



PILOT

QUALIFICATION SYLLABUS & FLIGHT CHECK



**UNITED STATES COAST GUARD AUXILIARY
AIR OPERATIONS - FLIGHT STANDARDS TEAM**

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1. SCOPE

A. Purpose

This document is intended to provide guidance for a standardized initial and periodic examination of candidates for Auxiliary Aviator qualifications in an effort to improve safety of operations and to provide a uniform standard of performance in the Auxiliary aviation program. Pilots are required to demonstrate a level of skill, knowledge, and judgement appropriate to both their FAA qualifications and level of Auxiliary certification sought. These characteristics must be demonstrated to the examiner upon the candidate's initial entry into the program, and periodically thereafter.

B. Application

This standard applies to all candidates for the positions of Auxiliary Aviator of any level: Co-Pilot (**AIRCP**), First Pilot (**AIRFP**) and Aircraft Commander (**AIRAC**). To qualify for these positions, pilot candidates must compete both the flight and ground sections of the syllabus.

Pilot Candidates must complete the Air Observer Syllabus (AV-06-1) before certification as a Pilot. They are encouraged to attain the Air Crew certification as well.

C. References

- a. United States Coast Guard Auxiliary Manual, M16790.1 (series)
- b. Auxiliary Aviation Program, COMDTINST 16798.1 (January 1997)
- c. United States Coast Guard Auxiliary Operations Policy Manual, M16798.3 (series)
- d. Auxiliary Aviation Training Manual, M16798.5B (series)
- e. BSX Policy Letter 19-01 (February 2019)
- f. Federal Aviation Regulation, Part 91
- g. FAA Practical Test Standards (PTS) (FAA S8081-14A; -4C, 12B) as appropriate.

2. DEFINITIONS

Air Observer	Air Observer Auxiliary flight crew member whose responsibilities include observing, reconnaissance, recording, photographic imagery, communications, and mission reporting.
Air Crew	Auxiliary flight crew qualification to provide the Auxiliary pilot a capable assistant during all phases of Auxiliary aviation missions and especially during times of high cockpit workload. Qualified Air Crew fulfill all Auxiliary Air Observer's duties, while also assisting the Auxiliary pilot with radio communications, weather gathering and recording, navigation in both visual and instrument meteorological conditions, and visual and instrument approaches to the runway.
Auxiliary Pilots	Pilots, who by the nature of their FAA certifications and advanced training and testing in Coast Guard and Auxiliary procedures and practices, have been certified by the Director to exercise the duties of their level of qualification. Auxiliary pilots qualify as Co-Pilot (CP), First Pilot (FP) or Aircraft Commander (AC).
Instructor Pilot	Instructor Pilots are specially qualified Aircraft Commanders who have been selected by the Director of the Auxiliary to perform special duties as trainers of candidates for Auxiliary aviation qualifications.
Flight Examiner	Flight Examiners are specially qualified Aircraft Commanders who have been selected by the Director of the Auxiliary to perform special duties as examiners of candidates for Auxiliary aviation qualifications.
Critical Error	An error that could jeopardize the flight or the successful completion of the task. This shall be cause for withholding a satisfactory completion of the task(s).
Non-Critical Error	An error that causes no danger to the flight of mission completion, but which detracts measurably from the successful performance of the task. If a number of these occur, they shall be cause for withholding a satisfactory completion of the task(s).
Minor Error	An error that detracts from perfection but which in no way jeopardizes the flight or successful performance of the task. This shall be graded as satisfactory.

3. SPECIFICATION

A. Implementation

This syllabus shall be performed by the candidate for any pilot qualification and evaluated by a Flight Examiner in the district for which qualification is sought. The Director may approve qualification from another district or flight and ground checks from another district, at the Director's discretion. **Candidates for any Auxiliary Pilot qualification must first successfully complete the syllabus for Air Observer.**

This syllabus must be completed to the required performance level prior to the candidate's first certification as an Auxiliary Pilot and subsequent flight checks. This flight check is a biennial requirement and expires at the end of the twenty-fourth (24th) month from the date of the last check. Failure to complete a syllabus to the level being tested shall result in reversion to the highest qualification level satisfactorily completed. In the case of unsatisfactory completion, candidates are encouraged to seek training with an Auxiliary Instructor Pilot prior to requesting a subsequent check. In the case of repeated failures, candidates may appeal to the District Flight Examining Board (reference b). **Flight Examiners are encouraged to 'Train to Level' for non-critical or minor errors.**

The candidate's responses to the syllabus check elements shall be evaluated as either **LEVEL, TRAIN to LEVEL, or UNSAT** (unsatisfactory). The basic criteria to be used for evaluating candidate performance shall be those of clearly and satisfactorily completing each task with a complete regard for safety. Signoffs of the elements shall not be made until the evaluator determines satisfactory completion of the task. Determinations shall be made using the following criteria:

SATISFACTORY (S) – The Pilot under Evaluation performed the task with accuracy and a complete regard for safety, with only a few minor errors.

