



PCGA HYMN

Onward we go, PCGA
With the commitment of saving lives at sea
Dedicated to a service that is true
Making this world a safe place for me and you.

Forward we go, PCGA
Philippine Coast Guard Auxiliary
Onward we go, Onward we go
Saving lives we always do.

Kami ang kabalikat ninyo
Lahat ng oras, ulan man o bagyo
Handang tumulong sa kapwa Pilipino
PCGA kami'y handang magserbisyo.

Sulong kapatid sa PCGA
Philippine Coast Guard Auxiliary
Mabuhay tayo, Mabuhay tayo
Philippine Coast Guard Auxiliary!
Philippine Coast Guard Auxiliary.

Philippine Coast Guard Auxiliary

Rescue Air Guidebook

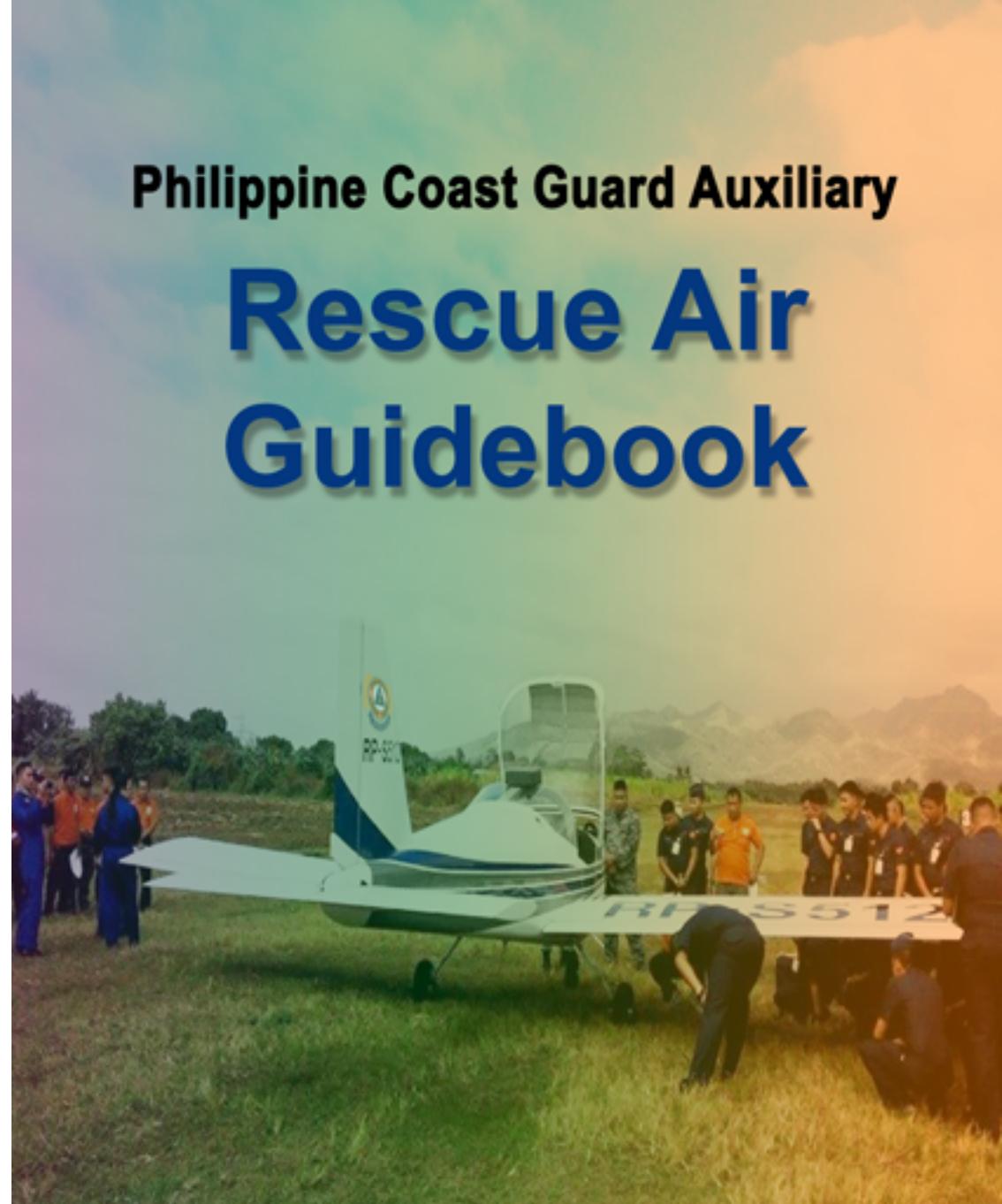


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**Philippine Coast Guard Auxiliary
RESCUE AIR GUIDEBOOK**

April 2018

**PHILIPPINE COAST GUARD AUXILIARY
Units 8 & 9
CCP Bay Terminal, CCP Complex
Manila, PHILIPPINES**

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**Message from the Office of
the PCGA National Director**

A. INTRODUCTION

The Philippine Coast Guard Auxiliary (PCGA) is the uniformed volunteer organization of the Philippine Coast Guard (PCG). Republic Act 9993, otherwise known as the Coast Guard Law, mandates the PCGA to assist the PCG in the promotion of safety of life and property at sea, preservation of the marine environment, conduct of maritime search and rescue, maintenance of aids to navigation, and such other activities that enhance community relations, youth development and other related activities. To effectively carry this mandate, the PCGA must conform with the high standards of protocol and operations.

At present, the PCGA has ninety-eight (98) auxiliary squadrons which are distributed over thirteen (13) auxiliary districts. Support groups such as Marine Environment Protection (MAREP), Maritime Safety (MARSAF), Maritime Search and Rescue (MARSAR), and Maritime Community Relations (MCOMREL) are organized to assist the PCGA National Director by monitoring the activities of the districts in relation to their respective functions as well as develop policies, procedures and guidelines to improve same. The Support Groups have a major role in professionalizing the PCGA.

