily complete the IP/FE syllabus including check-ride.
- Hold a valid FAA Certified Flight Instrument Instructor (CFII) certificate, when practical.
- Have a minimum of 1,300 hours pilot-in-command flight time.
- Have spent a minimum of one year as an Auxiliary AC, when practical.

B.2. Air Crew Qualifications

Auxiliary air crew must meet the following requirements:

- Qualify as a designated observer as described in *paragraph B.3* of this section.
- Meet all requirements of the *Auxiliary Air Crew Qualification Program*, COMDTINST 16798.2 (series), satisfactory completion of the aircrew syllabus.
- Have 5 hours of air crew flight training.
- Successfully pass the open-book Air Operations Training Test, Pilot Supplement, with a score of 90% or greater.

NOTE 

It is important to distinguish between an air crew member as a qualification level and the air crew, that is, the crewmembers performing a particular mission. Example: “The aircrew that spotted the survivor received recognition at the district conference” refers to the entire crew, while “The air crew position spotted the survivor and suggested the pilot make a left turn to maintain visual contact” refers to the position being filled by an Auxiliarist qualified to the air crew level.



B.3. Observer Qualifications

Auxiliary observers must meet the following requirements:

- Be recommended for observer training by an Auxiliary pilot holding an FP certification or greater.
- Successfully pass the Air Operations Training Course open-book examination Pilot/Observer section with a score of 90% or better.
- Satisfactorily complete the Observer syllabus.
- Participate as an observer trainee on missions totaling 10 flight hours and complete such area familiarization as required by the OIA.
- Demonstrate an ability to understand and proficiently navigate from sectional charts.
- Demonstrate an ability to efficiently transmit and receive Coast Guard radio communications.
- Have an Auxiliary pilot holding a FP certification or greater verify completion of these requirements.
- Meet water survival and emergency egress requirements (see *paragraph C.2* of this annex).

NOTE 

Completion of any Auxiliary pilot certification level satisfies the requirements of the first 5 bullets above.



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Section C. Certification and Currency Maintenance Requirements

Introduction This section describes certification and currency maintenance requirements for Auxiliary aviators.

C.1. Certification Initial certification as an Auxiliary aviator and the awarding of any later upgrade or the rescinding of any certification is the sole responsibility of the Director. The Director, in coordination with the cognizant Air Station Commanding officer, makes all pilot certifications on the appropriate Auxiliary Qualification and Aircraft Facility Inspection forms and must certify the original qualification and any upgrade by letter. Original certification letters are sent to the Auxiliarist concerned, with copies going to unit commanders and the Auxiliarist's record. To be certified, an Auxiliarist aviator must complete the applicable qualifications and be certified in writing by the Director.

C.2. Auxiliary Pilots, Aircrew, and Observers All Auxiliary pilots, aircrew, and observers must meet the following applicable requirements to maintain certification:

C.2.a. Emergency Egress Training Annual training in emergency egress must include at least a lecture on basic principles, use of related equipment, egress procedures, and the required preflight briefing for the types of aircraft in use.

C.2.b. Swim Test Before the first flight as an air crewmember in an Auxiliary aircraft operating offshore under orders, and then as an annual requirement, each crewmember must swim 75 yards and then successfully demonstrate entry into a waterborne life raft. Crewmembers may wear an inflated PFD during the swim. They must receive instruction in water survival techniques and the use of all survival equipment onboard the aircraft. Subject to availability, Auxiliarists may make use of available Coast Guard personnel, equipment, and facilities in meeting the requirements of this paragraph. Auxiliary aviators are also encouraged to take part in Shallow Water Egress Training (SWET) when available and provided by the air station.

NOTE

Life rafts used in the swim test should be of the same type carried aboard Auxiliary or Coast Guard aircraft.



C.2.c. Pilots and Air Crew Air Safety Workshop

Pilots and air crew must annually attend an air safety workshop conducted for Auxiliary aircrew members by a Coast Guard air station or a Commandant (G-OCX-2) or Commandant (G-WKS-1) representative or approved instructor. The instructor must use a syllabus approved by the cognizant air station. This annual Auxiliary aviation workshop shall include the following agenda items:

- Aeromedical facts for pilots and air crew.
- Crew resource management (CRM) and aeronautical decision-making principles.
- Selected excerpts from the FAR and the Aeronautical Information Manual pertinent to Auxiliary aviation.
- Aviation subject matter pertinent to the district location.

C.2.d. Observer Air Safety Workshop

Observers should annually attend an air safety workshop, which may be part of the pilot and air crew workshop, or may be specific observer-oriented workshops covering similar agenda items. Instructors are encouraged to develop observer training for workshops which are portable and concise, and which may be combined with the required annual swim test and egress training.

C.3. Auxiliary Pilots

All Auxiliary pilots must meet the following requirements:

- Meet requirements in *paragraph C.2* of this section.
- Fly and properly log a minimum of 12 hours as pilot-in-command each semiannual period. The semiannual periods are 01 January through 30 June and 01 July through 31 December.
- Satisfy the requirements of FAR 61.57 (recent flight experience: PIC, Pax transport).

C.4. Co-Pilot

All Auxiliary co-pilots must meet the requirements in *paragraphs C.3* and *C.8* of this section.