LEVEL - The Pilot under Evaluation performed at the required performance level (a satisfactory mark). If the Pilot under Evaluation identifies errors, self-corrects, and demonstrates the ability to maintain proficiency at the required performance level, a LEVEL mark is appropriate.

TRAIN to LEVEL - An error(s) that required additional training to ensure that the Pilot under Evaluation is able to perform at the required performance level without further instruction (a satisfactory mark).

UNSAT – The Pilot under Evaluation did not perform at the required level and committed critical and/or a number of non-critical errors

B. Procedures

All sections of the syllabus must be completed. The examiner may select sections or combine the tasks listed. After completion of the syllabus form ANSC 7015 must be completed and endorsed by a Flight Examiner.

C. Instructions

This section is intended to provide guidance for the Flight Examiner and Pilot under Evaluation.

The successful conclusion of each procedure or maneuver must never be in doubt. Each procedure or maneuver must be completed without compromising safety. Any simulated emergencies must be conducted at an altitude that permits normal recovery and normal continuation of flight.

When maneuvering at minimum control airspeed, a safety margin of +10 KIAS must be added to avoid inadvertently slowing below minimum speed.

Completion of Sections I and II are required of all Pilots under Evaluation for both the initial and recurrent checks.

Section I, the pilot is expected to demonstrate an understanding of the proposed mission, and obtain and evaluate, but not necessarily be limited to, a weather briefing and evaluation, route planning, fuel requirements and crew requirements. A demonstration of weight and balance considerations should be evaluated in this section. Pilots shall be expected to understand and demonstrate the use of Coast Guard RM tools (PEACE, STAAR, RAM and GAR 2.0). Use of CRM shall be evaluated in this section as well as other sections as appropriate. Candidates shall be evaluated on their ability to communicate the mission requirements to the crew during a pre-flight briefing.

Section II begins the operational evaluations. Evaluation of the candidate's ability to safely carry out these tasks shall be of prime concern. Pilots shall be evaluated on ground operations including the use of check lists for engine start and run up and proper communications. The pilot is expected to use a challenge and response check list throughout the flight. Operations in the airport environment including taxi, take off and departure shall be evaluated. Emphasis is on the safe operation of the aircraft at all times.

Sections III and IV shall be completed by candidates for First Pilot and Aircraft Commander. SAR procedure planning shall be completed during pre-flight. Pilots are expected to demonstrate an understanding of the use and evaluation of air-surface signals, surface-air signals, wind/sea states and selection of search patterns appropriate for a search and rescue case presented by the examiner. Pilots shall demonstrate the ability to identify various types of vessels typically found in the area of operations, and to demonstrate familiarity with their normal operations.

The Flight Examiner shall specify various search patterns to be demonstrated and minimum altitude for these maneuvers. The candidate is expected to fly any orbiting pattern with minimal loss of altitude or decay in airspeed. The tolerance for this maneuver shall be +/- 100 feet (per reference g). **Penetration of a specified minimum orbiting altitude (“hard deck”) shall be considered unsatisfactory.** The candidate is expected to fly the various search patterns with precision and safety.

Section V All pilots shall be required to demonstrate normal landings and a missed approach. This shall be flown to the standard required of the applicant for an FAA private pilot check flight. Aircraft Commanders shall demonstrate instrument approaches, both precision and non-precision and a holding pattern. Instrument flight may be simulated in an FAA-approved simulator. These shall be flown to the standard required of an applicant for an FAA instrument check flight.

Section VI All pilots shall be evaluated on their response to emergency situations. These may be simulated by the examiner or discussed with the candidate. Any simulated emergency must be conducted in a manner that shall not compromise safety at any time. Loss of communications, engine out, in-flight fires, ditching and egress and instrument failures shall be covered.

Section VII is a general category including items which the examiner shall evaluate throughout all phases of the qualification check. This includes such items as communications, CRM, and mission management.

It is imperative that the Pilot under Evaluation demonstrate Situational Awareness and competent management in all aspects of the flight environment, including mission, aircraft operation, status of crew members, location, targets of interest, air traffic and separation, communication with ATC and Coast Guard units, and an on-going Risk Assessment.

4. PILOT under EVALUATION

A pilot who is completing the AUX Flight Check, either for the initial qualification or the biennial requirement. The Pilot under Evaluation is required to have met all initial and currency requirements.

5. SYLLABUS

A. Completion of the Initial Pilot Syllabus

A member who meets all the pre-requisites, who has successfully completed the Pilot Training Syllabus and who has been signed off by an Auxiliary Flight Examiner, may be certified as a Co-Pilot, First Pilot, or Aircraft Commander depending on their qualifications, currency and flight experience requirements listed in the Auxiliary Operations Policy Manual, Annex 2.

Sections of the flight check list, appropriate to the qualification sought, are to be completed by a Flight Examiner, endorsed, and submitted with an ANSC 7015 in accordance with district procedures. The pilot should keep a copy for their records.