PCGA maintains assets and talents that can be deployed to meet the requirements of its numerous missions. Among these assets and talents are aircraft owned by PCGA members as well as highly qualified PCGA member-pilots and crew who are prepared to conduct search and rescue operations.

To make effective use of the available air assets and talents of the PCGA, the present leadership under the National Director, VICE ADMIRAL VALENTIN PRIETO JR PCGA, created the Special Operating Squadron-Rescue Air (SOS-Rescue Air) which is under the control of the PCGA Director Auxiliary District (DAD). This squadron shall be composed of PCGA members who are aircraft owners, pilots, and crew trained and ready to support Coast Guard Air Group (CGAG) missions. It shall also be equipped to provide additional capability for CGAG such as hangars, aerodromes and other facilities.

To monitor the operations of and develop and update procedures and programs for the SOS- Rescue Air, the PCGA Air Support Group (ASG) was created. It is further tasked to assist the Auxiliary Districts in organizing their respective SOS-Rescue Air and guide them towards the efficient and professional operation of the said squadron.

This Guidebook shall provide the necessary guidelines for the organization and maintenance of SOS-Rescue Air. It shall also include general rules and protocols, the adherence of which is, required by all members of SOS-Rescue Air.

1. ORGANIZATION

1.1 PCGA Air Support Group (ASG)

- 1.1.1. ASG was activated on 03 November 2016 via General Orders Number 147-A. Then CAPT ALBERT V RANO JR PCGA was designated as its first Director on same date.
- 1.1.2. The ASG shall assist the Coast Guard Air Group (CGAG) in accomplishing its mission and functions. In addition, ASG shall develop policies, procedures and guidelines designed to maintain efficient and professional rescue air operations of the PCGA. It shall also monitor and provide guidance for all rescue air operations of PCGA.
- 1.1.3. The ASG shall be under the direct supervision of the National Director PCGA.
- 1.1.4. The ASG organization shall be composed of the following Officers headed by a Director, with a rank of Auxiliary Commodore (*see Table of Organization*).

