

# AL AUX 020-18 UPDATE TO AL AUX 017/18 - CLARIFICATION OF CREW FATIGUE AND SAR STANDBY STATUS

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FM: CHDIRAUX

TO: ALAUX

AL AUX 020/18

SUBJ: UPDATE TO AL AUX 017/18 - CLARIFICATION OF CREW FATIGUE  
AND SAR STANDBY STATUS

Ref: (a) AL AUX 017/18 AUXDATA Activity Mission Code Changes  
(b) Auxiliary Operations Policy Manual, COMDTINST M16798.3 (series)

1. After release of reference (a), feedback was received which requires clarification of crew fatigue time accounting and an updated definition of Search and Rescue (SAR) Standby (code 23A).
2. Crew Fatigue: Reference (a) created confusion regarding the accounting of surface operations accumulated crew fatigue time while in a standby status (codes 01D and 23A). Reference (b), chapter 4, section E.8 (Crew Fatigue) reads in part:

- Crew underway time begins when the crew member reports to the designated place to prepare for a specific mission. Computation of such time ends when the mission is complete. Crew underway time includes time spent accomplishing pre-mission and post-mission vessel checks.
- Time spent conducting trailering activities and at a sheltered anchorage counts as 50% underway time (e.g., one hour spent at a sheltered anchorage counts for ½ hour accumulated crew underway time).

The term "sheltered anchorage" is not defined in reference (b) and has been interpreted in different ways. The calculation and accounting of crew fatigue time is critical to mission planning and risk management. To simplify the accounting of accumulated crew fatigue time for surface operations, all trailering time and standby time (codes 01B, 01D, and 23A) will count as 50% toward accumulated crew fatigue time. Time spent underway or at anchor will count as 100% time for underway time and accumulated crew fatigue time. The policy excerpt above from reference (b), chapter 4, section E.8 will be amended in the next revision as follows:

- Crew fatigue time begins when the crew member reports to the designated place to prepare for a specific mission. Computation of such time ends when the mission is complete. Crew fatigue time includes time spent accomplishing pre-mission checks, stops or breaks during a patrol, and post-mission checks/activities.
- Time spent conducting trailering activities and all standby time counts as 50% of accumulated crew fatigue time (e.g., one hour spent in standby status counts for ½ hour accumulated crew fatigue time). Time spent underway or at anchor counts as underway time and therefore counts as 100% for accumulated crew fatigue time.

3. SAR Standby (code 23A): The description of SAR Standby (code 23A) in reference (a) failed to account for SAR Standby scenarios beyond a Bravo-0 readiness status. SAR Standby (code 23A) is amended as follows with the change highlighted in yellow:

**23A - SAR Standby\***: This code shall be entered **ONLY** when specifically assigned by the Order Issuing Authority (OIA) to assume dedicated SAR standby for an actual or potential SAR mission. For Bravo-0 readiness status, the facility must be ready to proceed without delay, with a qualified crew in the immediate vicinity of the facility and in the prescribed uniform. For Bravo readiness status greater than Bravo-0, the facility and crew must be ready to proceed within the the established readiness time

(e.g., a Bravo-2 SAR Standby facility would be underway within 2 hours), and in the prescribed uniform. Situations which may merit assignment to SAR Standby are:

- Prolonged searches where active duty crews are likely to exceed fatigue standards
- SAR coverage in cases where active duty assets are not available due to unexpected or prolonged machinery/equipment casualties.
- On busy/holiday weekends to assist with a high likelihood of SAR events.
- For any situation deemed appropriate by the OIA.

Upon completion of an underway, airborne or operational (in the case of radios) patrol, appropriate mission codes will be entered for recording all activities.

\*Standby time (01D and/or 23A) must be entered in each itinerary to account for crew fatigue per chapter 4.E.8 and Annex 1, section B of reference (a). Operators will enter standby time in their itineraries. **Itineraries with no standby time will be returned by the OIA to the operator for correction.**

4. POC: BMCM Dennis O'Connell, Chief, Auxiliary Operations Management Branch (CG-BSX-12)