



**FIRST COAST GUARD
DISTRICT (SR)**

**AUXILIARY AVIATION
FLIGHT CHECK POLICY**

OCTOBER 2009



Section I. General

(a) The D1SR Auxiliary aviation program pilot-in-command flight check policy provided herein is implemented under the authority of DIRAUX, through DCO, and with the advice and guidance of DSO-AV, ADSO-CFE, and the Flight Examining Board (FEB).

(b) The D1SR Auxiliary aviation program pilot-in-command flight check policy is designed to ensure the safety, security and productivity of all Auxiliary members and participants in the Aviation program, and is intended to conform to the operating policies and procedures of, and to promote the best interests of, the Coast Guard Auxiliary and the United States Coast Guard.

(c) All D1SR Auxiliary aviation program pilot-in-command flight checks and re-checks will be conducted with fairness, objectivity and professionalism IAW the standards of Coast Guard Auxiliary Aviation.

Section II. Chief Flight Examiner and Flight Examiner Responsibilities

(a) All initial, upgrade and bi-annual D1SR Auxiliary pilot-in-command flight checks will be authorized, assigned and monitored by the Assistant District Staff Officer - Aviation and Chief Flight Examiner (ADSO-CFE) in accordance with the Coast Guard Auxiliary's National Pilot Qualification Syllabus AV-04-6, as well as all pertinent policies and procedures in D1SR. Such flight checks will apply to all FAA-certificated airmen participating in the D1SR Auxiliary aviation program, and seeking or holding the Auxiliary flight privileges of Air Observer/Co-Pilot candidate, Co-Pilot, First Pilot, and Aircraft Commander.

(b) The ADSO-CFE will be responsible for ensuring that all FAA and Coast Guard Auxiliary currency and experience requirements are met before authorizing any Auxiliary flight check to ensure the pilot-in-command's mission qualification and flight readiness upon Satisfactory completion of the flight check. These currency and experience requirements correspond to the level of PIC flight privileges sought (i.e., CP/FP/AC) and may include (but are not limited to) FAA pilot certification; FAA medical certification; FAR

Part 61.56 flight review; FAR Part 61.57 instrument proficiency; FAR Part 61 passenger, night and/or, instrument currency; minimum annual pilot-in-command hours; minimum annual and semi-annual Auxiliary missions; and any and all other applicable and pertinent requirements.

(c) Upon determining that an Auxiliary pilot-in-command meets all pre-flight check qualification and currency requirements, the ADSO-CFE will assign a D1SR Flight Examiner to conduct a flight check. The Auxiliary pilot-in-command and D1SR Flight Examiner will thereupon request orders to conduct such flight check at a mutually convenient date, time and location with appropriate consideration given to weather, maintenance issues, fatigue, and all other relevant safety and operational concerns.

(d) Upon completion of the flight check, the Flight Examiner will forward to the Assistant District Staff Officer - Aviation/Qualifications the completed, signed and dated checklist (pg 8) from AV-04-6 (with a copy to the ADSO-CFE) indicating the Satisfactory completion of all knowledge and task items pertaining to the Auxiliary PIC flight privilege sought. In the event that the flight check is Unsatisfactory, the Flight Examiner will also submit to the ADSO-CFE on a timely basis a brief written statement of the deficiencies found and any remedial action recommended.

Section III. Consequences of Unsatisfactory Performance on First D1SR Flight Check

(a) Following Unsatisfactory performance on a first flight check, the Auxiliary pilot-in-question may not request or receive orders to conduct any Auxiliary aviation mission as pilot-in-command or as co-pilot until such time as a Satisfactory flight check ("D1SR re-check") has been completed.

(b) Following such Unsatisfactory performance, the Auxiliary pilot-in-question may participate in aviation missions in the crew position of Observer (at the discretion of a fully qualified and authorized Auxiliary pilot-in-command). However, any such mission(s) may not be conducted in any Auxiliary aircraft facility owned or operated by the Auxiliary pilot-in-question.

