

# Department of Homeland Security

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**DEPARTMENT OF HOMELAND SECURITY**  
*U. S. Coast Guard Operational Imagery*  
**SECURITY CLASSIFICATION GUIDE**  
**(DHS SCG USCG 009)**

*July 2013*



**Issued and Approved By:**

  
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**VADM P. V. Neffenger**  
**Deputy Commandant for Operations**  
**Department of Homeland Security**

*7/30/2013*  
\_\_\_\_\_

**Date**

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**DHS SCG USCG 009**

***U.S. Coast Guard Operational Imagery Security Classification Guide***

***July 2013***

**Department of Homeland Security  
Office of the Chief Security Officer  
Washington D.C. 20528**

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\_\_\_\_\_  
OCSO/ASD Representative

6/12/2013

Date

# U.S. Coast Guard Operational Imagery Security Classification Guide

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# 1 GENERAL

## 1.1 PURPOSE

This classification guide is issued for the purpose of identifying specific topics of information associated with United States Coast Guard operational imagery captured by personnel acting on behalf of the Coast Guard, while conducting Coast Guard missions and operations. This operational imagery meets the standards and criteria for classification and protection in accordance with Executive Order 13526, “*Classified National Security Information*,” and its implementing directives. Imagery is defined as photographs and video taken using handheld, cellular or smart phone, tablets or fixed cameras or sensors, including screen captures. The guide also provides topics of information that do not meet the standards and criteria for classification under E.O. 13526, but are nonetheless sensitive and require protection against unauthorized disclosure. Such sensitive but unclassified information shall be categorized as “FOR OFFICIAL USE ONLY” (FOUO), or other approved, applicable caveat, and marked in accordance with applicable guidance to reflect that status.

## 1.2 AUTHORITY

This guide is approved by VADM Peter V. Neffenger, Deputy Commandant for Operations (DCO), U.S. Coast Guard, Department of Homeland Security (DHS), a delegated TOP SECRET Original Classification Authority (OCA). It is issued in accordance with Executive Order 13526.

## 1.3 SCOPE AND APPLICABILITY

This document provides security classification guidance for information associated with U.S. Coast Guard operational imagery. This guide shall be cited as the basis for classification, reclassification, and declassification of information and materials under DHS cognizance and control related to U.S. Coast Guard operational imagery. This Security Classification Guide (SCG) is not a guide to provide direction of when or when not to take still or video imagery during a mission; its sole purpose is to provide classification guidance once the imagery is captured or recorded for dissemination and control purposes. Command discretion, common sense and decorum shall continue to guide the recording, capture or release of imagery.

### **This guide does NOT address:**

- National intelligence or intelligence related to national security contained in or revealed by imagery. Intelligence information will be classified in accordance with the appropriate Coast Guard Intelligence (CGI) or intelligence-related security classification guidance. For imagery security classification guidance on national intelligence and intelligence related to national security, refer to appropriate published Coast Guard or other government agency (OGA) guides.
- Imagery provided by, or purchased from, other government agencies (including from national sensors, and airborne imagery), the general public, or commercial providers. Commercial imagery, devoid of markings/overlays, is UNCLASSIFIED. Follow the classification guidance provided by the imagery provider for all other imagery.
- Imagery annotated to interpret or evaluate the underlying image. Follow the classification guidance used to derive the information, or the classification provided in this guide, whichever is stricter (e.g., if this guide identifies an image as SECRET, but another SCG states the annotated information is UNCLASSIFIED, the entire product would be SECRET).
- How to transfer imagery across security classification domains (e.g. moving an UNCLASSIFIED image from the SECRET system). This process is described in the U.S. Coast Guard Security and Information Assurance Manual, COMDTINST M5500.13 (series).

Changes in classification guidance required for operational necessity will be made immediately upon notification and concurrence of the approving authority and will be disseminated to original recipients of

this guide. The provisions of this guide are applicable to all components, offices, contractors, detailees, and other persons who create products that contain information on subjects covered by this guide and under the auspices of the Department of Homeland Security.

#### 1.4 OFFICE OF PRIMARY RESPONSIBILITY

Office of Primary Responsibility (OPR) for this guide is:

Department of Homeland Security  
COMMANDANT (CG-761)  
OFFICE OF C4 AND SENSOR CAPABILITIES  
U.S. COAST GUARD  
2100 2ND STREET STOP 7359  
WASHINGTON DC 20593-7359

Telephone: (202) 372-2020  
Fax: (202) 372-2902

The Office of Secondary Responsibility for this guide is:

Department of Homeland Security  
COMMANDANT (DCMS-34)  
OFFICE OF SECURITY POLICY & MANAGEMENT  
U.S. COAST GUARD  
2100 2ND STREET STOP 7245  
WASHINGTON DC 20593-7245

Telephone: (202) 372-3707  
Fax: (202) 372-3950

and

Department of Homeland Security  
Office of the Chief Security Officer (OCSO)  
Administrative Security Division (ASD)  
Administrative Security Policy & Implementation Branch (ASPIB)  
Washington D.C. 20528

Telephone: (202) 447-5163 Fax: (202) 447-5312  
E-mail: [AdminSecurity@hq.dhs.gov](mailto:AdminSecurity@hq.dhs.gov)

## 2 POLICY

### 2.1 GENERAL

This guide is for the use of DHS employees and contractors performing derivative classification actions when handling information about, or derived, from imagery captured while performing Coast Guard operations. Still and video imagery includes recorded data, frame grabs or screen captures obtained from ElectroOptic/ InfraRed (EO/IR) systems, installed camera systems on cutters, boats, aircraft (including Unmanned Aerial Vehicles (UAVs)) and shore facilities, SONAR or other Underwater Imaging Systems. This also includes any handheld imagery recording devices, such as video cameras, handheld cameras, webcams, cellular phones, smart phones, laptop or tablet computers, or any other portable device capable

of recording imagery. RADAR imagery include: [REDACTED]

