



NOAA PRESCRIBED CHANGES TO THE AUXILIARY'S CHART UPDATING AND ADOPT-A- CHART PROGRAMS

In an earlier update from the National Oceanic and Atmospheric Administration (NOAA), the possibility of a US Coast Guard Auxiliary web based Chart Updating data entry web site was mentioned. Its development continues to be on hold. Requests for NOAA Form 77-5 (as well as various work forms and guidelines for submission of Chart Updating data) have been posted on the Auxiliary Members' web page.

NOAA, acting under Section III, Responsibilities of Agencies (1.d of the signed Memorandum of Agreement

between the CG and NOAA, stating "Provide guidelines for data collection and for improvement of data collection and reports submitted"), has enacted the following changes to the program:

Change 1 is to the reporting period.

Probably the most radical change in chart updating is to the reporting period. This reporting period was originally based on the calendar year (1 January to 31 December). The Auxiliary reporting period will now begin 1 April and run through 31 March of the following year.

This changes the Auxiliary reporting period so that it coincides with the U.S. Power Squadron reporting period which makes it easier for NOAA to compute credits and awards for the two organizations.

Change 2 is that NOAA will no longer accept or award credits for the Aeronautical Chart Updating reports.

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AUXILIARY OPERATIONS AT OSHKOSH FLY-IN

Each year, the Experimental Aircraft Association holds its convention in the town of Oshkosh, Wisconsin. And every year, this convention, known as EAA Air Venture, transforms the Oshkosh airport into the busiest airport in the world. Although figures for this year aren't yet available, there are usually somewhere around 800,000 persons attending this event. Several thousand airplanes crowded into the Oshkosh airport and surrounding airfields as pilots from around the world flew in to the Air Venture at the end of July.

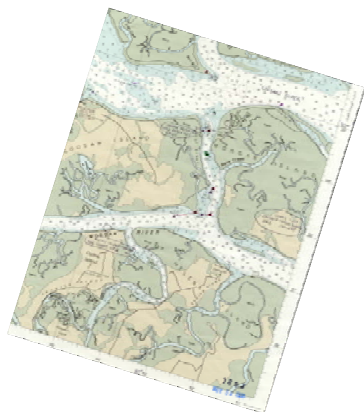
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This change makes sense because NOAA is no longer responsible for construction and maintenance of Aeronautical Chart products. Authority for all domestic aeronautical charting was given to the Federal Aviation Administration (FAA) in 2000. Since that change, NOAA has been awarding credits and forwarding the reports to the FAA for action. (NOAA would like the FAA to undertake the management of these data submissions to relieve the burden on NOAA resources.)

It is unlikely that this will impact the program.



Change 3 is a change in the requirements for submitting information.

With each Chart Correction submission, NOAA now requires the submission of a chart section showing the area of investigation. This must be an 8.5x11 sized section of the nautical chart annotated with the items investigated, and showing them changed or deleted. An annotated photocopied portion of the chart is acceptable. Chart sections submitted with reports are required to be nautical charts. Topographic maps do not provide adequate information to perform accurate chart corrections. Reports that include topographic maps will no longer be accepted and will be sent back for correction.

Whether a cut portion of the nautical chart or a photocopy is submitted, it must be annotated with the chart edition number, edition date and Notice to Mariners Correction (including dates of issues in which corrections were shown). This helps NOAA's investigators to obtain supporting information.

The report, submitted with the annotated chart section, must be concise but complete. In addition to graphics or

chart sections, it must provide time and positioning methods as well as supporting information like points of contact for additional follow-up and confirmation. Information, such as why the object is navigationally significant (i.e. can it be seen from sea and easily identified), would be helpful.

Change 4 is a requirement change in Small Craft Facility submissions.

This change has established a minimum set of requirements needed for a business to be considered a "small craft facility".

