

DEPARTMENT OF HOMELAND SECURITY U.S. Coast Guard District7 AUXAIR	U.S. COAST GUARD AUXILIARY AVIATION		MISSION DATE		
	AUXAIR MISSION SUMMARY		MM	DD	YY

Email to	before flight to ODO at:	
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Order Number		Date (DDMMYY)	
Tail #/Call Sign	/	Mission Type	
Home Base		OPCON(s)	
PIC Cell Phone		PIC Home Phone	
Squawk Code		Sector Supported	

MANIFEST			Risk Assessment Summary	
POS	CREW NAME	MEM ID / ORGANIZATION	PEACE Elements	LVL
PIC		ID#:	Planning	
		ID#:	Event	
Crew		ID#:	Asset - Pilots	
Crew		ID#:	Asset - Air Crew	
Crew		ID#:	Airframe/Resources	
Crew		ID#:	Comms	
Crew		ID#:	Environment	

WXForecast	TStorms	WINDS kt	Cld Ceiling	Seas ft	Vis sm	GAIN	RISK
Depart		@				Aircraft Hours & Maintenance	
Enroute		@				Date of Last Annual Insp	
On Scene		@				Starting Hobbs Hours/Tach	
Enroute		@				A/C Maint Hrs	SOAP 100Hr
Dest		@				Hobbs/Tach@	
						Mission Hours	

SPECIAL USE AIRSPACE					
Area	Status	Times	Area	Status	Times

ICAO FLIGHT PLAN	AC ID:	Flt Rules:	Flt Type:	Acft Type:
Depart Apt:	Time(local):	Cruise Kts:	Alt (Ft 100s):	Turb Cat:
Route:				Equip:
Dest Apt:	Tot EET:	Alternate:	Endurance:	POB:
Radio:	Jackets:	Rafts: (cap):	Color:	PIC:

MISSION NOTES			Mission/Duty Time (max 8/12)		
Percent Complete:	% Sightings:	TOI:	<-Prev Mission Time		
					Total Duty Hrs
			Total Mission Hours		

DEPARTMENT OF HOMELAND SECURITY U.S. Coast Guard AUXAIR OPS FltLog	U.S. COAST GUARD AUXILIARY AVIATION			MISSION DATE		
	AUXAIR FLIGHT OPS WORKSHEET			MM	DD	YY

PIC	ID#:	STATUS
	ID#:	
Crew	ID#:	
Crew	ID#:	
Crew	ID#:	
Crew	ID#:	
Crew	ID#:	
Mission Type:	Order #:	MISLE NO:

Flt Plan/Calls	Filed With:	CBP/CAMOC	CDO Sector:	AirSta:
Fuel (Hours)	Req'd:	On Board :	Reserve:	Cost \$/Gal:
WX Br:	W&B :	Crew Brief:	Risk Asmt:	Raft:
PFD:	Water:	Binoculars:	Camera:	PPE:
Fuel in #s:	Duty Day Start	Facility In Use	Facility End	SAMA\$/Hr

Airports								Flight Totals
Mission Type								
Hobbs Start							Fuel Loaded	
Fuel Qty Start								
Engine Start							Facility Hours	
A/C Launch								
FP Opened								
Radio Guard								
Begin Search							Fuel Used Gallons	
End Search							Fuel Cost	
Radio Grd Sec								
FP Closed							Est SAMA Cost	
A/C Landed								
Hobbs Stop								
Fuel Qty Stop								
Engine Stop								
Fuel Loaded								
Flight Time							Engine Runing Hours	
Hobbs Time							Hobbs Hours	
Fuel Used								

Mission Comment	Mission Comment

Post Flight Data Reported to ODO:	Sightings:	TOI's:	Pct Pattern Complete:
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FL Plan Closed	Air Sta Called	Safety Gear Secured
Mission Report Filed	AOMs Mission Filed	SAR Incident Filed (7034)
Patrol Order Completed	Squawks:	

DEPARTMENT OF HOMELAND SECURITY U.S. Coast Guard GAR 2.0 Worksheet	U.S. COAST GUARD AUXILIARY AVIATION	MISSION DATE		
	Risk Management Worksheet	MM	DD	YY

Identify, Assess, & Mitigate Risk Elements

PEACE elements below represent potential risk exposure. Based on available information and your prior experience, circle the zone (Low/Medium/High) to assess the risk you perceive the element presents to the mission. If the rating is Medium or High, use the **STAAR** model below to explore mitigations and draw the vertical line to include the mitigation.