[REDACTED] Sensor imagery may be with or without overlays. Imagery may be with or without metadata embedded in the imagery file, or contained in a separate, but associated file. Products covered by this guide include imagery captured by [REDACTED]

## 2.2 REASON FOR CLASSIFICATION

Classification is reserved for specific categories of information or the compilation of related information meeting the standards and criteria for classification as defined in E.O. 13526 and falling within one or more of the categories of information eligible for classification per Section 1.4 of the Order. The topics of information cited in this guide are classified pursuant to:

- 1.4 (a) military plans, weapons systems, or operations;
- 1.4 (f) United States Government programs for safeguarding nuclear materials or facilities; or
- 1.4 (g) vulnerabilities or capabilities of systems, installations, infrastructures, projects, plans, or protection services relating to the national security.

## 2.3 CLASSIFICATION BY COMPILATION

A compilation of unclassified information is normally not classified. However, in certain circumstances, information that would otherwise be marked unclassified may become classified when combined or associated with other unclassified information, if the compiled information reveals an additional association or relationship, intelligence strategy, gaps or strategic objectives, not otherwise evident by the individual items of information, that meets the standards and criteria for classification. For example, [REDACTED]

[REDACTED] Under such circumstances, it is the additional association or relationship revealed by the combination or compilation of information that is classified, not the individual items of information. Careful consideration must be taken when determining the need for classification by compilation. When the determination is made that classification by compilation is necessary, if not already covered in this or another approved security classification guide, the determination must be presented to an OCA for a classification decision. If the OCA determines a compilation of unclassified information is classified, the OCA must provide explicit instructions as to what elements of the compilation, when combined, constitutes classification and the additional association or relationship that warrants the classification. Users of this SCG should be aware of such a possibility when compiling unclassified information. (See 2.4 below)

Likewise, the compilation of classified information will be classified, at a minimum, at the highest classification within the aggregated data, but may become a higher classification if the compiled information reveals an additional association or relationship that warrants a higher level of classification (see 2.4 below). Individual portion markings however, must reflect the highest level of classification in its portion only - not the classification of the entire compilation.

## 2.4 EXCEPTIONAL CIRCUMSTANCES

Should a situation arise where a holder of information believes the information should be classified, but it is not covered by this classification guide, or, a compilation of unclassified information should be classified or, if already classified, classified at a higher level, the information will be handled and safeguarded in accordance with the level of classification the holder believes it to be.

In such instances, the information will be marked with the tentative level of classification and the notation "*Pending Classification Review.*"



The information will be transmitted, by a means approved for the level of classification, to the OPR identified in Section 1.4 of this guide, for a classification determination.

## 2.5 CHALLENGES TO CLASSIFICATION

If at any time a user of this guide or its derivative products believes that the application of a security classification to a specific topic or topics of information is inappropriate, they are expected and encouraged to challenge the classification. Should security classification guidance contained herein be challenged, the items of information involved shall continue to be protected at the level prescribed by this guide until such time as a formal decision by an appropriate authority is made. Classification challenges should be addressed to the OPR identified in Section 1.4 of this guide. Appeal procedures to classification determinations are found in DHS Instruction 121-01-011 (Ch. 2, Sec. 4.A), or successor instructions. Classification challenges are not confined to classification guidance provided in this or other guides but to any classified product created by DHS or any other agency. In all cases, authorized holders of classified information are expected and encouraged to challenge what they believe to be inappropriate classifications.

## 2.6 USE OF THIS GUIDE

This guide is for the use of DHS employees, detailees, contractors, and other personnel working for the U.S. Coast Guard who are authorized to perform derivative classification actions based on requirements outlined in E.O. 13526 and implementing DHS policies. Such authority is based on the completion of derivative classification training at least once every two years. For information on completion of the required training contact the DHS OCSO Training Branch at (202) 447-0950 or via email at [securitytraining@hq.dhs.gov](mailto:securitytraining@hq.dhs.gov) or your local security official.

General guidance is added prior to each topic to provide an overarching summary of the topic material at hand. The guidance provides individuals with a brief description of the topic and those areas that require protection. The summary is general in nature and broken down to be understood by individuals not familiar with the program or the topic in question. However, derivative decisions should be based on individual topics - the general guidance should only be the framework within which their decisions are made.

## 2.7 MARKING

For the purpose of marking documents containing classified information covered by this guide, derivative classifiers will cite ***DHS SCG USCG 009, July 2013*** on the "Derived From" line, followed by the declassification instruction as specified in the guide. For example:

*Classified By: (Name and title of derivative classifier)*

*Derived From: **DHS SCG USCG 009, July 2013***

*Declassify On: (Insert declassification instruction as cited for the particular Topic in the SCG)*

If classified information covered by this guide, as well as classified information from other classified sources, is included in the same document, the document will be marked as follows:

*Classified By: (Name and title of derivative classifier)*

*Derived From: **(List each classified source individually, or, enter "Multiple Sources" and list each source individually elsewhere in the document, e.g., as an attachment or addendum).***

*Declassify On: (Carry forward the single most restrictive declassification instruction from all source documents)*

NOTE: If "Multiple Sources" are used for a derivatively classified document, a record of the sources used will be cited on every copy of the document.

