



16798 / AUX-PL-026(A)  
BSX Policy Letter 24-01  
14 Feb 2024

## MEMORANDUM

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

Reply to BMCM T. Park  
Attn of: (571) 608-3895

To: Distribution

Subj: UPDATED WAIVER REQUIREMENTS FOR NIGHT CERTIFICATION AND  
OPERATIONS

Ref: (a) Auxiliary Operations Process Guide: Volume I, AOPG 16798.31 (series)  
(b) Auxiliary Training Handbook – Boat Crew, ATH 16794.51 (series)  
(c) Auxiliary Manual, COMDTINST M16790.1 (series)

1. PURPOSE. This Policy Letter updates waiver requirements for minimum certified boat crew for night operations in accordance with reference (a).
2. ACTION. All Auxiliarists, District Directors of Auxiliary (DIRAUX), and Order Issuing Authorities (OIA) must comply with the provisions in this Policy Letter.
3. AUTHORIZED RELEASE. Internet release is authorized.
4. DIRECTIVES AFFECTED. Section F of Chapter 10 in reference (a) is updated.
5. BACKGROUND. In accordance with reference (b), only nighttime certified boat crew members may perform nighttime operations. The requirements for a fully nighttime certified boat crew, whether their facility is underway or moored, may be waived on a case-by case basis in order to complete the mission.
6. DISCLAIMER. This Policy Letter is not a substitute for applicable legal requirements, nor is it a rule. It is intended to define training requirements for Auxiliary personnel and is not intended to, nor does it impose legally binding requirements on any party outside the Coast Guard.
7. MAJOR CHANGES: The below policy changes are effective immediately. These changes will be incorporated into the next revision of reference (a).

F.4. Night  
Certification  
Waiver

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In accordance with reference (b), only nighttime certified boat crew members may perform nighttime operations. The requirements for a fully nighttime certified boat crew may be waived, on a case-by case basis in order to complete the mission. Details for waiver requirement whether the facility is underway or moored are detailed below.

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	<p>This waiver shall not be taken lightly and shall be based upon clear communication and complete understanding between the OIA and the coxswain. In instances where the waiver has been granted by the OIA, the final decision regarding the safety of continuing the mission rests with the coxswain unless otherwise assessed by the OIA based on available information.</p>
F.4.a. Night Operations Waiver if Underway	<p>If underway, the coxswain of an Auxiliary surface facility that does not have a complete crew that is certified to conduct night operations must seek a waiver to operate past sunset from the Order Issuing Authority (OIA) as soon as it becomes apparent to any of the crew there is a possibility for the facility to remain underway past sunset. This includes when a tow will extend past sunset, response to a SAR case will require operations past sunset, a return transit to mooring will extend beyond sunset, and anchoring or tethering to a mooring ball will extend beyond sunset. The OIA's verbal granting of such waiver is authorized. Comments shall be added by the OIA to the Patrol Order that waiver was issued.</p>
F.4.b. Night Operations Waiver if Moored	<p>If not underway with a possibility that the facility's operations will extend beyond sunset, for any reason, then the coxswain must obtain a waiver, following the requirements in reference (a), Chapter 10, Section F, paragraph F.7. prior to requesting patrol orders or getting underway with approved patrol orders. Authority for granting this waiver resides with the OIA.</p>
F.7. Requesting a Waiver	<p>Waiver request requiring Operational Commander, DIRAUX, or OIA approval shall include:</p> <ol style="list-style-type: none"><li>1. Facility identification (e.g. hull number, Patrol Order number),</li><li>2. Type of waiver (e.g. disabling casualty, fatigue, crewing),</li><li>3. Specific condition to be waived (e.g. inop bilge pump, Nighttime certification),</li><li>4. Conditions and risk management measures under which the facility may be operated (e.g. stay within sight of CG asset, additional coxswain).</li></ol>

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8. SCOPE AND AUTHORITIES. It is recommended the reader become familiar with the directives and publications noted throughout this Policy Letter.

9. ENVIRONMENTAL ASPECT AND IMPACT CONSIDERATIONS. This Policy Letter will not result in any substantial change to existing environmental conditions or violations of any applicable federal, state, or local laws relating to the protection of the environment.

10. DISTRIBUTION: No paper distribution will be made of this 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.

11. RECORDS MANAGEMENT CONSIDERATIONS. Records created as a result of this Policy Letter, regardless of format or media, must be managed in accordance with records retention guidance in reference (c).

12. REQUEST FOR CHANGES. Questions concerning this Policy Letter should be directed to the Office of Auxiliary and Boating Safety, Auxiliary Division COMDT (CG-BSX-1) at [CGAUX@uscg.mil](mailto:CGAUX@uscg.mil). Coast Guard units and individuals may recommend changes via their chain of command to the same address. Auxiliary units and individuals may similarly recommend changes via the cognizant Auxiliary chain of leadership and management.

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