

Section 0. Orientation Flights

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O.1. Orientation  
Flight Program

Participation in orientation flights is intended to afford first hand opportunities to observe the missions of Coast Guard aviation. Orientation flights shall be secondary to an assigned primary mission of the flight. Participation in a flight for orientation purposes is not considered "transportation," although participants shall be manifested as passengers.

Since it is possible for flights that are assigned a bona fide primary mission to be used also for secondary purposes, transportation and/or orientation flight opportunities may be scheduled on the same flight, both in a secondary purpose of flight capacity.

Regardless, the person(s) receiving the orientation flight opportunity may not use the same flight for point-to-point transportation purposes. For example, a local area orientation flight for an official may be scheduled as a secondary purpose of a flight that is primarily scheduled for LE or MEP, but the flight may not stop at a location other than the point of origin to deplane the official for follow-on purposes; to do so, the official must be in a transportation status, not an orientation status.

The orientation flight program includes two categories of flight opportunities: 1) operational orientation and 2) restricted orientation flights. These categories are described in Paragraphs 0.4 and 0.5 below.

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Section 0. Orientation Flights, Continued

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0.2. General  
Restrictions

Flights that include orientation shall normally depart and return to the same location. Reasonable stopovers are permitted as long as participants remain, for all practical purposes, with the aircrew and conduct no other business.

Orientation flights shall only be conducted in multi-engine aircraft.

Participants shall be properly identified and sponsored, and where applicable, the appropriate organization uniform shall be worn.

Sponsoring organizations that require parental consent for their own members to participate in special activities shall be responsible for satisfying their own such needs; the Government has no such requirement.

Only minor additional expenditure of operating funds is authorized for these flights.

Participation in helicopter flights over polar and associated waters is prohibited.

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0.3. Approval  
Authority

The minimum level of approval authority for orientation flight opportunities is no lower than the commanding officer of aviation units with aircraft assigned, and of vessels with aircraft embarked or deployed.

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0.4. Operational  
Orientation Flights

Operational orientation flight opportunities are intended to afford full operational familiarization with the missions of Coast Guard aviation. Due to the inherent increased level of risk associated with operational missions, such flights are limited to those personnel whose professional interaction with the Coast Guard will be clearly enhanced.

Exposure of participants to unusual or hazardous conditions should be kept to a minimum. Participants may not occupy a primary flight control position while using NVGs. Authorized participants include the following.

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Section 0. Orientation Flights, Continued

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O.4.a. USCG  
Academy Cadets

The Cadet Aviation Training Program (CATP) for USCG Academy cadets is a valuable orientation program. Flights in Coast Guard aircraft greatly enhance the overall cadet exposure to aviation and its role in the Coast Guard mission.

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O.4.b. Prospective  
Cadets/Selectees

This category includes prospective U.S. Coast Guard Academy Cadets, Officer Candidate School (OCS) selectees, and Direct Commission Program selectees. Persons in this category must show written proof that they have:

- \* Been tendered an appointment;
  - \* Been selected;
  - \* Been designated a finalist; or
  - \* For prospective U.S. Coast Guard Academy Cadets, been assigned a sponsor under the Academy Sponsor Program.
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O.4.c. Coast Guard  
Auxiliary

Coast Guard Auxiliary members, on competent orders.

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Section O. Orientation Flights, Continued

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O.4.d. Civil Air Patrol Senior and cadet members of the Civil Air Patrol. However, such personnel are authorized to:

- \* Take part, without restriction, in joint Coast Guard-Civil Air Patrol SAR or SAREX missions.
- \* Take part in non-SAR operational or logistic flights in multi-engine aircraft when performing official CAP duties and traveling under appropriate Transportation Authorization (TA) issued by proper Authority.

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O.4.e. U.S. Uniformed Services Members U.S. Uniformed Services members on active duty.

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O.4.f. FAA Employees FAA employees may also participate for:

- \* Flight-checking local Coast Guard air traffic control procedures and facilities, navigational aids, communications, and approach and departure procedures.
- \* Examining rated aircrew personnel of the Coast Guard for civil pilot, navigator, or engineer certificates or ratings, provided a seating position permits direct monitoring of aircrew duties. Flights during which these examinations take place are not limited to the local flying area.
- \* Familiarization with Coast Guard missions and flight profiles and other interface with Air Traffic Control procedures and facilities.

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O.4.g. Foreign Nationals Foreign nationals, as representatives of their government, when participating in a joint mission involving the Coast Guard, or other official activity that provides an operational advantage to all parties. These flights must have the concurrence of Commandant (G-CI).

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O.4.h. Representatives of the Media Representatives of the media when such participation will provide improved media coverage and will serve the interest of the Coast Guard and the public.

Orientation flights involving the media must have concurrence of the district (dpa) and Commandant (G-CP).

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Section 0. Orientation Flights, Continued

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0.5. Restricted  
Orientation Flights

Aircraft orientation flight opportunities are intended to afford a limited, brief familiarization with the missions of Coast Guard aviation, without exposure to the level of risk associated with operational missions. Such flights are restricted to the local flying area, and the amount of time necessary for the orientation.

Participation in helicopter flights must be during daylight VFR flight conditions. Participants shall not be subjected to unusual or hazardous conditions. The following are authorized participants:

- \* Senior and Junior ROTC Cadets, designated applicants and key civilian officials of the sponsoring school directly involved in administering the ROTC program.
  - \* Naval Sea Cadets, and accompanying adult leaders administering the ROTC program.
  - \* Explorer/Senior Scouts of the Boy or the Girl Scouts of America, and accompanying adult leaders.
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0.6. Special  
Circumstances

Restricted orientation flights of nominal duration for special circumstances not already listed here may be requested. Special requests shall normally be limited to humanitarian requests, VIPs, etc., when in the best interest of the Federal Government, unusual public relations benefit, or humanitarian goodwill will be enhanced.

When a request for such transportation is forwarded to higher authority, all pertinent details shall be provided with the request sufficiently in advance to enable a timely review and decision. Amplifying information should include:

- \* Personnel involved;
- \* Aircraft type;
- \* A description of the purpose of flight;
- \* The benefit to the interest of the Federal Government; and
- \* An assessment of impact of denial.

All such requests shall be considered on a case by case basis. Such special requests, if deemed desirable, shall be sent via the chain of command to Commandant (G-OCA) for review and forwarding to the Vice Commandant for approval.

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