C.5. First Pilots

All Auxiliary first pilots must meet the following requirements:

- Meet all requirements for CP.
- Have a current Auxiliary flight check.
 - The Auxiliary flight check is a biennial requirement. The certification expires at the end of the 24th month from the date of the last check. Only a current Auxiliary FE or a qualified Coast Guard AC, designated in writing by the Air Station Commanding officer, may give the Auxiliary flight check. This check should be scheduled so it falls in the alternate year from the FAA required biennial flight review. In years that require both the Auxiliary flight check and flight review, completion of the flight review allows the Auxiliary aviator to maintain certification as FP or AC. However, the Auxiliarist must then complete the Auxiliary flight check within the next 12-month period.
 - Auxiliarists must record their Auxiliary flight check by a line entry in the Auxiliary aviator's pilot log book (signed by the check pilot) and on the Auxiliary Aviation Procedures Check Form (ANSC-7048).
 - Fly 3 missions under orders, totaling 6 flight hours, each semiannual period.



C.6. Aircraft Commanders	<p>All Auxiliary ACs must meet the following requirements:</p> <ul style="list-style-type: none"> • Meet all requirements for FP. • Maintain a current instrument rating in accordance with the FARs.
C.7. Instructor Pilots/Flight Examiners	<p>All Auxiliary IPs/FEs must meet the following requirements:</p> <ul style="list-style-type: none"> • Meet all requirements for AC. • Maintain current FAA CFI certification (FE). If a CFI or CFII certification is held at the time of assignment as IP or FE, these certifications must be maintained in accordance with the FARs. • Conduct, at a minimum, 3 instructional or flight checks per annual period.
C.8. Additional Required Pilot Training	<p>Additional required pilot training is as follows:</p> <ul style="list-style-type: none"> • All pilots are required to attend a one-time spatial-disorientation training course, provided by the U.S. Navy, Naval Operational Medicine Institute (NOMI), Pensacola, FL within one year of their initial date of certification. • All pilots and air crew are required to attend a one-time initial CRM training course provided by Aviation Training Center (ATC), Mobile, AL within one year of their initial date of certification. • Current, certified pilots have until December 31, 2006 to complete this training.
C.9. Air Crew	<p>Auxiliary air crew qualified aviators must meet the requirements of <i>paragraph C.2</i> of this section and applicable parts of <i>paragraph C.8</i> of this section.</p>
C.10. Observers	<p>There are no specific observer currency requirements other than those for all Auxiliary aviators in <i>paragraph C.2</i> of this section. However, non-current observers shall not participate as required crew members until currency is certified by a pilot with a FP or higher certification.</p>
C.11. Failure to Maintain Currency	<p>When a pilot does not meet the prescribed hours or other qualifying Auxiliary activities, they revert to the flight status for those qualifications currently met (i.e., an AC who is not IFR-current reverts to first pilot; FP or AC who is not current for SAR reverts to CP, etc.). Pilots not meeting any minimum set of pilot currency will revert to air crew status and air crew will revert in kind to the observer level.</p> <p>During the initial 12-month period of losing qualification currency, an Auxiliary pilot's former status may be renewed by completing the currency requirements. If the currency requirements are not met within 12 months, a flight check with an authorized Auxiliary FE in his/her respective District is required. Should unusual circumstances dictate, a pilot may utilize an Auxiliary FE in another District with approval of the Director.</p> <p>IPs/FEs are encouraged to randomly monitor and verify qualifications and observe the conduct of operational missions and performance.</p>





Section D. Aircraft Facility Inspections

Introduction	This section describes the requirements for aircraft facility inspections.
D.1. Annual Inspection	Facilities must be inspected and a new offer for use must be completed on an annual basis. A facility shall be deemed to have a current inspection if no more than one year plus 45 days have lapsed since passing its last inspection. Each aircraft must meet the minimum equipment requirements before the Director may accept the aircraft as a facility.
D.2. Authorized Inspectors	Any FE or IP, or an AC specially designated by the Director or Air Station Commanding officer, may perform aircraft facility inspections. If a qualified Auxiliarist is not available to conduct the facility inspection, a qualified Coast Guard aviator, familiar with Federal Air Regulations, designated in writing by the Air Station Commanding officer, may fill in.
NOTE	Aircraft facility inspections shall, if practical, be conducted by a member of the Auxiliary aviation program who has a current FAA airframe and power plant (A&P) mechanics license. If the designated facility inspector has an A&P license, he/she need not be an AC, IP, or FE. In the absence of an A&P mechanic, facility inspections may be conducted in accordance with the paragraphs above.
D.3. Unauthorized Inspections	Auxiliarists may not inspect their own aircraft, aircraft of which they are partial owners, or aircraft owned by members of their immediate family.
D.4. Requirements	The aircraft facility inspector must perform each inspection following the requirements of this manual and Auxiliary Aircraft Facility Inspection and Offer for Use Form (ANSC-7005) (see <i>Appendix E</i>). The inspector must forward the completed Auxiliary Aircraft Facility Inspection and Offer for Use Form (ANSC-7005) to the Director.
D.5. All Aviation Personnel	Auxiliary pilots, air crew, and observers must complete and submit annually to the Director, the Auxiliary Pilot/Air Crew Qualification Form (ANSC-7015) (see <i>Appendix E</i>) signed by an IP/FE or a designated aircraft facility inspector.



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