U.S. Department of Transportation
United States Coast Guard

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US Coast Guard

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COMDTINST 3710.5

MAR 14 '97

COMMANDANT INSTRUCTION 3710.5

Subj: AIRCRAFT EMPLOYMENT STANDARDS

1. PURPOSE. To provide guidelines for aircraft employment to operational commanders and planning staffs. Enclosure (1) gives a derivation of the standards and provides definitions of the terms used. Enclosure (2) lists the standards as they are applied to each Air Station. Enclosure (3) gives examples of how the standards are applied to various situations.

2. ACTION. Area, district, and unit commanders shall be guided by the Aircraft Employment Standards in all matters relating to aircraft facilities including, planning, management and evaluation. Commanders responsible for aircraft schedules and deployment may authorize deviations from the Aircraft Employment Standards as required by specific operational necessities. In these cases, consideration must be given to maintaining unit mission capability and source to defray increased deployment costs.

3. DIRECTIVES AFFECTED. None.

4. DISCUSSION. Establishing a standard for employment of aviation assets will enable those who manage aircraft to better maximize use of this resource, within the applicable guidelines. Operational commanders and planning staffs will be able to schedule units based on unit capability. Fleet wide this will ensure maximum usage of resources, while relieving small units from excessive Days Deployed Aboard Ship (DDAS) and associated increased costs. It is important to note that when meeting this standard, training and pre-deployment work-ups away from home station count equally against the standard as would actual days deployed.

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5. POLICY. The Commandant's policy is to prescribe the maximum number of days deployed for each capable aircraft, taking into consideration crew and maintenance requirements, within funding constraints. Operational commanders and staffs will be guided by the Aircraft Employment Standards in the management and use of aviation resources.

N. T. SAUNDERS
REAR ADMIRAL, U.S. COAST GUARD
ASSISTANT COMMANDANT FOR OPERATIONS

Encl: (1) Derivation of Standards and Definitions
(2) Aircraft Employment Standards
(3) Examples for Use of Aircraft Employment Standards

DERIVATION OF AIRCRAFT EMPLOYMENT STANDARDS

1. Many terms used to define Aircraft Employment Standards are consistent with terms found in the Abstract of Operations Reports Manual, COMDTINST M3127.7 (series). Both were developed with the idea of maintaining compatibility between the two.

2. Factors used to form the standards include: training, logistics and maintenance requirements, TAD, leave and liberty policy, and nature of intended deployment. Currently the standards pertain to shipboard deployments of the HH-65A and Days Away from Home station (DAHS) for all aircraft. Standards for HH-60J shipboard deployments will be developed by G-OCA as required. This instruction will be updated as these standards are developed.

3. The standards recognize several categories of aircraft based on their operational tasking; (1) three helicopter units assigned to a geographic area based on SAR coverage requirements, tasked to maintain a rapid response (B-0) capability; (2) four helicopter units assigned to a geographic area based on SAR coverage requirements, and tasked with a rapid response (B-0); The fourth aircraft assigned to these units is designated as a special mission aircraft, capable of deploying for up to 200 days; (3) five helicopter units assigned to a geographic area based on SAR coverage requirements, and tasked with a rapid response capability (2xB-0) all of the time, (4) six helicopter units assigned to a geographic area based on SAR coverage requirements, and tasked with a rapid response (2xB-0) capability all of the time, and (5) units resourced to support special mission requirements such as POPDIV/ALPAT. Variations of these categories exist. Units not meeting the above standards are listed separately.

4. DAHS have been computed for all aircraft types. For helicopters, 10 days per aircraft (any period over 12 hours) are calculated to allow for land based operations, ferry flights, aircraft broken away from home base or other operations away from parent air station. For fixed wing aircraft, 30 days are calculated for a three aircraft unit, with an additional 200 days for one special mission aircraft, or 100 days for multiple special mission aircraft.

DEFINITION OF TERMS

1. Days Deployed Aboard Ship

   a. Days Deployed Aboard Ship (DDAS). The number of days an aircraft is deployed aboard a ship. When operational necessity requires that this limit be exceeded, schedules in the succeeding year should be decreased so that the two year average of DDAS for a particular unit will not exceed the limit.

2. Days Away From Home Station

   a. Days Away From Home Station (DAHS). The number of days an aircraft is away from the parent command on any mission for a continuous period of 12 or more hours. When operational necessity requires that this limit be exceeded, schedules in the succeeding year should be decreased so that the two year average of DAHS for a particular unit will not exceed the limit.