Director	AUXILIARY COMMODORE
Deputy Director	AUXILIARY CAPTAIN
Staff for Administration	AUXILIARY COMMANDER
Staff for Training and Development	AUXILIARY COMMANDER

1.2 PCGA Special Operations Squadron-Rescue Air (SOS-Rescue Air)

- 1.2.1. SOS-Rescue Air shall be organized in every PCGA District.
- 1.2.2. The SOS-Rescue Air shall conduct rescue air missions in coordination with CGAG through its Director Auxiliary District (DAD). The operating procedures for each mission are embodied in the “Special Operating Squadron-Rescue Air Operations Manual” written for this purpose.
- 1.2.3. The SOS-Rescue Air shall be composed of at least eight (8) members. These members may be sourced from existing squadrons of the district or recruited from outside the organization. Applicants for SOS-Rescue Air membership may not necessarily be aircraft owners, private or commercial pilots and crew. New recruits are required to undergo the usual entry process for all regular PCGA members.
- 1.2.4. SOS - Rescue Air members shall be categorized as FLYING (Pilots and Crew) and NON-FLYING (administrative and ground staff).
- 1.2.5. All applications for SOS-Rescue Air membership shall require the review and approval of the Support Group Director – ASG prior to the final endorsement to Commander, Coast Guard District (CCGD) for membership approval and issuance of corresponding General Orders.

1.2.6. The SOS-Rescue Air shall be headed by a Director Auxiliary Squadron (DAS) with a rank of AUXILIARY CAPTAIN. The DAS shall be a private aircraft owner or a pilot bearing an active CAAP pilot license with at least two hundred (200) flying hours. Leadership of the squadron shall be composed of the following officers (see *Table of Organization*)

Director Auxiliary Squadron	AUXILIARY CAPTAIN
Deputy Director Auxiliary Squadron	AUXILIARY CAPTAIN
Deputy Director Auxiliary Squadron for Administration	AUXILIARY CAPTAIN
Squadron Chief of Staff	AUXILIARY OMMANDER

1.2.7 The DAS of a newly activated SOS-Rescue Air shall be appointed as recommended by the DAD. Subsequent designations of the DAS shall be made through an election process required by the PCGA Regulations Manual.

1.2.8 Since membership in the SOS-Rescue Air is limited due to the required special skills the DAS may serve a maximum of three (3) consecutive two-year terms.

1.2.9 The SOS-Rescue Air shall have operations and administrative requirements similar to regular PCGA squadrons, such as submission of reports and compliance with chain of command and payment of dues, among others.

1.2.10. The operations of each SOS-Rescue Air are concentrated in their respective District but may extend to other Districts when required and subject to the approval of the SOS-Rescue Air DAD and DAS of the affected District. Extension of the area of operation to other countries may be implemented subject to the endorsement by CGAG and ASG, recommendation of the National Director and approval by the Commandant.

