



Appendix K Glossary

Introduction For brevity, this manual uses common Auxiliary terms. For consistency, this manual uses the terms contained in this appendix where there are multiple terms for similar positions or functions.

In this Appendix This appendix contains the following information:


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TERM	DEFINITION
Annual Requirement	<p><u>Unless specifically defined differently for a particular currency requirement</u>, annual requirements to remain current are satisfied by completing the requirement during any part of the previous calendar year.</p> <p>For example, the requirement to attend an annual workshop means that to be current for calendar year 2, the mandatory workshop was attended sometime between January 1 and December 31 of calendar year 1. This satisfies the requirement for currency during the entire calendar year 2, from January 1 to December 31. This sequence must be repeated in year 2, in order to remain current for year 3, etc.</p>
Auxiliary Detachment	<p>An Auxiliary detachment is an established base of operations used by one or more flotillas for the purpose of communications watches and operating vessel facilities on patrol to provide enhanced operational support to the Coast Guard. These detachments, operated at the initiative of the Auxiliary:</p> <ul style="list-style-type: none"> • Should not create a public expectation of Coast Guard response capability. • Are not formally recognized as part of the SAR system. • May receive some Coast Guard support, including shore facilities, boats, financial, administrative and/or technical support. Detachments will have an Auxiliary detachment leader.
Auxiliary Station	<p>An Auxiliary station (AUXOP) is a permanent Coast Guard operating facility established through the formal planning process. The District Commander defines readiness requirements, creating an ongoing public expectation and a higher degree of accountability. Auxiliary stations:</p> <ul style="list-style-type: none"> • Are formally recognized, listed in the <i>Operating Facilities (OPFAC) of the U.S. Coast Guard</i>, COMDTINST M5440.2 (series), and aligned organizationally with an active duty command/field unit. • Receive direct Coast Guard support, including shore facilities, boats, and personnel, and financial and administrative support. • May or may not have an active duty command cadre (i.e., officer-in-charge).



TERM	DEFINITION
<p>Auxiliary Unit Vessel</p> <p>NOTE </p>	<p>An Auxiliary unit vessel may be any one of the following:</p> <ul style="list-style-type: none"> • A boat purchased by an Auxiliary unit for their use. • A boat transferred to an Auxiliary unit as a gift from a third party or from a corporation controlled by Auxiliarists (after appropriate Coast Guard approval). • A Coast Guard boat which is surveyed and which Commandant (G-83) has formally transferred to an Auxiliary unit. • A Commandant (G-OCS) authorized, Coast Guard owned boat that is made available for Auxiliary use. <div style="border: 2px solid black; padding: 5px; margin-top: 10px;"> <p>All boats listed in this paragraph may <u>only</u> be used for Coast Guard or Coast Guard Auxiliary missions authorized in accordance with the provisions of 14 U.S.C. 826, and provided appropriate patrol orders have been issued/authority given by the Coast Guard. These boats may not be used under any other circumstance or for any other purpose (see Section F of Chapter 1).</p> </div>
<p>Covert</p>	<p>Acts or operations that can reasonably appear to be hidden, concealed, or secret.</p>
<p>Crewmember</p>	<p>A crewmember is a general term for an Auxiliarist certified to be part of a surface or air facility crew assigned to duty. This term includes the operator.</p>
<p>Director (Director of Auxiliary)</p>	<p>A Director is an officer serving in the district operation’s staff who is a direct representative of the District Commander with the responsibility to promote and manage the Auxiliary program. The Director receives program policy direction from the Chief Director of Auxiliary, Commandant (G-OCX).</p>
<p>Districts</p>	<p>Districts is an inclusive term used to identify both districts and regions, Coast Guard and Auxiliary.</p>
<p>Facility</p>	<p>When the term “facility” is used within this manual, it refers to privately owned or Auxiliary unit vessels, aircraft, fixed land or land mobile radio stations, or fixed land radio direction finding (RDF) stations offered for use and accepted by the Director as an operational facility. Additional requirements are found in the following locations:</p> <ul style="list-style-type: none"> • <i>Auxiliary Vessel Examiner Manual</i>, COMDTINST M16796.2 (series), and Vessel Facility Inspection and Offer for Use Form (CG-2736/ANSC-7003), contain vessel equipment requirements. • <i>Annex 1</i> contains aircraft equipment requirements. • <i>Annex 4</i> contains radio equipment/owner qualification requirements. • <i>Chapter 3</i> contains facility marking requirements. • <i>Paragraph C.4 of Chapter 1</i> of this chapter details conflict of interest restrictions on facilities.
<p>Logistical Mission (Air)</p>	<p>A logistical mission is a mission that is non-operational in nature to include cargo transport, pre-positioning for a later mission, or to rendezvous with a safety pilot for a night/IMC operational mission.</p>