Where the declassification instruction from a source is marked Originating Agency Determination Required, OADR, Manual Review, or MR or any of the exemption markings X1 thru X8, the declassification instructions for the newly created document will be dated 25 years from date of document in question. For example:

*Classified By: (Name and title of derivative classifier)*

*Derived From: Identity and Date of Sources*

*Declassify On: Dated 25 years from date of document in question (If no date is listed on the document in question, it will be dated 25 years from the date of the newly created document.)*

Detailed instructions for marking classified materials can be found in the Information Security Oversight Officer (ISOO) pamphlet titled "Marking." The ISOO Marking Pamphlet is available for download at <http://www.archives.gov/isoo/index.html>. You can also download it from the DHS internal intra-net, DHS *CONNECT*, by going to the Security portal, Administrative Security, "ISOO Marking Booklet" [http://dhsconnect.dhs.gov/org/comp/plcy/frontofc/sso/Classification%20Guides/ISOO\\_2010\\_Marking\\_Booklet.pdf](http://dhsconnect.dhs.gov/org/comp/plcy/frontofc/sso/Classification%20Guides/ISOO_2010_Marking_Booklet.pdf). Training on marking classified materials can be obtained by contacting the DHS OCSO Training Branch at (202) 447-0950 or via email at [securitytraining@hq.dhs.gov](mailto:securitytraining@hq.dhs.gov). Coast Guard specific marking information can be found in the Classified Information Management Program, COMDTINST M5510.23 (series). If the image contains Scientific and Technical Information (STINFO), the image must also be marked in accordance with the Management of Scientific and Technical Information (STINFO), COMDTINST M5260.6 (series).

## 2.8 CLASSIFIED PROCESSING

Classified information will not be processed on any automated IT equipment unless the equipment has been specifically accredited and approved for classified processing. Consult Office of the Chief Security Officer (OCSO) or Component Security Office for instructions on what equipment may be used.

## 2.9 REPRODUCTION AND DISSEMINATION

This guide may be reproduced and disseminated within DHS as needed. However, to ensure receipt of updates, revisions, and classification changes, whenever the guide is disseminated beyond an initial addressee, notify the OPR. Coordinate dissemination to government agencies outside of DHS through the OPR.

# 3 RELEASE OF INFORMATION

## 3.1 PUBLIC RELEASE

This guide is designated "FOR OFFICIAL USE ONLY" (FOUO) and will not be released to the public. Requests for copies of this guide by non-governmental officials will be processed under the Freedom of Information Act. This guide indicates some information may be unclassified but does not imply the information is automatically releasable to the public. Request for public release of information will be processed in accordance with the DHS MD Number 0460.1, "Freedom of Information Act Compliance" and The Coast Guard Freedom of Information (FOIA) and Privacy Acts Manual, COMDTINST M5260.3 (series).

## 3.2 SENSITIVE BUT UNCLASSIFIED INFORMATION (SBU)

The classification guide applies to information that requires protection to prevent damage to the national security and thus meets the standards and criteria for classification in accordance with E.O. 13526. In addition to classified information, there are certain types of sensitive but unclassified information for which Executive Branch agencies require application of controls and protective measures for a variety of reasons.

FOUO is the designation applied by DHS to SBU information not otherwise governed by statute which may be exempt from mandatory release to the public under Section 552 of Title 5, U.S.C., "Freedom of Information Act (FOIA)."

NOTE: Use of FOUO and similar caveats and standards used to identify and protect information that is SBU, but not otherwise governed by statute will be rescinded upon implementation of the government-wide Controlled Unclassified Information (CUI) Framework. When the CUI Framework is implemented, information in this SCG that is categorized as FOUO, or similar SBU markings, will be identified and marked in derivative products as CUI pursuant to directives issued in support of the CUI Framework, until such time as this SCG is updated to reflect the appropriate markings.

#### **4 EFFECTIVE DATE AND IMPLEMENTATION**

This classification guide is effective immediately upon release.

*U.S. Coast Guard Operational Imagery*  
**Security Classification Guidance**  
**(DHS SCG USCG 009)**

## 5 CLASSIFICATION GUIDANCE

This guide is arranged with four classification sections titled Still and Video Imagery, RADAR Imagery, Asset Specific Imagery and Audio Recordings. The Still and Video Imagery section contains subsections based on the Coast Guard's 11 statutory mission sets. A twelfth subsection has been added to provide guidance on imagery likely to be obtained across a variety of mission sets (e.g., an image of a United States Navy (USN) asset). When using this guide, the users should reference the section covering the specific mission being conducted, as opposed to referencing the asset type assigned to the mission. For example, an ice breaking tug conducting a fisheries patrol in ice conditions would look in the Living Marine Resources section for guidance on the classification of imagery taken while conducting a boarding. In many instances, mission sets may overlap. When conflict exists, the most restrictive designation applies. The RADAR Imagery section provides guidance on specific RADAR imagery products and takes into account specific RADAR types. RADAR models are specifically identified due to classification differences based on the manufacturer's country of origin. The Asset Specific Imagery section provides guidance on imagery of compartments, systems, components, and/or other locations of or within an asset. The final section will provide guidance on the classification of audio recordings as policy for the various frequencies, circuits, and communication systems is developed.

**This SCG is not a guide to provide direction of when or when not to take still or video imagery during a mission; its sole purpose is to provide classification guidance once the imagery is captured or recorded for dissemination and control purposes. Command discretion, common sense and decorum should continue to guide the recording, capture and release of imagery.** Instances where physical security policies restrict the use of imagery recording devices in controlled and/or exclusion spaces shall be adhered to and this guide shall not be used to supersede these policies. In order to tell the Coast Guard's story to the public, maximum public release of imagery is desirable. However, the provisions of the DHS MD Number 0460.1, "Freedom of Information Act Compliance", "The Coast Guard Freedom of Information (FOIA) and Privacy Acts Manual", COMDTINST 5260.3 (series), and the "Public Affairs Manual", COMDTINST M5728.2 (series), shall be followed prior to public release of unclassified imagery. In order to not compromise an ongoing legal case or prosecution effort, imagery taken with the intention of being used as evidence in a law enforcement case must be reviewed by the servicing legal office prior to public release. Further guidance to servicing legal offices can be obtained from the Legal Service Command or from CG-094.

