



16790 / AUX-PL-021(A)
BSX Policy Letter 22-11
06 June 2022

MEMORANDUM

From: /T. P. Glendye, CAPT/
Chief, Office of Auxiliary and Boating Safety

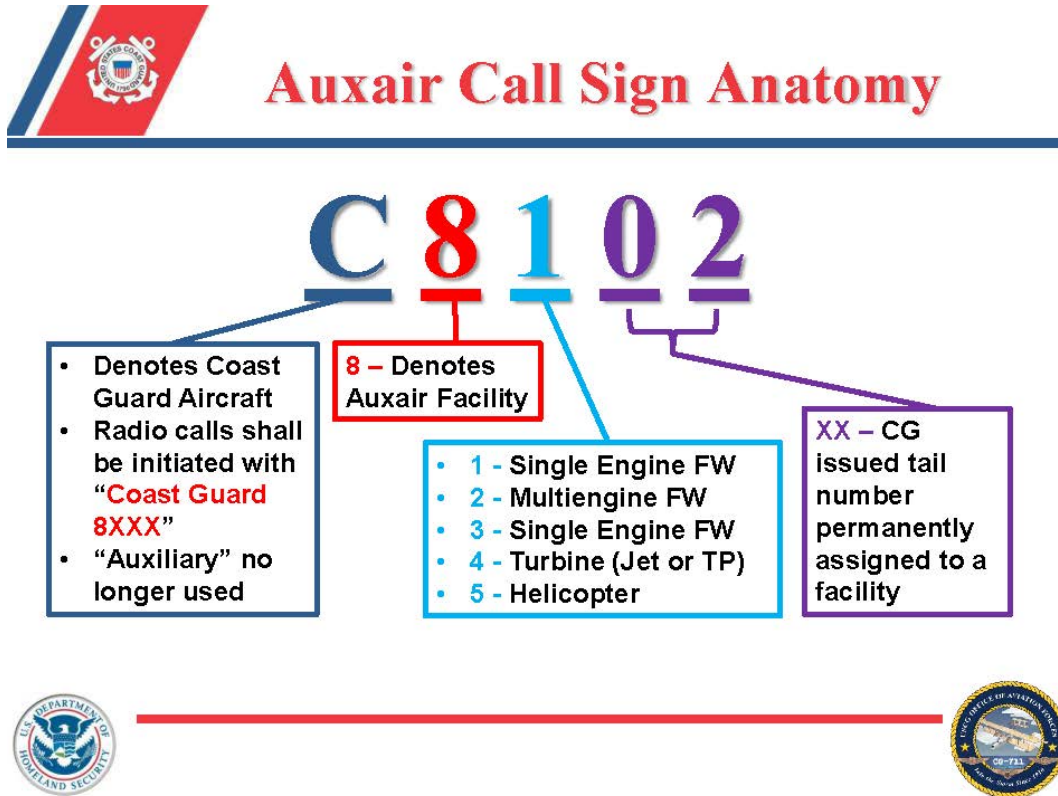
Reply to CG-BSX-12
Attn of: BMC M T. Park
(202) 372-1265

To: Distribution

Subj: AUXILIARY AVIATION CALL SIGNS UPDATE

Ref: (a) Auxiliary Operations Policy Manual, COMDTINST M16798.3 (series), Annex 1, section F
(b) New Call Sign Assignment for Coast Guard Auxiliary Aircraft Memo, dated 14 April 2022
(c) BSX Policy Letter 22-02 of 28 Feb 2022

