

DEPARTMENT OF HOMELAND SECURITY
UNITED STATES COAST GUARD AUXILIARY
RESPONSE DIRECTORATE



Personal Protective Equipment (PPE) for Auxiliary Aviation

UNITED STATES COAST GUARD AUXILIARY
RESPONSE DIRECTORATE
AVIATION FLIGHT STANDARDS TEAM

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Chapter 1 – Introduction

The USCG Auxiliary Aviation Flight Standards Branch conducted a survey of the USCG Auxiliary Districts to determine the Aviation Personal Protective Equipment (PPE) currently in use. The purpose was to gain a greater understanding of the various technologies employed and use the data to enable the development of a standardized National PPE recommendation for Auxiliary Aviation.

New and safer technology has been developed since the Auxiliary Aviation PPE Best Practices were last updated in May 2010. One significant change will be that flares will no longer be authorized to be carried onboard AUXAIR facilities unless required by Federal Aviation Regulations. (large and/or turbine aircraft operating more than 100nm offshore). The flares will be replaced by an electronic Visual Distress Signal Device (eVDSD). Each facility should carry at least one onboard.

Personal protective equipment (PPE) requirements are the same as for active-duty Coast Guard and are described in the Auxiliary Operations Policy Manual, Annex 1. Air Station Commanding Officers have the ultimate authority and issue PPE and ensure Auxiliary aviators are properly outfitted before conducting Coast Guard missions. The District Commander provides funding support specifically for Auxiliary aviation PPE.

This document recommends preferred properties for Auxiliary Aviation PPE that will improve safety, standardization, and readiness. Samples of acceptable equipment are identified to allow for optimization of funding and maintenance. Specific samples should not be assumed as required equipment but as suggested equipment. Any equipment meeting the requirements specified in Annex 1 may be substituted. Air Station Commanding Officers may elect to issue Auxiliary Flight Crews the same PPE used by Active-Duty Flight Crews and/or require additional PE than the Standard recommends.

All PPE that will be used must have Maintenance Procedures Cards (MPC) on file if the equipment is also used by active duty, or an AUXAIR Maintenance Procedure if it is AUXAIR specific.

The current inventory is described to better plan the phase in of new equipment.

This report reviews the applicable directives found in the Operations Policy Manual (COMDINST 16789.3E), Annex 1, Section D for Personal Protective Equipment.

Chapter 2 - Required PPE for Auxiliary Aviation

Personal protective equipment (PPE) requirements are the same as for active-duty Coast Guard and are described below.

Air station Commanding officers will issue PPE and ensure Auxiliary aviators are properly outfitted before conducting Coast Guard missions. The District commander provides funding support specifically for Auxiliary aviation PPE. All aircraft conducting offshore operations **must have life rafts to accommodate all crewmembers and passengers on-board. This may be a multi-person raft or individual single-person rafts.** Multi-person rafts are best suited for cabin class aircraft and multi engine turbine aircraft. Either equipment type must meet current certification and inspection standards. Air crewmembers must store the raft(s) in a position so that it may be removed without flight crewmembers leaving their flight station(s)."

Helmets

Flight approved protective helmets must be worn by all pilots, crewmembers, and passengers of rotary-wing aircraft whenever the rotor(s) are turning.

Hearing Protection

All personnel must wear ear protection if a headset is not available.

Personal Flotation Equipment

For offshore operations, the aircraft and its occupants must be equipped as follows:

- Auxiliary aircraft shall carry one PFD for each person aboard
- All personnel onboard must wear the standard survival vest or life preserver issued to Coast Guard aviators
- All PFDs used aboard aircraft facilities must have manually controllable buoyancy
- Inherently buoyant or automatically inflated PFDs are prohibited
- PFDs capable of selectable automatic or manual inflation may be worn provided the automatic inflation feature is disabled for use aboard aircraft

Survival Equipment

Air crewmembers must carry the following required survival equipment on their person and tethered to the garment worn. It is not necessary for air crewmembers to duplicate the equipment in the life raft.

- Signaling mirror
- Portable or pocket strobe light
- Dye marker or sea rescue device
- Chemical emergency lights
- Whistle
- Survival knife

Electronic Visual Distress Signaling Device (eVDSD).

Auxiliary aircraft shall carry at least one Coast Guard approved eVDSD on the aircraft. Air Crew members shall store the eVDSD(s) in a position so that it may be removed without flight crewmembers leaving their flight station(s). The air crew member physically closest to the eVDSD position shall ensure it is taken in the event of an aircraft evacuation.

