



16790 / AUX-PL-018(A)
BSX Policy Letter 22-08
28 Feb 2022

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

Reply to CDR E. Cruz
Attn of: (202) 372-1268

To: Distribution

Subj: AUXILIARY AVIATION PRECAUTIONARY LANDING AND CLEARANCE FOR
FURTHER FLIGHT UPDATE

Ref: (a) Auxiliary Operations Policy Manual, COMDTINST M16798.3 (series), Annex 1,
section H
(b) eAVIATRS Mishap Report 2016016009

- 1) PURPOSE. The purpose of this policy letter is to specify a Precautionary Landing policy in reference (a).
- 2) ACTION. All Auxiliary pilots 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 this Policy Letter.
- 3) BACKGROUND. Reference (b) details an AUXAIR mishap that occurred. The narrative reads, *“CG Auxiliary single-engine fixed wing aircraft experienced an engine failure in flight while on patrol, restarted engine in flight, conducted precautionary emergency landing (PEL) to nearest airport, and returned to home base after aircraft checked by a local mechanic. During cruise flight approximately nine miles northeast of Charlevoix airport (KCVX), the pilot had a rapid onset of a total loss of engine power. The pilot completed memory items for power loss and contacted Minneapolis Center on VHF frequency 121.5 to declare an emergency, stating emergency and intentions. The pilot attempted an engine restart while gliding towards KCVX and identified two potential PEL sites not associated with the airport. The engine restarted in flight and shortly thereafter full power was restored. The aircraft landed at KCVX”*.
- 4) DIRECTIVES AFFECTED. These changes will be incorporated into the next revision of reference (a).
- 5) MAJOR CHANGES. The policy changes below are effective immediately:
 - a) Reference (a), Annex 1, Section H.8 (new paragraph) titled Precautionary Landings. This section reads:
H.8 Precautionary Landings. If a precautionary landing is made for observed or suspected aircraft malfunctions or damage, the PIC will conduct a preliminary

inspection/analysis upon landing, contact the Air Station Operations Officer (OPS) and discuss the situation.

OPS will determine if: (1) the mission may continue, (2) the aircraft should be flown directly back to the home field, or (3) the aircraft requires repairs to be performed by an FAA licensed Airframe and Powerplant Mechanic (A&P).

The FAA defines a precautionary landing as a “pre-meditated landing, on or off an airport, when further flight is possible but inadvisable. Examples of conditions that may call for a precautionary landing include, but are not limited to, deteriorating weather, being lost, fuel shortage, and gradually developing engine trouble.”

Further flight under orders, without the approval of the Air Station, is prohibited. In the event the mission is cancelled, OPS will determine the mode of transport to return the flight crew to the home airport. The Air Station will record the closing of the mission with a note indicating “continued flight under orders was not permitted”. When repairs are made by an A&P, the PIC is responsible to inform the Air Station of the outcome.

This provision includes any suspected aircraft malfunctions or damage discovered during the aircraft pre-flight or pre-take off checks.

- 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. All web sites in this Policy Letter are the most current available. If the cited web site link does not work, then access should be attempted by copying and pasting or typing the web site address into the user’s internet browser.
- 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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