Tactical Control (TACON) and mission specific direction may add additional handling controls. Note: per Executive Order 13526, only an OCA has the authority to designate material CONFIDENTIAL or higher. Mission tasking may add specific dissemination controls, such as UNCLASSIFIED//FOUO, to imagery listed in this guide as UNCLASSIFIED. However, imagery designated as UNCLASSIFIED in this guide may not be classified unless the designator is an OCA. When assigned TACON to another agency, comply with that agency's guidance. Imagery classification obtained while working for Joint Interagency Task Force- South (JIATF-S) is solely based on the participating agency's classification guidance. Units operating under JIATF-S TACON shall treat imagery obtained as if the unit is under a Coast Guard TACON. Therefore, under this guide, operations with JIATF-S do not constitute the designation of Other Government Agency (OGA) TACON.

Acronyms for standard Coast Guard terms are used extensively in the Section 5 of this document. A complete list of acronyms is located in Section 7 of this guide.

Unless specifically noted, all imagery is assumed to have overlays and/or metadata associated with it.

## 5.1 STILL & VIDEO IMAGERY

This section covers the classification of still and video imagery without audio. For video containing audio, see section 5.4 of this guide. Still and video imagery includes recorded data, frame grabs or screen captures obtained from ElectroOptic/ InfraRed (EO/IR) systems, installed camera systems on cutters, boats, aircraft (including Unmanned Aerial Vehicles (UAVs)) and shore facilities, SONAR or other Underwater Imaging Systems. This also includes any handheld imagery recording devices, such as video cameras, handheld cameras, cellular phones, smart phones, webcams, laptop or tablet computers, or any other portable device capable of recording imagery. The compilation of multiple screen shots, stop frames or still images taken continually shall be considered video when using this guide. Video imagery may have higher classification controls compared to still imagery of the same evolution due to the risk of classification by compilation. For example, individual photos of an evolution may be unclassified; however, a video of the same evolution may portray tactics or details requiring a higher level of classification or dissemination controls. Throughout this section of the guide, reference is made to a complete sequence or a critical specific tactic. An example of a complete sequence of events is how a boarding team would

[REDACTED] An example of a critical specific tactic is revealing a team's [REDACTED]

TOPIC	CLASSIFICATION / DESIGNATION	DURATION	REMARKS
<b>(A) Marine Safety</b>			
<b>Still and Video Imagery of:</b>			
(1) Domestic and International Port Security Program operations when:			
An image identifying a vulnerability which would cause the exposure of assets to compromise or lead to destruction that is critical to the installation or facility	SSI	10 years from date of origin or until mitigation of vulnerability, whichever occurs first	Per 49 CFR §1520.5(b)(6)
An image not identifying specific vulnerabilities, but containing information, such as <b>proprietary information</b> or other <b>confidential commercial information</b> , that if released, may be detrimental to the security of transportation	SSI		Per 49 CFR §1520.5(b)(6)
Infrastructure <b>networks</b> or <b>nodes</b> are identified as being critical to US National Security and/or military capabilities.	SECRET		Per sections 1.4(a) & (g) of E.O. 13526
Identifying a single infrastructure <b>vulnerability</b> which would cause degradation to US National Security and/or military capabilities.	SECRET		Per sections 1.4(a) & (g) of E.O. 13526

TOPIC	CLASSIFICATION / DESIGNATION	DURATION	REMARKS
(2) Inspection operations involving MTSA or CG facilities when:  An image identifying a [REDACTED] which would cause the exposure of assets to [REDACTED] to the installation or facility  An image not identifying specific vulnerabilities, but containing information, such as <b>proprietary information</b> or other <b>confidential commercial information</b> , that if released, may be detrimental to the security of transportation  Infrastructure <b>networks</b> or <b>nodes</b> are identified as being critical to US National Security and/or military capabilities.  Identifying a [REDACTED] which would cause degradation to US National Security and/or military capabilities.	SSI  SSI  SECRET  SECRET	10 years from date of origin or until mitigation of vulnerability, whichever occurs first	Per 49 CFR §1520.5(b)(6)  Per 49 CFR §1520.5(b)(6)  Per sections 1.4(a) & (g) of E.O. 13526  Per sections 1.4(a) & (g) of E.O. 13526
(3) Inspection of OGA facilities not accessible by the general public	See Remarks		Follow specific agency guidance
(4) Inspection of CG or OGA facilities accessible by the general public	UNCLASSIFIED		
(5) Marine Safety activities that evolve into a SAR Case	UNCLASSIFIED		
(6) Coast Guard personnel who conduct vulnerability assessments, security inspections or audits  If imagery contains the individual's name combined with either (1) job description or (2) operational capability as noted above  Otherwise	SSI  UNCLASSIFIED		Per 49 CFR §1520.5(b)(6)
(7) Marine Casualty Investigations  Once approved for release by the staff JAG	FOUO  UNCLASSIFIED*		*Decisions regarding imagery releasability shall be made in consultation with servicing Staff Judge Advocate  For mishaps involving CG assets and/ or CG shore facilities see <i>Miscellaneous Section</i> (5.1 (L) 10)

TOPIC	CLASSIFICATION / DESIGNATION	DURATION	REMARKS
(8) Operations related to Port State Control Program and the Commercial Vessel Compliance Program when:  An image [REDACTED] to the installation or facility  An image not identifying [REDACTED] but containing information, such as [REDACTED] that if released, may be detrimental to the security of transportation  Infrastructure networks or nodes are identified as being critical to US National Security and/or military capabilities  Identifying a single infrastructure vulnerability which would cause degradation to US National Security and/or military capabilities	SSI  SSI  SECRET  SECRET	10 years from date of origin or until mitigation of vulnerability, whichever occurs first	Per 49 CFR §1520.5(b)(6)  Per 49 CFR §1520.5(b)(6)  Per sections 1.4(a) & (g) of E.O. 13526  Per sections 1.4(a) & (g) of E.O. 13526
(9) Marine Safety training evolutions	UNCLASSIFIED*		*Release of imagery portraying units/ assets/ personnel associated with this topic is authorized in accordance with the Public Affairs Manual, COMDTINST M5728.2 (series), provided the imagery does not depict a [REDACTED]
(10) Recreational Boating Safety Program:  Activities intended for use as evidence Once approved for release by the staff JAG  Otherwise	FOUO  UNCLASSIFIED*  UNCLASSIFIED*		*Decisions regarding imagery releasability shall be made in consultation with servicing Staff Judge Advocate