1. PURPOSE. The purpose of this Policy Letter is to update the call sign policies listed in reference (a).
2. ACTION. All District Directors of Auxiliary (DIRAUX), Operations Training Officers (OTO), and Auxiliarists must comply with the provisions in this Policy Letter. Elected and appointed leaders and program managers at all levels of the Auxiliary organization shall ensure adherence to it. The new call signs will become effective at 0000 on 16 June 2022. Auxiliary aircraft are required to continue to use current call signs until 2359 15 June 2022.
3. BACKGROUND. Auxiliary aircraft currently use a three-letter designator (3LD) call sign in the format "CGX" followed by the last four numerals of the aircraft's registration number. In accordance with reference (b) between the U.S. Coast Guard's Office of Auxiliary and Boating Safety (CG-BSX), its Office of Aviation Forces (CG-711), and the Federal Aviation Administration, a new call sign is authorized and specified.
4. DIRECTIVES AFFECTED. Reference (c) is cancelled. These changes will be incorporated into the next revision of reference (a).
5. MAJOR CHANGES. The policy changes are below:
 - a. Auxiliary aircraft will be assigned unique call signs in the active-duty format "C8xxx," ensuring that Auxiliary aircraft are properly identified as Coast Guard aircraft while executing missions under orders.



- b. The National Aviation Team will assign each operational Auxiliary aircraft a unique call sign and communicate those to District Staff Officers for Aviation (DSO-AV). The DSO-AVs will verify the call signs are properly assigned (single-engine, multi-engine, turbine, or helicopter), and communicate to the Squadron pilots. The call signs will be entered into AUXDATA II by the National Aviation Team. DSO-AVs will alert the Auxiliary national Branch Chief, Air Operations Maintenance (BC-RAP) when a new aircraft facility is approved, or an aircraft facility becomes non-operational. BC-RAP will notify CG-BSX-12 of any changes to the Auxiliary aircraft unique call signs.
- c. When verbally communicating with Air Traffic Control (ATC) or a Coast Guard facility/asset, the aircraft will identify as "Coast Guard 8xxx" (where 8xxx is the aircraft's unique call sign).
- d. Coast Guard Auxiliary aircraft are required to file a flight plan for all patrols. IFR flight plans shall be filed using the ICAO International Standard form. Local VFR flight plans may be filed with a Coast Guard air station using either the ICAO form or a flight plan form unique to the air station. Waypoints should be used in the "Route" section to accurately describe the intended flight route. A primary and alternate destination shall be identified. In addition to the information required for a civilian flight, the following information should be included:

Type of Flight	M (military)
Remarks/other	USCG C8xxx, OPR/US Coast Guard
Pilot Contact	Air Station (ex. Air Station Miami), ODO's phone number

e. Reference (a), Annex 1, Section F is updated to read:

F.2. Call Signs. Coast Guard Auxiliary aircraft while on Coast Guard orders shall use “Coast Guard 8xxx” (where 8xxx is the aircraft’s unique call sign) when communicating on any frequency external to the aircraft. This includes communication with ATC, FAA, Coast Guard, and/or other agency units/assets.

When assigned to a SAR response mission, the aircraft facility may use “Coast Guard Rescue 8xxx”.

6. DISCLAIMER. This Policy Letter is not a substitute for applicable legal requirements, nor is it a rule. It is intended to define requirements for Auxiliary personnel and is not intended to, nor does it impose legally binding requirements on any party outside the Coast Guard.

7. QUESTIONS. Questions concerning this Policy Letter should be directed to the Office of Auxiliary and Boating Safety, Auxiliary Division (CG-BSX-1) at CGAUX@uscg.mil. This Policy Letter and other policy documents are posted on the CG Auxiliary website at: <http://wow.uscgaux.info/content.php?unit=T-DEPT&category=risk-mgt>

8. DISTRIBUTION. No paper distribution will be made of the Policy Letter. An electronic version will be posted on the Chief Director of Auxiliary and Coast Guard Auxiliary web sites: <http://agroup-bx.wow.uscgaux.info/content.php?unit=BX-GROUP> and <http://www.cgaux.org/>, respectively.

9. REQUEST FOR CHANGES. Units and individuals may recommend changes in writing via their cognizant Auxiliary chain of leadership to Commandant (CG-BSX-1), ATTN: Office of Auxiliary and Boating Safety, Auxiliary Division (CG-BSX-1), U. S. Coast Guard Stop 7501, 2703 Martin Luther King Jr. Ave. SE, Washington DC 20593-7501.

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Dist: CG-711, DIRAUX, NEXCOM, DCO, ANACO-RP, ANACO-CC, DIR-R