AIRCRAFT EMPLOYMENT STANDARDS

UNIT	DDAS	DAHS
Cape Cod-		
HU-25	N/A	30
HH-60	TBD	240
Brooklyn-		
HH-65	256	40
Cape May-		
HH-65	56	30
Atlantic City-		
HH-65	290	60
Elizabeth City-		
C-130	N/A	230
HH-60	TBD	30
Savannah-		
HH-65	90	50
Miami-		
HU-25	N/A	760**
HH-65	1000*	90
Borinquen-		
HH-65	256	40
Clearwater-		
HC-130	N/A	430
HH-60	TBD	1895**
Mobile-		
HU-25	N/A	30
HH-65(POPDIV)	440	40
New Orleans-		
HH-65	90	50
Houston-		
HH-65	256	40
Corpus Christi-		
HU-25	N/A	30***
HH-65	56	30
San Diego-		
HH-60	TBD	30

UNIT	DDAS	DAHS
Los Angeles-		
HH-65	56	30
San Francisco-		
HH-65	256	40
Sacramento-		
HC-130	N/A	230
Humboldt Bay-		
HH-65	56	30
North Bend-		
HH-65	90	50
Astoria-		
HH-60	TBD	30
Port Angeles-		
HH-65	56	30
Sitka-		
HH-60	TBD	30
Kodiak-		
HH-60	TBD	240
HC-130	N/A	330
HH-65 (ALPAT)	710*	50
Barbers Point-		
HC-130	N/A	230
HH-65	256	40
Traverse City		
HH-65	90	50
Detroit		
HH-65	56	30

NOTE

*These standards (number of days deployed/away) can be accurately calculated to a point. However, when calculating air stations with large numbers of special mission aircraft (more than two), the cumulative affect of aircraft transiting to and from the OP area, and the increased down time competing for maintenance/parts will reduce the total number of DDAS/DAHS.

**DAHS to accommodate special operations consisting of a 365 day deployment requirement. The number of 365 day requirements will drive the number of special mission aircraft required for support.

***Actual DAHS will vary based on Air Eye tasking. Unit SAR requirement relaxed when unable to support B-0.

USE OF AIRCRAFT EMPLOYMENT STANDARDS

The following examples illustrate use of the Aircraft Employment Standards:

Example 1-HH-65A (3 helicopter unit/B-0 response requirement)

Based on historical availability, personnel, and maintenance, a three helicopter unit can support 56 DDAS. These units may not have a complete Helicopter Support Kit (HSK) which may require the use of one from a larger unit.

Example 2-HH-65A (4 helicopter unit/B-0 response requirement)

These units can support the same 56 DDAS as those in example 1. In addition, because they are staffed for, and assigned a fourth aircraft, they can deploy an additional 200 DDAS. These units would most likely have a complete HSK.

Example 3-HH65A (5 helicopter unit/2-B-0 response requirement)

These units can support 90 DDAS. While they support two B-0 requirements which are not co-located, they have enough personnel to also support additional deployment capability.

Example 4-HH-65A (6 helicopter unit/2-B-0 response requirement)

These units can support 290 deployed days. This figure is deducted by adding another special mission aircraft to example 3. The unit requirement is the same, the additional aircraft provides greater flexibility.

Example 5-HU-25 (3 aircraft unit/B-0 response requirement)

This unit can support 30 DAHS based on unit infrastructure (personnel, funding and maintenance)

Example 6-HC-130 (5 aircraft unit/B-0 response requirement)

This unit can support 230 DAHS based on each of the 2 special mission aircraft deploying for 100 days plus the 30 days supported by the 3 B-0 aircraft.

Example 7-HC-130 (7 aircraft unit/B-0 response requirement)

This unit can support 430 DAHS based on each of the four special mission aircraft deploying for 100 days plus the 30 days supported by the 3 B-0 aircraft.

NON STANDARD REQUIREMENTS

Units requiring aircraft to support 365 DAHS per year require special consideration. More than one aircraft and crew are required to support this requirement. These considerations are compounded when numerous simultaneously deployed aircraft are required from one unit. Currently, Air Stations Clearwater and Miami have this requirement. Because of this, DAHS for these units are developed separately by Commandant G-OCA.