***Note:** Auxiliary aircraft specified in 14 CFR 91.501 and conducting overwater operations as specified in 14 CFR 91.509 are required by the FAA to carry one day/night pyrotechnic signaling device for each life raft. This applies to multi-engine Jet or Turboprop facilities **or** any aircraft facility with a certified takeoff weight greater than 12,500 lbs., on any flight greater than 100 nautical miles from shore or over water for greater than 30 minutes flying time from shore.

Recommended additional equipment includes:

- Insect repellent
- Space blanket
- Waterproof matches
- Sunscreen cream
- Pocket compass

Air Station Commanding officers may require additional items necessary for local conditions.

Emergency Position Indicating Radio Beacon

The aircraft must have onboard at least one GPS enabled personal locator beacon (PLB). Facilities equipped with the previously issued class II emergency position indicating radio beacon (EPIRB) may continue using the device until the EPIRB is no longer serviceable. The PLB or EPIRB must be carried in and tethered to one air crewmember's survival vest.

Chapter 3 – Best Practices Aviation PPE

The Branch Chief – Response - Aviation Flight Standards (BC-RAF) makes the following recommendations:

Personal Flotation Devices (PFD)

- The use of a PFD and separate Vest is not recommended.
- As per Policy (CIM_16798.3E, Annex1, D3), PFDs must have manually controllable buoyancy (any auto-inflation must be disabled) and may not be inherently buoyant.
- All PFDs must have integrated pockets for holding the following, minimum additional PPE:
 - PLB
 - Signaling Mirror
 - Strobe
 - Chemical Emergency Light
 - Whistle
 - Survival Knife
 - Dye Marker/Sea Rescue Device

Personal Flotation Devices (Examples)

Capewell Aerial Systems AMTC-K1122-BL Survival Vest Kit



This is a PFD designed for the Auxiliary and in-use in several districts. Contains pockets designed for specific AUXAIR equipment requirements. Survival knife included with vest. All other PPE purchased separately.

Also available is the **K2074 Re-set kit** which contains a replacement CO2 bottle and associated gaskets.

This PFD was designed and is still supported by a former Coast Guard CWO - Aviation Survival Chief at A/S Clearwater. Pockets were designed specifically for the required AUXAIR PPE.

This vest is in use by Auxiliary Air Operations in several Districts. Higher cost than other PFDs but has a longer useful life and has a less expensive reset kit available.

USCG Auxiliary Air 7th District Life Support Equipment Inspection System, AMTC-R 1128-BL ALPSP (AUXAIR Maintenance Procedure)

Personal Flotation Devices (Examples Cont.)

Lifesaving Systems Corp. LPSV 485-M



Compact, lightweight, inflatable, and comfortable to wear. The LPSV is ideal for SAR response. Beaded lanyard is easily identified by touch in an emergency. Manual version.

Flotation cell can be inflated orally and is fully encased within a heavyweight, puncture and abrasion resistant nylon cover for simple repack and maintenance. Vest provides a positive righting moment with approximately 35 lbs. of buoyancy. Pockets are positioned to provide optimal weight distribution and reduced interference.

The LPSV is an automatic/manual* inflatable PFD. It can be worn over the Flight Suit, ODU, anti-exposure coveralls, dry suits, or float coats on all missions.

The LPSV is an orange nylon mesh vest with SOLAS grade retro-reflective tape applied for increased visibility in low-light environments. When properly donned and fully inflated the LPSV provides 28 pounds of buoyancy. Incorporated in the vest are 2 stowage pockets used to store the following:

- MK 124 Marine Smoke and Illumination Signal
- Strobe Light
- Signal Mirror
- Whistle
- MK 79 Personal Distress Signal Kit
- Personal Locator Beacon

Approved for US Coast Guard use. Meets LPSV requirements.

MPC on File – KB0049.0

* As per Operations Policy Manual (COMDINST 16789.3E), Annex 1, Section D for Personal Protective Equipment, PFDs capable of selectable automatic or manual inflation may be worn provided the automatic inflation feature is disabled for use aboard aircraft.

Personal Flotation Devices (Examples Cont.)

Mustang Survival MD-0450-v22



The MD-0450-v22 is an inflatable life preserver survival vest. It combines the life preserver and survival vest into one unit. It provides pockets with lanyard attachment points to secure & store all required survival gear. Using the LIFT bladder design the MD-0450-v22 provides 40-lb buoyancy when inflated increasing freeboard and reducing underwater mouth immersions by 80%.