1.3. Table of Organization

1.3.1. Air Support Group

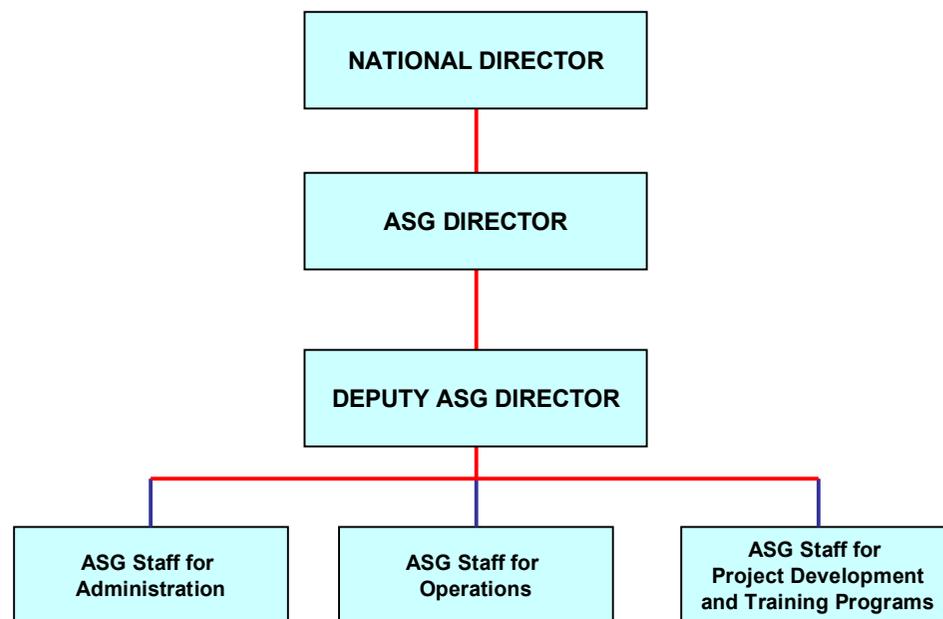


Figure 1

1.3.2. Special Operations Squadron-Rescue Air

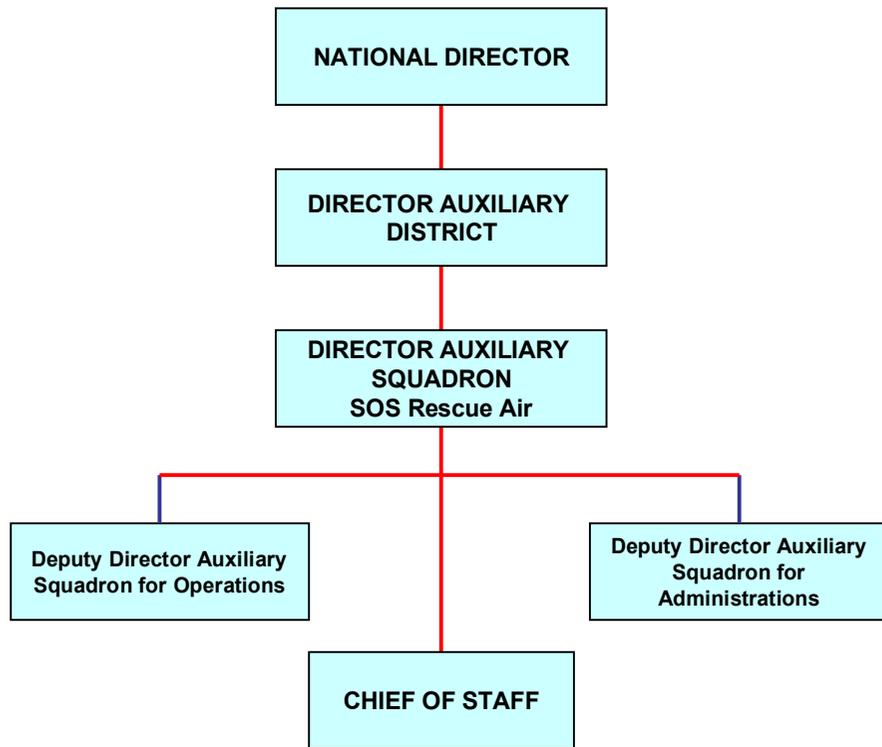


Figure 2

2. UNIFORM

2.1. Flight Suit

2.1.1. Aside from the standard uniforms prescribed by the 2012 PCGA Regulations Manual, an additional uniform is required. This uniform shall be a FLIGHT SUIT in international signal yellow color as seen in **Plate 1**.



Plate 1 - Flight suit

2.1.2. The following are authorized to wear the FLIGHT SUIT:

- 2.1.2.1. ASG Officers
- 2.1.2.2. SOS-Rescue Air Pilots
- 2.1.2.3. SOS-Rescue Air Crew (after completing the required SOS-Rescue Air training)
- 2.1.2.4. Other PCGA Officers
 - 2.1.2.4.1 National Director
 - 2.1.2.4.2. Deputy National Director for Operations
 - 2.1.2.4.3 Deputy National Director for Administration
 - 2.1.2.4.4. National Auxiliary Chief of Staff
 - 2.1.2.4.5. Director Auxiliary District with active and operating SOS-Rescue Air

2.2. Headgear

2.2.1. There will be two types. The PCGA standard ball cap for regular operations and blue oversea cap for pilots only (as shown below).



