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FM COMDT COGARD WASHINGTON DC  
TO AIG 8907  
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UNCLAS //N03710//

SUBJ: AUXILIARY AVIATION UPDATES

REF A: COMDTINST M16798.3, AUXILIARY OPERATIONS POLICY MANUAL

1. THIS MESSAGE OUTLINES UPDATES TO THE AVIATION SECTION OF THE  
AUXILIARY OPERATIONS POLICY MANUAL. THE UPDATES WILL BE INCLUDED  
IN

CHANGE 1 TO REF A AND ARE EFFECTIVE IMMEDIATELY.

2. THE FIRST UPDATE IS INTENDED TO PROVIDE GUIDANCE FOR  
STANDARDIZED OPERATION OF AUX AIR FACILITIES IN INSTANCES WHEN  
CRITICAL FLIGHT SYSTEMS OR COMPONENTS ARE BEYOND THE  
MANUFACTURER'S

RECOMMENDED TIME BETWEEN OVERHAUL (TBO). CRITICAL SYSTEMS CAN BE  
DEFINED AS ANY LOGGED OR TRACKED AIRCRAFT COMPONENT OR ASSEMBLY  
CONTAINING A CRITICAL CHARACTERISTIC WHO'S FAILURE, MALFUNCTION,  
OR

ABSENCE MAY CAUSE CATASTROPHIC FAILURE RESULTING IN A LOSS OR  
SERIOUS DAMAGE TO THE AIRCRAFT.

A. ALL AUX AIR FACILITIES MUST COMPLY WITH MANUFACTURERS' TBO  
LIMITATIONS AS THEY APPLY TO POWER PLANTS AND OTHER CRITICAL  
SYSTEMS IN ORDER TO BE OFFERED FOR USE, AND TO OPERATE UNDER  
ORDERS. EXCEPTIONS MAY BE MADE FOR THOSE AIRCRAFT WHICH ARE  
OPERATING UNDER AN FAA-APPROVED MAINTENANCE SCHEDULE THAT IS  
CONSISTANT WITH THOSE OUTLINED UNDER FAR PART 91.409 (E) AND (F).  
AIRCRAFT THAT ARE IN FULL COMPLIANCE WITH ALL ASPECTS OF AN FAA-  
APPROVED MAINTENANCE PROGRAM WILL BE ALLOWED TO BE OFFERED FOR  
USE,  
AND TO OPERATE UNDER ORDERS.

3. THE SECOND UPDATE IS INTENDED TO PROVIDE GUIDANCE FOR  
PASSENGER

TRANSPORT ON AUX AIRCRAFT. WHEN AUXILIARY AVIATION ASSETS ARE  
REQUESTED FOR OFFICIAL TRAVEL, AIR STATION COMMANDING OFFICERS AS  
THE SOLE ORDER ISSUING AUTHORITY (OIA) OF AUXILIARY AIRCRAFT ARE  
RESPONSIBLE FOR APPROVING AUXILIARY TRANSPORT MISSIONS. DUE  
CONSIDERATION SHALL BE GIVEN TO A NUMBER OF FACTORS INCLUDING AN  
INITIAL DETERMINATION THAT A GENUINE NEED FOR THE TRANSPORT  
EXISTS,

THAT IT IS THE MOST COST EFFECTIVE MEANS OF TRANSPORTATION, AND  
THAT THE MISSION IS SUPPORTABLE AFTER CONSIDERING OTHER HIGHER  
PRIORITY OPERATIONAL MISSION REQUESTS. AUX AIRCRAFT MAY BE USED  
WHEN IT IS DEEMED TO BE COST EFFECTIVE BASED ON A COST COMPARISON  
WITH THE USE OF COMMERCIAL TRANSPORTATION. CONSIDERATION SHOULD  
BE