TOPIC	CLASSIFICATION / DESIGNATION	DURATION	REMARKS
<b>(B) Marine Environmental Protection (MEP)</b>			
<b>Still and Video Imagery collected during:</b>			
(1) MEP activities, intended for use as evidence  Once approved for release by the staff JAG	FOUO  UNCLASSIFIED*		*Decisions regarding imagery releasability shall be made in consultation with servicing Staff Judge Advocate
(2) Operations within restricted areas where the maritime public typically does not have access (e.g., inside Navy controlled basin)	See Remarks		Follow specific agency guidance
(3) MEP missions that evolve into a SAR Case	UNCLASSIFIED		
(4) Other MEP activities, for example, training exercises, not covered elsewhere in this section	UNCLASSIFIED		
<b>(C) Defense Readiness</b>			
<b>Still and Video Imagery of:</b>			
(1) Products supporting Operation NOBLE EAGLE	See Remarks		See <a href="#">Appendix C to OASD(C3I)/S&amp;IO Security Classification Guide for Operation ENDURING FREEDOM and Operation NOBLE EAGLE</a> of 28 March 2002
(2) Contingency/ Threat Response Operations following a TACON/OPCON shift to DoD	See Remarks		Follow DoD Guidance
(3) Contingency/ Threat Response Operations following a TACON/OPCON shift to OGA	See Remarks		Follow specific agency guidance
(4) MSRT Support to DoD	See Remarks		Follow DoD Guidance
(5) Casualties to CG Personnel, members of an OGA or civilian	UNCLASSIFIED*		*Per Military Casualties and Decedent Affairs, COMDTINST M1770.9(series) and Public Affairs Manual, COMDTINST M5728.2(series), gruesome or inappropriate details need not be released and should never be seen or heard by the families on television or radio before they have been notified by the appropriate authorities. HIPAA, FOIA, and the Privacy Act govern the release of PHI
(6) Defense Readiness activities depicting training exercises	See Remarks		Follow specific agency guidance



TOPIC	CLASSIFICATION / DESIGNATION	DURATION	REMARKS
(7) Defense Readiness missions that evolve into a SAR Case:  Depicting DoD Assets taken within restricted areas where the maritime public typically does not have access  Depicting DoD Assets (with overlays or metadata)  Depicting DoD Assets (without overlays or metadata)  Not depicting DoD Assets	See Remarks  FOUO  UNCLASSIFIED  UNCLASSIFIED		Follow specific agency guidance
(8) Other Defense Readiness activities not covered above if imagery depicts a complete sequence of events or a critical specific tactic  Otherwise	FOUO  UNCLASSIFIED*		*Release of imagery portraying units/ assets/ personnel associated with this topic is authorized in accordance with the Public Affairs Manual, COMDTINST M5728.2 (series)

**(D) Ports, Waterways and Coastal Security**

**Still and Video Imagery of:**

(1) Coast Guard support to Operation NOBLE EAGLE or successor operation for U.S. military operations in support of homeland defense and civil support to federal, state and local agencies in the United States	See Remarks		See "imagery" in Appendix C to <a href="#">OASD (C3I)/ S&amp;IO Security Classification Guide for Operation ENDURING FREEDOM and Operation NOBLE EAGLE</a> of 28 March 2002
(2) MSST engaged in MSRO activities:  Showing combination of TTP, specific weapons, or sensors carried for MSRO, if the imagery depicts a [REDACTED]  Otherwise	FOUO  UNCLASSIFIED*		*Release of imagery portraying units/ assets/ personnel associated with this topic is authorized in accordance with the Public Affairs Manual, COMDTINST M5728.2 (series)
(3) Coast Guard divers engaged in MSRO activities:  Showing combination of TTP, specific weapons, or sensors carried for MSRO, if the imagery depicts a [REDACTED]  Otherwise	FOUO  UNCLASSIFIED*		*Release of imagery portraying units/ assets/ personnel associated with this topic is authorized in accordance with the Public Affairs Manual, COMDTINST M5728.2 (series)