Mission	A mission is a specific task or assignment undertaken by individuals that has been determined to be within the scope of their training and qualification.
Night	Night is the period after civil twilight following sunset, and prior to civil twilight preceding sunrise.
Non-Operational Facility	A non-operational facility is a privately owned vessel that is not offered for use but meets the requirements found in the <i>Auxiliary Vessel Examiner Manual</i> , COMDTINST M16796.2 (series), and Vessel Facility Inspection and Offer for Use Form (CG-2736/ANSC-7003). The District Commodore accepts non-operational facilities.
Offshore	Offshore is the distance beyond gliding or the autorotative distance from shore.
Operational Commander	An Operational Commander is an active duty Coast Guard command responsible for certain Coast Guard operations in a given geographic area. Operational Commanders include sector commanders, group commanders, activity commanders, Air Station Commanding officers, marine safety office Commanding officers, and station Commanding officers/officers-in-charge.
Operational Flight	An operational flight is a flight that is operational in nature, i.e., patrol, air intercept, MDA, etc., including passenger transport flights.
Operations Training Officer	An Operations Training officer is a Training officer assigned to the Director’s office to assist the Director. This officer usually is an active duty Chief Warrant officer boatswain or an active duty chief petty officer.
Operator	An operator is a general term for an Auxiliarist in charge of a facility or special purpose facility assigned to duty (e.g., coxswain, personal watercraft (PWC) operator, radio operator, or pilot-in-command).
“Ops Normal” Reports	“Ops Normal” reports are position and status reports transmitted on a regular basis. These reports give the current location and status of the facility, which may be “Ops Normal”, or may be some other status, such as “Conducting the Search”.
Orders	Orders are written or verbal and are issued by an OIA to direct an Auxiliarist(s) or any Auxiliary resource(s) to conduct authorized missions. The order process used for Auxiliary Patrol Orders (surface, aviation, or mobile radio facility) is the Patrol Order Management System (POMS) (see <i>paragraph A.1 of Chapter 2</i>). The Coast Guard Auxiliary Patrol Orders Form (CG-5132/ANSC-7000) may be used only if POMS is not accessible. Auxiliarists assigned temporary additional duty (TAD) shall use Military Temporary Additional Duty or Civilian Temporary Duty Request and Travel Order Form (CG-4251).
Order-Issuing Authority	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).



Patrol	A patrol is movement of an operational facility under orders. It is expected that one or more missions will be accomplished during that patrol.
Patrol Order Management System (POMS)	Patrol Order Management System (POMS) is an easy-to-use, web-accessible patrol order and claim processing application that automates and streamlines the entire patrol order process, including the direct deposit of claim payments. POMS is available both on the Coast Guard intranet and internet for Auxiliarists to request orders and submit claims. Orders and claims are approved by the appropriate Coast Guard authority only after the POMS application automatically verifies and validates necessary information such as operator and facility qualifications and claim data. POMS receives daily qualification updates from AUXDATA to ensure accuracy. The approved claim is transmitted directly to FINCEN for reimbursement. As mandated by <i>Innovation: E-Coast Guard: Auxiliary Patrol Order Management System (POMS) Implementation</i> , ALCOAST 177/04 (COMDTNOTE 16798, dated 13 April 2004), POMS shall be used for all types of orders, including those for surface, air, and mobile radio facilities.
Shore	Shore is land that is suitable for an emergency landing with a reasonable expectation of landing without injury to persons onboard the aircraft.
Special Mission	A special mission is a non-routine or unscheduled mission that falls outside the normal profile of training, logistics, passenger transport, or patrol, and has a higher than normal level of risk.
Special Purpose Facility	A special purpose facility is a vessel less than 14 feet in length, offered for use, in writing, and accepted by the Director.
Vessel	A vessel is a general term used, by itself, throughout this manual, where differentiation between types of surface facilities is not necessary.