GIVEN TO THE ADDITIONAL COSTS ASSOCIATED WITH COMMERCIAL AIR  
TRAVEL

SUCH AS CHARGES FOR EXCESS BAGGAGE, GROUND TRANSPORTATION,  
SUBSISTENCE COSTS (PER DIEM OR ACTUAL EXPENSES), TRAVEL AGENT  
FEES,

AND THE VALUE OF LOST WORK TIME. WHEN REQUESTING TRANSPORTATION  
ON

AUX AIRCRAFT, THE REQUESTOR MUST PROVIDE SUFFICIENT INFORMATION  
TO

NOTE:  
The TBO  
policy has  
been  
replaced with  
a new  
maintnenace  
policy  
effective 22  
JAN 15

THE OIA TO JUSTIFY TRANSPORTATION.

A. IN ADDITION TO THE SAFETY BRIEFING REQUIRED IN ANNEX 1, SECTION

F.4.D. OF REF A, THE PILOT IN COMMAND (PIC) IS RESPONSIBLE FOR ENSURING THAT ALL PASSENGERS ARE FULLY BRIEFED ON:

(1) LIGHT AIRCRAFT OPERATIONS AND PROCEDURES, INCLUDING: USE OF SEATBELTS AND SHOULDER HARNESSSES, USE OF OXYGEN AS REQUIRED, USE OF

ELECTRONIC DEVICES, NO SMOKING REQUIREMENTS.

(2) INTERNAL COMMUNICATIONS AND EMERGENCY SIGNALS

(3) CRM AS APPLIED TO PASSENGERS

(4) STERILE COCKPIT REQUIREMENTS

(5) ANTICIPATED ROUTE AND TIME OF FLIGHT

(6) KNOWN OR EXPECTED HAZARDS

(7) EXPECTATIONS OF DELAYS OR ALTERNATE AIRPORTS, AND APPROPRIATE PROCEDURES

(8) EMERGENCY PROCEDURES, INCLUDING EGRESS, USE OF EMERGENCY EQUIPMENT AND FLOTATION DEVICES

4. THE FOLLOWING WEATHER MINIMA AND PIC QUALIFICATION FOR PASSENGER

TRANSPORTATION FLIGHTS SHALL BE COMPLIED WITH:

A. FOR ALL FLIGHTS ENGAGED IN PASSENGER TRANSPORT MISSIONS, REGARDLESS OF WEATHER, TWO PILOTS CURRENT IN CATEGORY AND CLASS SHALL BE REQUIRED. HOWEVER, WHEN WEATHER AT THE DEPARTURE AND/OR DESTINATION AIRPORT OR ALONG THE ROUTE OF FLIGHT FROM THREE HOURS BEFORE THE ESTIMATED TIME OF DEPARTURE TO THREE HOURS AFTER THE ESTIMATED TIME OF ARRIVAL IS EITHER:

(1) FORECAST TO BE LESS THAN 1000 FT CEILING OR LESS THAN THREE MILES VISIBILITY IN AIRSPACE LESS THAN 10,000 FEET MSL

(2) FORECAST TO BE LESS THAN 3000 FT CEILING OR LESS THAN 5 MILES VISIBILITY IN AIRSPACE ABOVE 10,000 FT MSL THE FOLLOWING CONDITIONS

SHALL APPLY:

(A) THE PIC SHALL BE A CURRENT AIRCRAFT COMMANDER.

(B) A CURRENT INSTRUMENT RATED SAFETY PILOT SHALL BE ABOARD.

(C) THE FACILITY SHALL BE INSTRUMENT FLIGHT EQUIPPED AND CERTIFIED.

5. THESE CHANGES ARE EFFECTIVE IMMEDIATELY AND WILL BE REFLECTED IN

THE NEXT REVISION TO THE AUXILIARY OPERATIONS POLICY MANUAL.

QUESTIONS CONCERNING THESE CHANGES CAN BE DIRECTED TO CDR VALERIAN

WELICKA, G-PCX, AT 202-372-1268.

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