Ball cap



Oversea cap

2.3. Shoes

2.3.1. The shoes shall be black ceremonial boots similar to what the CGAG wear.



2.4. Patches

2.4.1. PCGA Air Support Group and SOS-Rescue Air Patches



Air Support Group Patch



SOS-Rescue Air Patch

2.5. Badges

2.5.1. Wing Badge for Command Pilot



This is issued to the PCGA ASG Director provided he is a licensed pilot.

2.5.2 Wing Badge for Senior Pilots



This is issued to a PCGA SOS-Rescue Air Member provided he/she is a licensed pilot

2.5.3. Wing Badge for First Pilots



This is issued to a PCGA SOS- Rescue Air member provided he is a licensed pilot and has completed all the training requirements as outlined in this manual.

2.5.4. Wing Badge for Non-Pilots and Crew



2.5.5 Wing Badge for Honorary Pilots



3. RISK AND INSURANCE OF PILOTS AND CREW

- 3.1 PCGA membership is voluntary in nature and no compensation shall be provided to its members or operatives in any event of accident.
- 3.2 The PCGA and the PCG shall not be held liable resulting from its direct or indirect operations.

3.3 All flying and non-flying members and crew shall sign a waiver upon membership.

3.4 Aircraft insurance policies must be presented and approved by the PCGA Air Support Group prior to activation of aircraft.

4. TRAINING

4.1. CGAG Training

4.1.1. CGAG may provide or sponsor trainings to suit their requirements.

4.2. ASG Training

4.2.1 ASG shall provide training for SOS-Rescue Air members. Interoperability training for nationwide operations is necessary for pilots and crew to accomplish this mission. These are, but not limited to the following:

4.2.1.1. SOS-Rescue Air Operations Protocol

4.2.1.2. Aircraft Familiarization

4.2.1.3. Aviation Safety Training

4.2.1.4. Aviation Marshalling Training

4.2.1.5. Aviation Security Training

4.2.1.6. Aerial Maritime Search and Rescue

4.2.1.7. Digital Avionics System

4.2.1.8. Aircraft Construction Familiarization

4.3. International Training

4.3.1. The United States Coast Guard Auxiliary (USCGA) Air group may provide trainings for ASG and SOS-Rescue Air members. Unless the USCGA sponsors the training corresponding expenses shall be shouldered by the members.

4.4. Lecturers and Trainers

4.4.1. Only Subject Matter Experts and specialists approved by the ASG are authorized to conduct ASG and SOS-Rescue Air trainings.

5. AIRCRAFT

5.1 Definition of Terms

RP-C refers to an aircraft that is registered for Commercial use.

RP-S refers to an aircraft that is registered for Sports use.

Fixed-wing Aircraft refers to Aircraft capable of flight using wings that generate lift caused by the vehicle's forward airspeed and shape of wings.

Rotary-wing Aircraft refers to a heavier-than-air flying machine that uses lift generated by wings, called rotary wings or rotor blades that revolve around a mast

Passenger Commercial Aircraft refers to an airplane used for scheduled passenger flights

CAAP Civil Aviation Authority of the Philippines

5.2. Activation

- 5.2.1 Only aircraft owned by active PCGA members are eligible to be registered and activated to the PCGA.
- 5.2.2. In cases wherein the member only has access to an aircraft and the owner is not yet a PCGA member, the aircraft must be approved by the PCGA before the aircraft may be activated for PCGA Use.
- 5.2.3. Commercial aircrafts are not eligible.
- 5.2.4. Fixed and rotary wing aircrafts, both RP-C and RP-S, may be activated in the PCGA Service.
- 5.2.5 Both RP-C and RP-S aircrafts should be properly registered with CAAP prior to its activation.
- 5.2.6. The RP-C aircraft must have a valid Airworthy Certificate before it can be used for PCGA.
- 5.2.7 The aircraft must be equipped with a marine transceiver, either panel-mounted or handheld so the aircraft can communicate with the ground SAR operations.
- 5.2.8 Only CAAP licensed pilots are allowed to fly PCGA-activated aircraft.