TOPIC	CLASSIFICATION / DESIGNATION	DURATION	REMARKS
<p>(4) Coast Guard aircraft, boats, or cutters engaged in MSRO activities:</p> <p>Showing combination of TTP, specific weapons, or sensors carried for MSRO, if the imagery depicts a complete sequence of events or a critical specific tactic</p> <p>Otherwise</p>	<p>FOUO</p> <p>UNCLASSIFIED*</p>		<p>*Release of imagery portraying units/ assets/ personnel associated with this topic is authorized in accordance with the Public Affairs Manual, COMDTINST M5728.2 (series)</p>
<p>(5) Coast Guard shore-side patrols showing combination of TTP, specific weapons, or sensors carried for MSRO:</p> <p>If the imagery depicts a complete sequence of events or a critical specific tactic</p> <p>Otherwise</p>	<p>FOUO</p> <p>UNCLASSIFIED*</p>		<p>*Release of imagery portraying units/ assets/ personnel associated with this topic is authorized in accordance with the Public Affairs Manual, COMDTINST M5728.2 (series)</p>
<p>(6) MSRT engaged in MSRO activities showing combination of TTP, specific weapons, or sensors carried for MSRO</p>	<p>See Remarks</p>		<p>To determine the latest classification/ designation and duration if operating with the MSRT, contact the program manager for the MSRT. The marking/ classification of this topic can vary. If this SCG further delineated for this topic, it might disclose classified information that would require classifying this SCG. Additionally, the classification of this topic may change in the event the MSRT is called upon to support DoD. (e-mail: <a href="mailto:HQS-DG-LST-CG-DOD-2@uscg.mil">HQS-DG-LST-CG-DOD-2@uscg.mil</a>)</p>
<p>(7) A Coast Guard canine engaged in MSRO activities:</p> <p>If the imagery depicts a complete sequence of events or a critical specific tactic</p> <p>Otherwise</p>	<p>FOUO</p> <p>UNCLASSIFIED*</p>		<p>*Release of imagery portraying units/ assets/ personnel associated with this topic is authorized in accordance with the Public Affairs Manual, COMDTINST M5728.2 (series)</p>
<p>(8) CG-controlled shore-side camera displays showing MSRO activities (e.g., security zone enforcement, vessel escort (including MFPU escorts), support of NSSE:</p> <p>If the imagery depicts a complete sequence of the MSRO activity or a critical specific TTP</p> <p>If the imagery feed is from an OGA</p> <p>Otherwise</p>	<p>SSI</p> <p>See Remarks</p> <p>UNCLASSIFIED*</p>	<p>Once the MSRO activity concludes, the SSI designation is lost (per 49 CFR §1520.5(c))</p>	<p>*Release of imagery portraying units/ assets/ personnel currently engaged in a MSRO activity is authorized in accordance with the Public Affairs Manual, COMDTINST M5728.2 (series)</p> <p>Per 49 CFR §1520.5(b)(9)</p> <p>Follow agency specific guidance</p>

TOPIC	CLASSIFICATION / DESIGNATION	DURATION	REMARKS
(9) Coast Guard remotely operated vehicle if supporting MSRO activities:  If the imagery depicts a [REDACTED] [REDACTED]  Otherwise	FOUO  UNCLASSIFIED*		*Release of imagery portraying units/ assets/ personnel associated with this topic is authorized in accordance with the Public Affairs Manual, COMDTINST M5728.2 (series)
(10) A non-Coast Guard vulnerability [REDACTED] [REDACTED]  If the imagery, or any associated metadata, identifies what vulnerability is shown  Otherwise	SSI  UNCLASSIFIED		Per 49 CFR §1520.5(b)(10)
(11) A non-Coast Guard vulnerability [REDACTED] [REDACTED]  If the imagery, or any associated metadata, identifies what vulnerability is shown  Otherwise	SSI  UNCLASSIFIED		Per 49 CFR §1520.5(b)(6)
(12) A Coast Guard vulnerability [REDACTED] [REDACTED]	CONFIDENTIAL	10 years from date of origin or until mitigation of vulnerability, whichever occurs first	Per sections 1.4(a) & (g) of E.O. 13526
(13) A vulnerability [REDACTED] [REDACTED] [REDACTED] facility	SSI		Per 49 CFR §1520.5(b)(5)
(14) A vulnerability [REDACTED] [REDACTED]	SSI		Per 49 CFR §1520.5(b)(5)

TOPIC	CLASSIFICATION / DESIGNATION	DURATION	REMARKS
(15) A vulnerability [REDACTED] when:		10 years from date of origin or until mitigation of vulnerability, whichever occurs first	
An image identifying [REDACTED] facility	SSI		Per 49 CFR §1520.5(b)(6)
An image not identifying specific [REDACTED]	SSI		Per 49 CFR §1520.5(b)(6)
Infrastructure networks or nodes are identified as being critical to US national security and/or military capabilities	SECRET		Per sections 1.4(a) & (g) of E.O. 13526
Identifying a single [REDACTED]	SECRET		Per sections 1.4(a) & (g) of E.O. 13526

TOPIC	CLASSIFICATION / DESIGNATION	DURATION	REMARKS
(16) A vulnerability that [REDACTED] [REDACTED] when: An image identifying a [REDACTED] [REDACTED] facility	SSI	10 years from date of origin or until mitigation of vulnerability, whichever occurs first	Per 49 CFR §1520.5(b)(6)
An image not identifying specific [REDACTED] [REDACTED]	SSI		Per 49 CFR §1520.5(b)(6)
When [REDACTED] [REDACTED]	SECRET		Per sections 1.4(a) & (g) of E.O. 13526
When identifying a single [REDACTED] [REDACTED]	SECRET		Per sections 1.4(a) & (g) of E.O. 13526
(17) A vessel with metadata indicating it has been [REDACTED] [REDACTED]	FOUO		
(18) Coast Guard [REDACTED] [REDACTED]	FOUO		Per Maritime Radiation Detection Policy, COMDTINST 16600.2 (series), public availability is determined under 5 U.S.C. § 552
(19) Auxiliary support to PWCS	UNCLASSIFIED		
(20) Coast Guard personnel [REDACTED] [REDACTED]			
If the imagery contains the [REDACTED] [REDACTED]	SSI		Per 49 CFR §1520.5(b)(6) and (11)(C)
Otherwise	UNCLASSIFIED		