B. Requirements prior to Flight Check

REQUIREMENTS prior to FLIGHT CHECK	REQUIRED		
	CP	FP	AC
A. FAA Medical – 3 rd class or higher - current	X	X	X
B. FAA Airman’s Certificate – private pilot or higher	X	X	X
C. FAA biennial flight review - current	X	X	X
D. Auxiliary Core Training (AUXCT) - current	X	X	X
E. Aviation Exam B	X	X	X
F. ICS 200, 210 and 800	X	X	X
E. Emergency egress training - current	X	X	X
F. Aviation swim and water survival training - current	X	X	X
G. AUX-17 and AUX-18 within the past 5-years	X	X	X
H. Annual flight safety workshop - current	X	X	X
I. Annual CRM Refresher	X	X	X
I. All FAA requirements	X	X	X
J. CFR 61.57			
(a) CFR 61.57(a) - Recent Flight Experience as PIC	X	X	X
(b) CFR 61.57(b) - Night		X	X
(c) CFR 61.57(c) - Instrument			X
K. Hours as PIC (minimum)			
(a) 200	X		
(b) 500		X	
(c) 1000			X

B. Completion of the AUX Flight Check

The check list is also used for the AUX flight check. The aviator must meet all the currency requirements prior to performing the biennial flight check.

Sections of the flight check list, appropriate to the qualification sought, are to be completed by a Flight Examiner, endorsed, submitted with an ANSC 7015 in accordance with district procedures. The pilot should keep a copy for their records.

C. Awarding of Pilot Wings

An Auxiliarist who satisfactorily completes Auxiliary Pilot training will be designated as an Auxiliary Aviator by letter from the Director of Auxiliary and will receive and wear the Auxiliary Aviator Device.



AUXILIARY PILOT CHECK

PILOT

MEMBER #

DESIGNATION

DIST / DIV / FLOT

REQUIRED LEVEL			UNSAT	SATISFACTORY		EVALUATED MANEUVER/PROCEDURE <i>Place "X" in corresponding blocks to the left of tasks/procedures.</i>	COMMENTS <i>required for other than "LEVEL" marks</i>
C	F	A		TRAIN to LEVEL	LEVEL		
P	P	P					
						I. PRE-FLIGHT PLANNING	
S	S	S				1. Mission Planning	
S	S	S				2. Pre-flight brief	
S	S	S				3. RM including PEACE, STAAR, RAM and GAR 2.0	
S	S	S				4. Weight and balance	
S	S	S				5. NOTAMs including TFRs	
S	S	S				6. Fuel reserve	
						II. GROUND PROCEDURES	
S	S	S				7. Start procedures and malfunctions	
S	S	S				8. Run-up	
S	S	S				9. Checklists (challenge and respond)	
S	S	S				10. Taxi and takeoff	
						III. SAR / OPERATIONAL PROCEDURE - planning	
N	R	S	S			11. Air-Surface signals	
N	R	S	S			12. Surface-Air signals	
N	R	S	S			13. Wind and sea state	
N	R	S	S			14. Emergency procedures, ditching, egress	
N	R	S	S			15. Search pattern choice	
N	R	S	S			16. Vessel identification	
						IV. SAR / OPERATIONAL PROCEDURE - execution	
N	R	S	S			17. Orbiting surface object	
N	R	S	S			18. Parallel Search	
N	R	S	S			19. Sector Search	
N	R	S	S			20. Expanding Square Search	
N	R	S	S			21. Creeping Line Search	
<i>S = Satisfactory</i> <i>NR = Not Required</i>						PILOT	<i>Updated FEB 2022</i>



AUXILIARY PILOT CHECK

PILOT	MEMBER #	DESIGNATION	DIST / DIV / FLOT
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REQUIRED LEVEL	UNSAT	SATISFACTORY		EVALUATED MANEUVER/PROCEDURE <i>Place "X" in corresponding blocks to the left of tasks/procedures.</i>	COMMENTS <i>required for other than "LEVEL" marks</i>
C P P C	F P P C	A P P C	TRAIN to LEVEL		

V. APPROACHES AND LANDINGS

S	S	S				22. Normal landing	
S	S	S				23. Missed approach	
N	N	R	S			24. Instrument approach (precision and non-precision)	
N	N	R	S			25. Holding	

VI. IN-FLIGHT EMERGENCIES

S	S	S				26. Engine failure	
S	S	S				27. Communication failure	
S	S	S				28. In-flight fire	
S	S	S				29. Instrument failure	

VII. GENERAL

S	S	S				30. Crew coordination	
S	S	S				31. Cockpit management	
S	S	S				32. Checklist standardization	
S	S	S				33. Communications - ATC	
S	S	S				34. Communications – Coast Guard	

Designation = Co-Pilot (CP), First Pilot (FP), or Aircraft Commander (AC)

LEVEL = The Pilot under Evaluation performed the task with accuracy and a complete regard for safety, with only a few minor errors

TRAIN to LEVEL = An error that required additional training to ensure that the Pilot under Evaluation is able to perform at the required level without further instruction (a satisfactory mark)

UNSAT = The Pilot under Evaluation did not perform at the required level and committed critical errors and/or a number of non-critical errors

Was CRM performance satisfactory? YES NO

Did PILOT meet required performance level? YES NO

Flight Examiner	Signature
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Member #	Date
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S = Satisfactory
NR = Not Required

PILOT

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