5.3. Activation Procedures

- 5.3.1. As a general rule, active PCGA members who wish to activate their aircraft to the PCGA service may signify their intention through a letter of intent to be submitted by the Squadron Director and favorably endorsed by the Director Auxiliary District (DAD) to the CGAG.
- 5.3.2. The ASG Director or Deputy for Operations will schedule an inspection of the aircraft to verify the status of its CAAP registration and airworthiness for both RP-C and RP-S aircraft.
- 5.3.3. Once the application is approved, the CGAG Commander shall issue General Orders for its activation, subject to the confirmation of the Commandant.
- 5.3.4. Once activated, identifiable authorized PCGA logo may be placed on the tail of the aircraft or fuselage of the rotorcraft.
- 5.3.5. All aircrafts which are activated in the PCGA Service shall be properly recorded in the respective Coast Guard Districts, copy furnished O/CG-7 and CGAG for monitoring and record purposes.

5.4 Deactivation Procedures

- 5.4.1 Activated aircraft must be inspected yearly and jointly by the Commanders, Coast Guard District, Director Auxiliary District, Director Auxiliary Squadron SOS-Rescue Air and CGAG. As soon as it is verified not airworthy or unfit (expired licenses, such as Certificate of Philippine Registration or expired Airworthiness Certificate from CAAP), subject aircraft shall be issued Deactivation Orders by the Commandant, PCG.
- 5.4.2. Aircraft which are proven to be involved in any criminal and illegal activities shall be deactivated from PCGA use.
- 5.4.3. Deactivated aircraft must be immediately stripped of its PCGA logo.
- 5.4.4. The owner of the aircraft involved in illegal and criminal activities shall be delisted from membership immediately.

5.5 Code Designation (Numbering)

All aircrafts to be activated in the PCGA Service shall have assigned code consisting of letters and numbers. The aircraft identification number shall start with the District Name, followed by chronological listing of the activated aircraft on a “first come, first served” basis (e.g. CGADNCR-CL-001). These numbers need not be placed on the aircraft but for documentation and identification purposes only.

5.6. Maintenance and Airworthiness

- 5.6.1. The owner of the activated aircraft shall be responsible for the proper maintenance of the aircraft.

5.7. Miscellaneous

- 5.7.1. Fuel for an approved mission shall be supplied by PCG.
- 5.7.2. Fuel for the proficiency training exercise shall also be supplied by the PCG. A copy of the proficiency training flight logs must be given to the PCGA ASG Director so a record of the flight can be maintained.
- 5.7.3. CGAG members are also authorized to board and utilize SOS-Rescue Air aircraft provided that a regular SOS-Rescue Air pilot is supervising the aircraft operations as the Senior Pilot PCGA.
- 5.7.4. The PCG shall not be held liable for any damage to activated aircraft, unless the cause of such damage stems from neglect or recklessness on the part of the PCG personnel.
- 5.7.5. The ASG or SOS-Rescue Air may act as courier/messenger for the National Director in NAMO’s advocacies nationwide.
- 5.7.6. The ASG or SOS-Rescue Air may ferry the ND, Commandant and other flag Officers for inter-island missions and other functions, if needed.

6. ESPRIT DE CORPS

- 6.1. SOS Rescue Air shall endeavor to be under a binder for all PCGA Districts and develop nationwide camaraderie and brotherhood in order to maintain a unified PCG and PCGA.

7. NORMS AND CULTURE

- 7.1. PCG, Naval and Maritime Traditions shall be applied and observed by the members, officers and recruits.
- 7.2. Applicable CGAG and maritime aviation traditions shall be applied beginning from the member's acceptance and recruits.