The MD-0450-v22 shall be worn as the outermost garment with the waist belt adjusted to remove all slack so that it fits snugly around the torso.

Using Hydrostatic Inflator Technology, the MD-0450-v22 will automatically inflate when submerged in 4 or more inches of water but not inadvertently due to rain, spray or humidity. When fitted with the manual conversion cap, the automatic hydrostatic function can be disabled*. The vest can still be inflated by pulling the beaded handle. An oral inflation tube provides backup inflation or emergency infield deflation.

MPC on file – KB0060.0

* Must be ordered with manual conversion cap to disable automatic inflation.

Visual Distress Signals

Electronic Visual Distress Signal Device (eVDSD)

The eVDSD is the approved replacement for flares (night signal). There should be at least 1 device per facility. The device must satisfy Coast Guard 46 CFR 161.013 for day/night distress signals.

Sirius Signal SOS LED Electronic Distress Signal



The Sirius Signal eVDSD SOS C-1003 Beacon is a more environmentally safe alternative to Pyrotechnic Flares. It comes in two models C-1003 SOS distress light, flag, and whistle, and C-1002 two-color SOS distress light, flag, and whistle.

Features and Specifications:

- The C-1003 is a complete abidance kit that ensures the United States Coast Guard (USCG) night and day audible distress signal issues are kept in check.
- Powered by a high-performance, programmable microprocessor controlling an SOS flash pattern signal, flashed through an even brighter and more potent LED.
- The model C-1003 has a white flashlight and the model C-1002 has dual lights including red and orange.
- This product flashes the US coast guard specified SOS signals for up to more than 60 hours which is many times longer than the USCG requirements.
- Requires 3 C batteries.
- Visible up to 10 nautical miles.
- Optical design provides a vertical / one-directional light display for surface rescue craft and a beam visible to aircraft.
- It has a luminous intensity of 75 candelas.
- Flotation keeps the signal higher off the water.
- No expiration date.
- Dimensions: 8 1/2" H x 4 1/2" dia
- Available with day distress flag, which in combination will satisfy 46 CFR 161.013 for day/night distress signals.

Orion Electronic SOS Beacon Locator Kit

- Electronic SOS Beacon Locator Kit Beacon complies with all US Coast Guard requirements for "Night Vision Distress Signals" as found in the Code of Federal Regulations: 46 CFR 161.013. Flag complies with US Coast Guard Requirements in 33 CFR 175.130 for Daytime Signaling.



- Flashes bright SOS distress signal in Morse Code.
 - Flashes 2x longer than USCG continuous run-time requirement.
 - Maintains constant light intensity 2.5x longer than USCG requirement. Light source extends 4" above waterline increasing visibility.
 - Waterproof easy and intuitive On/Off switch.
 - SOLAS Grade reflective tape at waterline
 - Double O-ring closure
 - Multiple deployment options - floatable, handheld, or hanging
 - Low battery indicator function - when turned on unit will quick flash for 5 seconds if batteries need replaced.
 - Requires 2 D-cell batteries (not included). Encapsulated microprocessor electronics.
- High impact, high visibility orange ABS plastic unibody construction
 - Independently tested by US Coast Guard Approved Lab.
 - Packed in a reusable storage container.
 - USCG Approved orange distress flag (included).

An AUXAIR Maintenance Procedure Card (MPC) has been developed and will be approved and released shortly. While the MPC is being approved, please refer to the operations manual for maintenance requirement. When your air station orders eVDSs, they should ensure having a supply of replacement batteries.

Personal Strobe

ACR Firefly PRO SOLAS



The Firefly PRO SOLAS emergency strobe light produces over 41 candelas of light per strobe for up to 56 hours of use (with AA lithium batteries). Using wide-light emission LEDs, it cuts through even the toughest conditions, creating a super-bright flash visible for over 3 miles.

MPC on File – KB0107.0

LSC Sirius LED 640 and 640-LRS



The 640-LRS is an approved strobe light for boat crew and scheduled mission personnel.

The SIRIUS LRS (Long Range Strobe Light) combines the same characteristics of our SIRIUS Strobe with the long-range signaling power of a focused beam strobe to reach out over great distances to searching aircraft and surface vessels.

The SIRIUS LRS (Long Range Strobe) allows users to aim a focused strobe beam and reach out to targeted search assets, far out on the horizon and dramatically increase the probability of detection over greater distances than a standard strobe light.