According to NOS a "small craft facility" must: (1) be public (not private); (2) have gasoline and/or diesel fuel on the premises or have reasonable access to these fuels; (3) have a pump out capability (or access to a municipality or community operation); (4) have reasonable approach depth; (5) have reasonable alongside depth; and (6) have Transient Berths and/or Moorings.

If the facility does not meet the above criteria an Auxiliarist may submit this information as a Coast Pilot addition or revision.

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**A REPORT ON A FACILITY
SHOULD BE MADE ONLY
ONCE A YEAR!**

**Change 5 adds a new
category titled –
“Inspection Items”.**

This category was created for members who go out on a Chart Updating cruise and don't find anything wrong with the chart. This category allows those members to receive credit for their efforts.

NOAA has become more proactive in soliciting quality chart updating information from the Auxiliary by providing better communications and training than were previously available. Given the above, I **leave you with a question:**

What would it take to increase our member participation in the Chart Updating Program?

Ed Martin, BC-ONC

**AUXILIARY
OPERATIONS AT
OSHKOSH
FLY-IN**

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This is the largest aviation event in the world, and the Coast Guard and Coast Guard Auxiliary were right in the midst of it. Active Duty, Reserve and Auxiliary members from both the surface and air operations communities joined forces to showcase the Coast Guard and the Auxiliary at Air Venture 2005.

Each year, due to the efforts of our Special Projects Branch Chief Claude Hribal and his assistant Mike Hopfensperger, we have a display booth in a premier spot in Exhibit Building “A”. Auxiliarists volunteer their time to staff the booth, where they meet and greet convention attendees, answering their questions about the Coast Guard and the Auxiliary. This is an excellent opportunity for us to reach persons interested in aviation to explain the AUXAIR program to them.

This year, Auxiliary Aviators from several Districts rotated serving in the booth. They had the opportunity to talk

about the Auxiliary and AUXAIR to people who came from all over the country. Questions and comments like “What is the Coast Guard Auxiliary?” and “I didn't know the Auxiliary had an aviation program. I thought you guys were just about boats,” were typical.

The Auxiliarists in the booth passed out brochures answering questions regarding Active Duty and Reserve service, Auxiliary Membership and the AUXAIR program. Many interested persons were referred to our National Web site and directed to our excellent Operations Department web pages for further information.

Robert T. Shafer, DVC-OA

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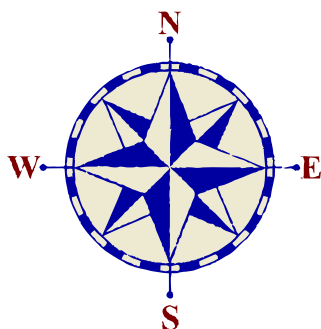
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AIDS TO NAVIGATION

ATONS & PATONS

Aids to navigation, whether man made or natural, are vital to safe navigation in most inland waterways. They are of very little use unless they are properly charted and "watching" effectively. As an Auxiliarist you can be of great benefit to the boating public and to the US Coast Guard. The Coast Guard is responsible for advising the boating public of any missing or damaged Aids and for seeing they are maintained in good order.

Whether on patrol or just cruising, be aware of the condition, position, color and markings of each Aid you pass. This is to be sure the Aids give the proper information. Report deviations to the nearest CG Station, and the information will get corrective action ASAP.



In the meantime the defect will be published in the next Weekly Notice to Mariners. If you are an Aids Verifier (AV), you will want to file CG 5474 making the observation official and assuring the deficiency will be corrected. This work is part of Maritime Domain Awareness.

The US Coast Guard is charged with the responsibility for checking every ATON at least annually. This requires manpower which is needed more for port security than ever before. We in the CG Auxiliary can help by checking

and reporting these Aids.

The numbers are astonishing. In the Upper Chesapeake Bay alone there are over 150 private Aids to be verified each year. Some of these are State maintained, some are maintained by other entities.

You do not to be specially qualified to report on defective Aids, but if you are A/V qualified you and your flotilla get credit for your work. Sign up for A/V and verify these Aids on an annual basis.

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