ANNEXES

(RESTRICTED)



PUNONGHIMPILAN TANOD BAYBAYIN NG PILIPINAS
 (Headquarters Philippine Coast Guard)
 139 25th Street, Port Area
 1018 Manila

CG-7/CGAO 03 November 2016

GENERAL ORDERS)
 :
 NUMBER 147-A)

	Section
ACTIVATION	I
DESIGNATION	II

I. ACTIVATION: The PCGA Air Support Squadron is hereby activated to the service of Philippine Coast Guard Auxiliary effective this date. This Auxiliary Support Squadron shall assist the Coast Guard Air Group (CGAG) in its mission and functions as an aviation unit of the Philippine Coast Guard (PCG).

II. DESIGNATION: CAPT ALBERT V RANO PCGA is hereby designated as Director, PCGA Air Support Squadron effective this date.

BY COMMAND OF RADM MELAD PCG:

OFFICIAL:

LEOPOLDO V LAROYA
 COMMO PCG
 Chief of Coast Guard Staff

[Signature]
 LIEZEL B BAUTISTA
 LCDR PCG
 Coast Guard Adjutant

(RESTRICTED)



PUNONGHIMPILAN TANOD BAYBAYIN NG PILIPINAS
 (Headquarters Philippine Coast Guard)
 139 25th Street, Port Area
 1018 Manila

11 November 2016

STANDING OPERATING PROCEDURE
 NUMBER 09 - 16)

ACTIVATION OF PRIVATE AIRCRAFT FOR PCGA USE

I. GENERAL:

The Philippine Coast Guard Auxiliary (PCGA) is a civilian volunteer organization under the direct control and supervision of the PCG Commandant. The PCGA shall assist the PCG in the promotion of safety of life and property at sea. The preservation of the marine environment and its resources, the conduct of Maritime Search and Rescue ("MARSAR), the maintenance of Aids to Navigation (ATON), Marine Environmental Protection (MAREP) and Maritime Community Relations (MCOMREL) that enhance maritime community relations. It is composed of volunteers coming from various professions who are interested in doing civic works for the maritime sector. Some of the member own or have access to Air assets such as Commercial (RP-C) and Sport (RP-S) Aircraft, both fix wing and rotary wing. As such, said members are willing to extend their volunteerism by utilizing their Air assets in the conduct of PCGA activities. It is important that Air assets of the PCGA members must be identifiable and that their conduct of PCG/PCGA related functions be governed by specific guidelines.

II. SCOPE

To prescribe policies and administrative procedures relative to the authority of Coast Guard Air Group to activate PCGA Air Assets into the service of the PCGA.

III. PURPOSE

This SOP prescribes the policies and procedures pertaining to the activation of PCGA Air Assets in the service to the PCGA.

IV. POLICIES:

1. Only Aircraft owned by active PCGA members are eligible to be registered and activated to the PCGA.
2. Passenger Commercial Aircraft are not eligible for activation.
3. Aircraft must be owned by active PCGA members. In cases where in the member only has access to an Aircraft and the owner is not yet a PCGA, the Aircraft must be approved by the PCGA and the Commander, Coast Guard Air Group before it may be activated for PCGA use.
4. Aircraft that may be activated in the PCGA service are: fixed and rotary wing aircraft both RP-C and RP-S registered.

5. The Aircraft both RP-C and RP-S should be properly registered with CAAP prior to its activation.
6. The RP-C Aircraft must have a valid Airworthy Certificate before it can be used for PCGA use.
7. Only CAAP Licence pilots can fly PCGA missions.
8. The concerned Aircraft should not be involved in any criminal or administrative cases.
9. The activated Personal Aircraft should be available for SAR operations as soon as practicable as requested by Coast Guard District, CGAG or Station Commanders who have jurisdiction over them.
10. For purpose of monitoring the status of all PCGA Air Assets activated in the Districts, activation orders shall be communicated to the Commandant (Att: CG-7) for issuance of confirmation orders by the Coast Guard Adjutant.