PEACE Elements	Rate Risk Zone <i>(Circle Low, Medium, or High)</i>		
Planning - Enough time and information to conduct thorough pre-mission planning. Consider: B-0 response, completeness of mission information and of on-scene details.	Complete	Partial	None
Event - Refers to mission complexity. Consider: non-standard mission profile, coordinating multi-agency/nationality, language barriers, not performed often, etc.	Low	Moderate	Extreme
Asset – Pilots – Proper number and skill set for the mission. Consider: time at unit, familiarity w/OP area, fatigue, u/w time, crew selection, adequate supervision, etc.	Excellent	Marginal	Poor
Asset – Aircrew – Proper number and skill set for the mission. Consider: time at unit familiarity w/OP area, fatigue, u/w time, crew selection, adequate supervision, etc.	Excellent	Marginal	Poor
Asset – Airframe/Resources – Proper number and operational characteristics for mission. Consider: operational thresholds/limitations, status of equipment, etc.	Ideal	Restrictions	Limitations
Communications/Supervision - Ability to maintain comms throughout mission. Consider: availability/quality of internal w/command and external w/customer.	Excellent	Partial	None
Environment - External conditions surrounding mission. Consider: weather, night/day, sea state, currents, water temp, air temp, visibility, etc.	Ideal	Marginal	Extreme

➤ **2 or more Medium Elements =**

➤ **Medium Risk Level Mission (LOAM)**

➤ **If Medium Risk, PIC shall brief OPS (LOAM).**

Overall Risk Level

PI Ev Ap Ac Af CmEn

Risk vs. Gain	High Gain	Medium Gain	Low Gain	
Low Risk	Accept the Mission. Monitor Risk Factors and re-evaluate if conditions or mission/activities change.	Accept the Mission. Monitor Risk Factors and re-evaluate if conditions or mission/activities change.	Accept the Mission. Monitor Risk Factors and re-evaluate if conditions or mission/activities change.	Low – Situation with unclear benefits or a low probability for providing concrete results. Examples: passenger transport, non-critical logistics missions, and public affairs demonstrations.
Medium Risk	Accept the Mission. Monitor Risk Factors and employ Controls when available. Re-evaluate if conditions or mission change.	Accept the Mission. Monitor Risk Factors and employ Controls when available. Re-evaluate if conditions or mission change.	Accept the Mission Only with Command Endorsement Communicate Risk vs. Gain to Chain of Command. Implement Controls and continuously evaluate conditions and mission for change.	Medium – Situation that provides immediate and real benefits. Examples: saving property, protecting the environment, deterring illegal operations. Consider the STAAR model.
High Risk	Accept the Mission Only with Command Endorsement. Communicate Risk vs. Gain to Chain of Command. Implement Controls and monitor Risk Factors. Continuously evaluate conditions and mission change.	Accept the Mission Only with Command Endorsement. Communicate Risk vs. Gain to Chain of Command. Implement Controls and monitor Risk Factors. Continuously evaluate conditions and mission change.	DO NOT Accept the Mission. Communicate to Chain of Command. Wait until Risk Factors change or Controls are available to warrant Risk exposure.	High – Not Authorized for AuxAir

STAAR Model

Spread Out: Break-up the risk by increasing the time between events or using additional assets.

Transfer: If practical, locate a better-suited asset to conduct the mission (i.e. different type of asset or crew).

Avoid: Evade hazard: Wait for risk to reduce (i.e. daylight or weather passes).

Accept: In many cases, the gain may justify the warranted risk. Risk and Gain are dynamic levels and shall be continuously re-evaluated as the mission progress.

Reduce: Lower or limit risk exposure, use of PPE, additional training or rest, stress reduction.

DEPARTMENT OF HOMELAND SECURITY U.S. Coast Guard Aircraft SAR/LE Form	U.S. COAST GUARD AUXILIARY AVIATION		MISSION DATE		
	Aircraft SAR/LE Report Form			MM	DD

MISLE #:		Order #:		Submitter Email	
Aircraft Tail #:		Call Sign:		Submitter Tel#	
Type SAR/LE:		Submitter :			
Contacted By:		Agency:		Agency Phone:	
Target Description:					

FLIGHT CREW

Pilot:		Member #:		
Crew Member:		Member #:		
Crew Member:		Member #:		
Crew Member:		Member #:		

SEARCH AREA

MISLE Information	Time:	Latitude:	Longitude:	Airport:	
Requested:					
Launched:					
On Scene (CSP):					
Located Target:					
Departed Search:					
Landing:					

Search Area Weather Conditions:

Temperature:		Wind Direction:		@	KTS
Visibility:	SM	Clouds/Type/Altitude:			

Sea State:		Comment:	
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Type of Sensor Equipment Aircraft Equipped/Used:

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Search Results:

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Mission Notes (from Summary):

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