- Bright White Signal 60 Flashes a Minute for Over 18 Hours
- Flash with Reduced Brightness for 5 Days +
- 7-Degree Spot Reflector for Long Range Signaling
- Quarter-Turn Tail Cap Permits Easy and Rapid Battery Change
- 10-Minute (LRS) Auto Revert Back to Signal Strobe
- Tether Cord to Secure Light in Equipment Pocket
- High Visibility Orange Case
- U.S. Coast Guard Approval: 161.112/109/0

MPC on File – KB0107.0

ACR ELECTRONICS LED C-Strobe™ Personal Safety Light



The water-activated C-Strobe from ACR is a feature-rich, personal distress light that combines intense LED technology with increased operating life to provide you with a dependable, multi-functional distress light. The C-Strobe is USCG/SOLAS approved and features an impact resistant case, making it a reliable, multi-purpose light whenever efficient distress lighting is needed.

AUXAIR Maintenance Procedure will be developed

Dye Marker

Orion Fluorescent Dye Marker



Powder turns snow or water into bright fluorescent green signal and can write in snow or on ground, excellent signal for rescuers to mark your location and each container can cover up to 50 square foot area; environmentally safe in a waterproof container.

No maintenance required. Ensure item is serviceable and properly stowed in PFD.

Rescue Streamer

See Rescue Streamer



Military-approved and adopted

The SEE/RESCUE®STREAMER is a patented emergency signaling technology that is used by military organizations worldwide. The NEW lighted SEE/RESCUE® STREAMER provides day and night signaling capability.

No maintenance required. Ensure item is serviceable and properly stowed in PFD.

Chemical Light Stick

Cyalume SOS Signal Light stick (Green)



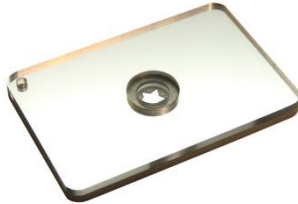
- Will glow for 8 hours once activated.
- SOS signaling device for creating an illuminated four-foot circle pattern
- Green light stick measures 5.25" long and provides up to 8 hours of 360-degree illumination
- Can be seen for one mile on the ground and up to three miles away from the air, in optimal conditions
- Chemiluminescent substance is non-toxic and plastic body is phthalate free for safety
- Four-year shelf life from date of manufacture for a maintenance-free alternative to other lighting
- The SOS Signal Light stick cover can be used as a handle.
- Made in USA, Berry Compliant
- Mil-Spec NSN: 6260-01-334-4274

No maintenance required. Ensure item is serviceable and properly stowed in PFD. Four-year shelf life from date of manufacture

Mirror

- Only the floating type of mirror is recommended. Not all mirrors are buoyant.

UST brand StarFlash Floating Signal Mirror



- Made of 100% Lexan polycarbonate
- Lanyard hole for attachment
- Mirrored surface: vacuum deposition metallization
- Targeting star: retro-reflective fabric
- Ultralight signal mirror with built-in precision aiming system; ideal for any survival kit
- Virtually unbreakable mirror works in overcast conditions; floats if dropped in water

MPC on File – KB0107.0

Sound Distress Signals

Whistle

- The key point for a whistle is there is no “pea” inside. When wet, a plastic or cork pea could become lodged in the whistle rendering it inoperative.

ACR WW-3 Res-Q Whistle (Developed for the U.S. Navy)



This whistle boasts a loud, shrill, dual tone that is audible from great distances. Its flat design prevents the whistle from holding water. Attach to all life jackets, rafts, and foul-weather gear.

CE EN394 Safety Whistle



Conforms to CE EN394 and ISO 12402-8 standards. Floating. Over 100 Decibels. No pea so it is impossible to jam. Conforms to international safety standards for life jackets. Fully waterproof. It is lightweight, non-corrodible whistle which will float in sea water

FOX40-C-IO Whistle



Used by Safety and Rescue Professionals. UV and Saltwater Resistant, Works Wet or Dry.
Has a Self-Clearing Chamber

MPC on file – KB0107.0

Personal Locator Beacons (PLB)



ACR ResQLink View PLB

The ResQLink™+ Personal Locator Beacon (PLB) is a buoyant, GPS-enabled rescue beacon which will relay your location to a network of search and rescue satellites, allowing local first responders to get you home safe and sound. Specifications:

- Buoyant
- LED strobe light
- Self-Test capability
- 66 Channel GPS
- Easy emergency activation
- Antenna clip

MPC on file KB0040.0 PLB test

MPC on file KB0054.0 PLB battery replace

Personal Locator Beacon (Cont.)