V. DEFINITION OF TERMS:

RP-C refers to an Aircraft that is registered for Commercial use

RP-S refers to an Aircraft that is registered for Sport use

Fixed-wing Aircraft refers to Aircraft capable of flight using wings that generate lift caused by the vehicle's forward airspeed and the shape of the wings

Rotary-wing Aircraft refers to a heavier-than-air flying machine that uses lift generated by **wings**, called **rotary wings** or **rotor** blades that revolve around a mast.

Passenger Commercial Aircraft refers to an Airplane used for Scheduled passenger flights.

CAAP refers to the Civil Aviation Authority of the Philippines.

VI. PROCEDURES:

1. As a general rule, active PCGA members who wish to activate their Aircraft to the PCG service may signify their intention through a letter of intent to be submitted by Squadron Director and favourably endorsed by the Director Auxiliary District (DAD) to the Coast Guard Air Group.
2. The PCG District, upon receipt of the application for the Aircraft activation will inspect the Aircraft and verify the status of its CAAP registration for both the RP-C and RP-S Aircraft and RP-C Airworthiness.
3. Once the application is approved, the Coast Guard Air Group shall issue General Orders for its activation subject for the confirmation of the Commandant.
4. In the event that the Aircraft sustain any damage while participating in PCG-PCGA related operation, the PCG will not be held liable for the damage, unless the cause of such damage stems from neglect or recklessness on the part of PCG personnel.
6. Once activated, identifiable the PCGA logo may be placed on the tail of the Aircraft or the fuselage of the Rotorcraft (Annex A).

7. All Aircraft which are activated in the PCGA Service shall be properly recorded in the respective CG Districts, copy furnished O/CG-7 & CGAG for monitoring and record purposes.

VII. CODE DESIGNATION (NUMBERING)

All Aircraft to be activated in the PCGA service shall have assigned code designation consisting of letters and numbers. The Aircraft Identification number shall start with District Name followed by chronological listing of the activated Aircraft on the first come first serve basis (e.g. CGADNCR-CL-001). These numbers need not to be placed on the Aircraft but for documentation and identification purposes only.

VIII. MISCELLANEOUS:

1. Fuel for an approved mission shall be supplied by the owner of the Aircraft.
2. Fuel for the proficiency training exercise shall also be supplied by the owner of the aircraft. A copy of the proficiency training flights logs must be given to the PCGA Air Support Group Commander so a record of the flight can be maintained.

IX. RESPONSIBILITIES:

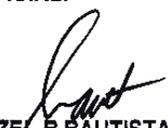
1. Deactivation Procedures and Sanctions: Activated Aircraft must be inspected yearly jointly by the respective Station Commanders, CGAG and Squadron Directors as regards to its Airworthiness. As soon as it's verified to be not airworthy or unfit (expired licenses such as Certificate of Philippine Registration or expired Airworthiness Certificate from the CAAP) the subject Aircraft must be issued deactivation orders by the Commandant, PCG.
2. Aircraft which are proven to be involved in any criminal and illegal activities shall be immediately deactivated from PCGA use. Consequently, the PCGA Logo shall be removed from the Aircraft.
3. The owner of the Aircraft involved in illegal and criminal activities shall lose his/her PCGA membership immediately.
4. PCGA District Auxiliary Directors and PCG Air Group shall be held responsible for the strict implementation of this SOP.

X. EFFECTIVITY:

This SOP will take effect upon publication

BY COMMAND OF RADM MELAD:

OFFICIAL:


LIEZEL B BAUTISTA
 LCDR PCG
 Coast Guard Adjutant

LEOPOLDO V LAROYA
 COMMO PCG
 Chief of Coast Guard Staff

ANNEX 3 - CG AUXILIARY Rescue Air Assets



Vans RV-12



Vans RV-10



Beechcraft P-35 Bonanza



Hangar in Tuy, Batangas



900-meter Runway with RV-12

UNDER THE LEADERSHIP OF:



VADM VALENTIN B PRIETO JR PCGA
National Director

ACKNOWLEDGEMENTS:



RADM GERONIMO P REYES PCGA
Deputy National Director for Special Projects



COMMO ALBERT V RANO JR PCGA
CG Auxiliary Rescue Air Support Group Director