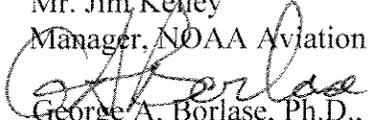




UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
OFFICE OF MARINE AND AVIATION OPERATIONS
Silver Spring, Maryland 20910

MEMORANDUM FOR: Mr. Jim Kelley
Manager, NOAA Aviation Safety Program

FROM: 
George A. Borlase, Ph.D., P.E.
Chief, Safety and Environmental Compliance Division

SUBJECT: NOAA Personnel Flying on U.S. Coast Guard Auxiliary Aircraft

NOAA Administrative Order (NAO) 209-124 prohibits NOAA personnel from flying on U.S. Coast Guard Auxiliary aircraft because they are not considered aircraft of the Armed Forces. Based on a review of U.S. Coast Guard COMDTINST M1798.3E, the Auxiliary Operations and Policy Manual, there is a set of conditions under which NOAA personnel may fly on U.S. Coast Guard Auxiliary aircraft and still meet the minimum NOAA aviation safety standards.

The general prohibition on NOAA personnel from flying on U.S. Coast Guard Auxiliary aircraft still applies. However, NOAA personnel may fly on U.S. Coast Guard Auxiliary aircraft if all of the following conditions are met:

- a. The U.S. Coast Guard Auxiliary pilot and aircraft must be executing official USCG orders;
- b. The pilot is rated as "First Pilot" or above, and the pilot holds either an FAA Commercial Pilot's license or is Instrument Flight Rated;
- c. If flying over water, the aircraft is a dual-engine aircraft, or is a single-engine aircraft that stays within gliding-distance from shore in case of engine failure;
- d. NOAA personnel have completed all requisite aviation safety training; and
- e. NOAA personnel have either NOAA-issued or USCG-issued aviation life-saving equipment.

This interpretation of Section 4.06 of NAO 209-124 shall be posted on the NOAA Aviation Safety website and incorporated into future versions of the NAO.

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