(c) In the event of an Unsatisfactory performance in any initial, upgrade or bi-annual D1SR flight check, the Auxiliary pilot-in-question may request that the ADSO-CFE authorize a D1SR re-check after a period of **no less than thirty (30) days** following the date of such Unsatisfactory performance.

(d) The ADSO-CFE will give appropriate consideration to this re-check request and will respond to the Auxiliary pilot-in-question on a timely basis. In addition, depending on the nature of the deficiencies found by the assigned Flight Examiner in the first flight check, the Auxiliary pilot-in-question may be given guidance by the ADSO-CFE as to the remedial tasks and actions that may be taken to increase the probability of attaining Satisfactory performance during the re-check.

(e) After any such remedial tasks are assigned and completed, and/or at such other time as is reasonably determined to be in the best interests of the D1SR Auxiliary aviation program, the ADSO-CFE may authorize and assign a D1SR Flight Examiner to conduct the recheck. This D1SR Flight Examiner shall not be the same examiner who conducted the first flight check. If authorized, the re-check shall be conducted within 90 days of the date that such re-check is assigned, or as soon as appropriate in light of any extenuating circumstances.

Section IV. Consequences of Unsatisfactory Performance on D1SR Re-Check

(a) Following Unsatisfactory performance on a D1SR re-check, the Auxiliary pilot-in-question may not request or receive orders to conduct any Auxiliary aviation mission as pilot-in-command or as co-pilot until such time as a additional Satisfactory re-check has been completed.

(b) Following such Unsatisfactory performance (and only if authorized by the D1SR DSO-AV), the Auxiliary pilot-in-question may participate in aviation missions in the crew position of Observer (at the discretion of a fully qualified and authorized Auxiliary pilot-in-command). However, any such mission(s) may not be conducted in any Auxiliary aircraft facility owned or operated by the Auxiliary pilot-in-question.

(c) In the event of an Unsatisfactory performance on a D1SR re-check, the Auxiliary pilot-in-question may request that the ADSO-CFE authorize an additional flight check ("additional re-check") after a period of **no less than one year** following the date of such Unsatisfactory performance on the re-check.

(d) At the appropriate time, the ADSO-CFE will give due consideration to this additional re-check request and will respond to the Auxiliary pilot-in-question on a timely basis. In addition, all demonstrated knowledge and skill deficiencies found by the assigned Flight Examiners in the D1SR flight check and re-check will be carefully assessed and reviewed by the Flight Examining Board to determine whether providing the Auxiliary pilot-in-question with an additional opportunity to seek the privileges of D1SR pilot-in-command are in the best interests of the Coast Guard Auxiliary aviation program and the United States Coast Guard. At the discretion of the FEB, the D1SR pilot-in-question may be required to appear before the FEB to review his or her flight check results and Auxiliary aviation flight status.

(e) If it is determined that the continued participation of the Auxiliary pilot-in-question is in the best interests of the D1SR aviation program, the pilot-in-question will be given specific directions and guidance by the ADSO-CFE as to the remedial tasks and actions (including, but not limited to, remedial knowledge text references, FAA, AOPA or other online courses of study, and/or specific numbers of hours of logged dual flight instruction from a non-Auxiliary-affiliated, FAA-certified flight instructor) that must be accomplished and properly documented in order to request an additional re-check.

(f) Following a period of one year, and after all remedial tasks have been assigned, completed and documented, and/or at such other time as is reasonably determined to be in the best interests of the D1SR Auxiliary aviation program, the ADSO-CFE may authorize and assign a D1SR Flight Examiner to conduct the additional recheck. This D1SR Flight Examiner shall not be the same examiner who conducted the first flight check or the re-check. If authorized, this additional re-check shall be conducted within 90 days of the date that such additional re-check is assigned.

END D1SR FLIGHT CHECK POLICY