TOPIC	CLASSIFICATION / DESIGNATION	DURATION	REMARKS
(21) The identification of personnel [REDACTED] If imagery contains [REDACTED] Otherwise	FOUO  UNCLASSIFIED		Individuals shall not be identified by name in photographs or articles per Public Affairs Manual, <a href="#">COMDTINST M5728.2</a> (series)
(22) Exercises used to create [REDACTED]	SSI		Per 49 CFR §1520.5(b)(10)
(23) Identity or current [REDACTED]	UNCLASSIFIED*		*Follow OGA guidance if a Coast Guard asset is conducting PWCS under the TACON of another agency
(24) Identity and [REDACTED]	See Remarks		Follow specific agency guidance
(25) Casualties to CG Personnel, members of an OGA or civilian	UNCLASSIFIED		Per Military Casualties and Decedent Affairs, COMDTINST M1770.9(series) and Public Affairs Manual, COMDTINST M5728.2(series), gruesome or inappropriate details need not be released and should never be seen or heard by the families on television or radio before they have been notified by the appropriate authorities. HIPAA, FOIA, and the Privacy Act govern the release of PHI
(26) Coast Guard assets conducting operations [REDACTED] If OGA guidance exists If imagery contains [REDACTED] Otherwise	See Remarks  FOUO  UNCLASSIFIED		Follow specific agency guidance  Individuals shall not be identified by name in photographs or articles per Public Affairs Manual, <a href="#">COMDTINST M5728.2</a> (series)
(27) National Special Security Events (NSSE)	See Remarks		Follow specific agency guidance
(28) Direct support by [REDACTED]	CONFIDENTIAL*	Upon completion of operation or official announcement of operation, whichever is sooner	Per sections 1.4(a) & (g) of E.O. 13526  *If operating with DoD, refer to appropriate DoD SCG

TOPIC	CLASSIFICATION / DESIGNATION	DURATION	REMARKS
(29) Identifying DoD and OGA units [REDACTED]	See Remarks		Follow specific agency guidance
(30) Personnel assigned [REDACTED] in foreign territories:  If imagery contains [REDACTED]  Otherwise	FOUO  UNCLASSIFIED		Individuals shall not be identified by name in photographs or articles per Public Affairs Manual, <a href="#">COMDTINST M5728.2</a> (series)
(31) Portraying [REDACTED]  If the imagery is depicting a [REDACTED]  Otherwise	CONFIDENTIAL  UNCLASSIFIED	5 years from date the weapon, sensor, sequence or tactic is no longer in use or 25 years, whichever is less	Per sections 1.4(a) of E.O. 13526
(32) Portraying [REDACTED]  If the imagery is depicting a [REDACTED]  Otherwise	CONFIDENTIAL  UNCLASSIFIED	5 years from date the weapon or sensor is no longer in use or 25 years, whichever is less	Per sections 1.4(a) of E.O. 13526

TOPIC	CLASSIFICATION / DESIGNATION	DURATION	REMARKS
(33) PWCS missions that evolve into a SAR case:			
With no indication the people being rescued are involved in the PWCS mission	UNCLASSIFIED		
With indications the people being rescued were involved in the PWCS mission [REDACTED]	SSI	See Remarks	Decisions regarding imagery releasability shall be made in consultation with TACON. Once approved for release by TACON, the SSI designation is lost (per 49 CFR §1520.5(c)) and the information becomes UNCLASSIFIED
With indications the people being rescued were involved in PWCS mission [REDACTED]	UNCLASSIFIED		
While TACON to OGA	See Remarks		Follow specific agency guidance. If OGA guidance doesn't exist, follow guidance in this sub-section

**(E) Drug Interdiction**

Still and Video Imagery of:

(1) [REDACTED]	FOUO		Imagery releasable to other LE agencies (including JIATF-S) and/or IC agencies upon concurrence from TACON
Once approved for release by the staff JAG	UNCLASSIFIED*		*Decisions regarding imagery releasability shall be made in consultation with servicing Staff Judge Advocate
(2) [REDACTED]	FOUO		Imagery releasable to other LE agencies (including JIATF-S) and/or IC agencies upon concurrence from TACON. Other release of imagery outside of the USG must receive approval from CG-MLE-3. (e-mail <a href="mailto:HQS-DG-LST-CG-MLE-SP@uscg.mil">HQS-DG-LST-CG-MLE-SP@uscg.mil</a> )
(3) [REDACTED]	FOUO		
(4) Undercover or Federal Law Enforcement Officials	FOUO		Imagery is releasable to the host agency. The host agency may remove the FOUO designation based on their policies
(5) Foreign Law Enforcement or Military Personnel	FOUO		Imagery is releasable to host nation
(6) Contraband	UNCLASSIFIED*		*Decisions regarding imagery releasability shall be made in consultation with servicing Staff Judge Advocate. Once approved for release by the staff JAG, imagery is UNCLASSIFIED



TOPIC	CLASSIFICATION / DESIGNATION	DURATION	REMARKS
(7) [REDACTED]	FOUO  UNCLASSIFIED*		*Decisions regarding imagery releasability shall be made in consultation with servicing Staff Judge Advocate  Individuals shall not be identified by name in photographs or articles per Public Affairs Manual, <a href="#">COMDTINST M5728.2</a> (series)
(8) [REDACTED]  Once approved for release by the staff JAG	FOUO  UNCLASSIFIED*		*Decisions regarding imagery releasability shall be made in consultation with servicing Staff Judge Advocate
(9) [REDACTED]	UNCLASSIFIED*		*Decisions regarding imagery releasability shall be made in consultation with servicing Staff Judge Advocate
(10) [REDACTED]	FOUO		Imagery releasable to other LE agencies upon concurrence from TACON
(11) Vessels suspected of smuggling  Once approved for release by the staff JAG	FOUO  UNCLASSIFIED*		*Decisions regarding imagery releasability shall be made in consultation with servicing Staff Judge Advocate
(12) Airborne Use of Force operations:  If the imagery depicts a [REDACTED]  Otherwise	FOUO  UNCLASSIFIED*		Imagery releasable to other LE agencies upon concurrence from TACON  *Release of imagery portraying units/ assets/ personnel associated with this topic is authorized in accordance with the Public Affairs Manual, <a href="#">COMDTINST M5728.2</a> (series)
(13) Surface Use of Force operations:  If the imagery depicts [REDACTED]  Otherwise	FOUO  UNCLASSIFIED*		Imagery releasable to other LE agencies upon concurrence from TACON  *Release of imagery portraying units/ assets/ personnel associated with this topic is authorized in accordance with the Public Affairs Manual, <a href="#">COMDTINST M5728.2</a> (series)
(14) Pursuit of suspected smugglers:  If the imagery depicts a [REDACTED]  Otherwise	FOUO  UNCLASSIFIED*		Imagery releasable to other LE agencies upon concurrence from TACON  *Release of imagery portraying units/ assets/ personnel associated with this topic is authorized in accordance with the Public Affairs Manual, <a href="#">COMDTINST M5728.2</a> (series)