McMurdo FastFind (Various Models*)



- 406/121.5MHz PLB
- Easy to operate
- No subscription needed
- High brightness LED SOS light
- Minimum 24hr continuous operation
- 6-year battery storage life
- Self-test facility with battery use indicator
- Supplied with flotation pouch

MPC on file KB0040.0 test

MPC on file KB0054.0 PLB battery replace

(* FastFind, FastFind Plus, FastFind Max-G, FastFind 220)

Life Raft

- A single person life raft is recommended for non-cabin class aircraft.

Switlik ISPLR 1-person life raft



- The unique U-shaped design allows the raft to be fully reversible, allowing quick, easy entry from the water - whichever side is up when it automatically inflates. The ISPLR's low slung floor design allows seating at a slight recline lowering the center of gravity well below the waterline, increasing stability in rough waters.
- Twin zippers, located on either side, allow you to partially close the canopy, keeping the elements out while providing great ventilation.
- With the sea anchor deployed, the ISPLR is designed to float facing downwind - allowing the canopy to remain unzipped except during extreme weather conditions.
- As soon as the pull handle is triggered, two 75-gram cylinders provide rapid inflation. The cylinders are also able to be easily removed, by the end user, while inside the soft valise, allowing you to travel without hazmat items.
- Well placed oral tubes provide easy an easy inflation method for the canopy as well as the inner sleeve that provides redundancy in case the tube is damaged

Note: Multi-person life rafts are still employed on some aircraft facilities. They are best suited for cabin class aircraft and multi engine turbine aircraft.

Knife

- For increased safety, a folding knife rather than a fixed blade knife. The knife should have a blunt tip to prevent accidental punctures of the PFD or raft.

Capewell Aerial Systems SAR-TAC Rescue Knife AMTC-X0079



The blade has been specially designed with a large slot and double pivot to make opening easy for left-handers and for anyone wearing gloves.

The knife comes with a drop point semi-serrated blade and will cut in either direction. A blunt tip is available as well.

There is an extremely sharp stainless-steel belt cutter built into the handle.

An effective tungsten carbide glass breaker is incorporated in the handle.

BLADE: Hardened Aisi 440A stainless steel HRC 56/58

FINISHING: Black PTFE-coated

HANDLE: Black G10

LOCKING: Hardened Aisi 420 stainless steel liner-lock

CLIP: Hardened Aisi 420 stainless steel

FASTENERS: Pivot and Torx® screws in Aisi 303/304

MPC on File

Knife (Cont.)

Lifesaving Systems Corp. Rescue & Survival Knife #358



The 358 Rescue and Survival Knife has a razor sharp, 4" titanium blade with blunt tip. The upper edge is serrated and features a line cutter. The handle is ABS plastic with sure-grip design and molded lanyard hole and includes synthetic rubber belt sheath with integrated safety retainer. This knife comes with a LIFETIME WARRANTY: If it ever corrodes or breaks, LSC will replace it with a new knife.

MPC on File – KB0107.0

R&S Knife (Benchmade) 112SBK-CG



- Fixed-blade design.
- N680 corrosion resistant blade steel (57-59 HRC).
- Blade Length: 3.50" (8.89cm)
Blade Thickness: 0.124" (3.15mm)
Overall Length: 8.07" (20.50cm)
Handle Thickness: 0.59" (14.99mm)
Weight: 3.20oz. (90.72g)
- Color: Black
- Benchmade's LifeSharp® Service & Warranty (free lifetime sharpening & service)

MPC on File – KB0107

Anti-Exposure Garments

When water temperatures are below 70°F, the following is required for any off-shore mission:

(Policy Manual CIM_16798_3E, Annex 1, Section D.7, Table A1-2):

| Water Temp (W) | | Air Temp (A) | | Garment |
|-------------------|-----|--------------|--|-------------------|
| 70 °F ≤ W | And | Any | | Flight Suit |
| 60 °F ≤ W < 70 °F | And | 85 °F ≤ A | | Flight Suit |
| 60 °F ≤ W < 70 °F | And | A < 85 °F | | ADC/Survival Suit |
| W < 60 °F | And | Any | | ADC |

- Aircrew dry coverall (ADC) is a gortex/nomex full dry suit worn in place of flight suit. It includes 4 levels of undergarments, wet suit mitts, and hood or surf cap. Hood and mitts shall be carried in the suit at all times.
- A survival suit (Mustang, MAC-10, etc.) is a closed-cell, foam-insulated dry immersion suit which may be carried in the aircraft for post-egress wear. Although multi-engine fixed-wing crews may wear this suit during flight, rotary-wing aircraft crews are prohibited from wearing it because of the hazard

Switlik 3320 U-ZIP-IT Dry Suit



SWITLIK's U-Zip-It is ergonomically designed and comfortable. It is a breathable, fire resistant dry suit that was originally designed for the US Coast Guard. The zipper design makes donning easier than standard designs and allows the user to make any necessary movement with zero interference with the zipper. The tested design drastically increases survivability rates in the case of ditching or water rescue with the highest level of cold water immersion protection. Each suit is custom tailored to fit perfectly. This includes measurements of chest size, hip, sitting inseam, sleeve length, and neck size. In addition each suit comes with installed CWU-75P stretch PTFE breathable laminate socks that keep your feet dry and are easy to slip into any footwear. Each suit is custom built to order.

Anti-Exposure Garments (Cont.)

Switlik Aqua Lock Bibbed (Neoprene) Hood



The Switlik Neoprene Hood is an aqua locked bibbed hood made of a strong, durable synthetic rubber that commands protection from breaching water and maintains flexibility and integrity over a wide range of temperatures. This rubber comes reinforced with an outer seam of special waterproof liquid tape for an additional barrier to keep you dry and the water out. From the inside, the interior is lined with a micro fleece for comfort on your skin and for ease in taking your hood on and off.

The hood is designed to tightly compress against your skin staying secure while providing an extra layer of ultra-soft and supple skin neoprene. Rest assured that your hood is locked in place with the extended bib and One-way flow vent purge valve vents air from the hood while preventing water entry.

Switlik Aqua Lock Gloves



The Switlik Aqua Lock Neoprene Gloves are low profile and waterproof. These gloves are made from neoprene, which commands protection from breaching water, and maintains flexibility and integrity over a wide range of temperatures.

The aqua lock gloves are reinforced with an outer seam coating of a special waterproof liquid tape barrier, with the interior lined with a comforting quick drying golden fleece. These gloves come equipped with a special gauntlet extension allowing for ease of motion and a secure grip for pulling the gloves on and off. The palms and fingers of the gloves are coated with a thermally bonded silicone grip pattern to secure a tight grip in wet environments.

Undergarments

Refer to Policy Manual CIM_16798_3E, Annex 1, Section D.8

Chapter 4 - Inspection and Maintenance

Auxiliary aviation PPE must be properly maintained and inspected on a regular schedule to ensure the safety of our flight crews. It is the responsibility of District Auxiliary aviation leadership to ensure that effective PPE inspection and maintenance procedures are implemented. The Pilot in Command (PIC) is responsible to ensure that required, serviceable and current PPE is on-board the aircraft prior to a mission. PPE that have expired do not meet the requirements. It is the Auxiliary squadron's responsibility to account for, maintain and ensure that PPE remains serviceable and current within the required inspection dates.

- The LSC-485 PFD is currently in use by the Active Duty personnel. Maintenance cards and procedures already exist and should be followed.
- Cyalume SOS Chemical light stick has a 4-5 year shelf life and must be replaced at that time.
- Whistles are currently in use by the Active Duty personnel. Maintenance cards and procedures already exist and should be followed.
- Strobe Lights are currently in use by the Active Duty personnel. Maintenance cards and procedures already exist and should be followed.
- PLBs are currently in use by the Active Duty personnel. Maintenance cards and procedures already exist and should be followed.
- Signal Mirrors are currently in use by the Active Duty personnel. Maintenance cards and procedures already exist and should be followed.
- The LSC-385 Survival Knife is currently in use by the Active Duty personnel. Maintenance cards and procedures already exist and should be followed.
- eVDSD An AUXAIR Maintenance Procedure Card (MPC) has been developed and will be approved and released shortly. While the MPC is being approved, please refer to the operations manual for maintenance requirement. When your air station orders eVDSDs, they should ensure having a supply of replacement batteries.

Chapter 5 - Recommended Equipment Phase-in

All pyrotechnics (flares) shall be replaced as soon as practicable.

Remaining existing equipment may be used through its useful life; after which only equipment meeting the requirements specified in this Standard should be issued. Each District's phase-in plan should be developed jointly with Air Station Leadership.

It is recommended to phase in the new equipment to Districts as current equipment becomes unserviceable, in the following priority:

- PFDs (Eliminate use of PFD with Rescue Vests)
- PLBs
- Life Rafts
- Mirrors/Whistles
- Safety Knife