TOPIC	CLASSIFICATION / DESIGNATION	DURATION	REMARKS
(15) Boarding of [REDACTED] vessels:  If the imagery depicts a [REDACTED]  Otherwise	FOUO  UNCLASSIFIED*		Imagery releasable to other LE agencies upon concurrence from TACON  *Release of imagery portraying units/ assets/ personnel associated with this topic is authorized in accordance with the Public Affairs Manual, COMDTINST M5728.2 (series)
(16) Boarding of other types of vessels expected of [REDACTED]  If the imagery depicts [REDACTED]  Otherwise	FOUO  UNCLASSIFIED*		Imagery releasable to other LE agencies upon concurrence from TACON  *Release of imagery portraying units/ assets/ personnel associated with this topic is authorized in accordance with the Public Affairs Manual, COMDTINST M5728.2 (series)
(17) Boarding conducted from USN/ Allied/ NATO warships (with overlays or metadata)	FOUO		Imagery releasable to host nation
(18) Boarding conducted from USN/ Allied/ NATO warships (without overlays or metadata):  If the imagery depicts [REDACTED]  Otherwise	FOUO  UNCLASSIFIED*		Imagery releasable to other LE agencies upon concurrence from TACON  *Release of imagery portraying units/ assets/ personnel associated with this topic is authorized in accordance with the Public Affairs Manual, COMDTINST M5728.2 (series)
(19) Boarding conducted by TACLET/ LEDET personnel:  If imagery contains the individual's name  Otherwise	FOUO  UNCLASSIFIED*		*Release of imagery portraying units/ assets/ personnel associated with this topic is authorized in accordance with the Public Affairs Manual, COMDTINST M5728.2 (series), provided the imagery does not depict a complete sequence of events or a critical specific tactic
(20) CD activities, intended for use as evidence  Once approved for release by the staff JAG	FOUO  UNCLASSIFIED*		*Decisions regarding imagery releasability shall be made in consultation with servicing Staff Judge Advocate
(21) Pursuit of [REDACTED]  If the imagery depicts [REDACTED]  Otherwise	FOUO  UNCLASSIFIED*		Imagery releasable to other LE agencies upon concurrence from TACON  *Release of imagery portraying units/ assets/ personnel associated with this topic is authorized in accordance with the Public Affairs Manual, COMDTINST M5728.2 (series)

TOPIC	CLASSIFICATION / DESIGNATION	DURATION	REMARKS
<p>(22) Drug interdiction that turns into a SAR case:</p> <p>With no indication the people being rescued are involved in drug smuggling</p> <p>With indications the people being rescued are involved in drug smuggling [REDACTED]</p> <p>Once approved for release by the staff JAG</p> <p>With indications the people being rescued [REDACTED]</p>	<p>UNCLASSIFIED</p> <p>FOUO</p> <p>UNCLASSIFIED*</p> <p>UNCLASSIFIED</p>		<p>*Decisions regarding imagery releasability shall be made in consultation with servicing Staff Judge Advocate</p>
<p>(23) Casualties to CG Personnel, members of an OGA or civilian</p>	UNCLASSIFIED*		<p>*Per Military Casualties and Decedent Affairs, COMDTINST M1770.9(series) and Public Affairs Manual, COMDTINST M5728.2(series), gruesome or inappropriate details need not be released and should never be seen or heard by the families on television or radio before they have been notified by the appropriate authorities. HIPAA, FOIA, and the Privacy Act govern the release of PHI</p>
<p>(24) Training evolutions or exercises not covered elsewhere in this section:</p> <p>If the imagery depicts a complete sequence of events or a critical specific tactic</p> <p>Otherwise</p>	<p>FOUO</p> <p>UNCLASSIFIED*</p>		<p>Imagery releasable to other LE agencies upon concurrence from TACON</p> <p>*Release of imagery portraying units/ assets/ personnel associated with this topic is authorized in accordance with the Public Affairs Manual, COMDTINST M5728.2 (series)</p>
<p>(25) Other CD activities not covered elsewhere in this section</p>	FOUO		
<b><u>(F) Migrant Interdiction</u></b>			
<b>Still and Video Imagery of:</b>			
(1) Migrant Vessel	UNCLASSIFIED*		*If imagery depicts people, then follow guidance in sub-topics 2-6 below
(2) Undercover or Federal Law Enforcement Officials	FOUO		Imagery is releasable by host agency. The host agency may remove the FOUO designation based on their policies
(3) Foreign Law Enforcement or Military personnel	FOUO		Imagery is releasable to host nation

TOPIC	CLASSIFICATION / DESIGNATION	DURATION	REMARKS
(4) Migrants with [REDACTED] [REDACTED] Once approved for release by the staff JAG	FOUO  UNCLASSIFIED*		*Decisions regarding imagery releasability shall be made in consultation with servicing Staff Judge Advocate
(5) Migrants without [REDACTED] [REDACTED]	UNCLASSIFIED		
(6) "Mug Shots" or other images [REDACTED] [REDACTED]	FOUO		Imagery releasable to other LE agencies upon concurrence from TACON
(7) Surface Use of Force operations: [REDACTED] Otherwise	FOUO  UNCLASSIFIED*		Imagery releasable to other LE agencies upon concurrence from TACON  *Release of imagery portraying units/ assets/ personnel associated with this topic is authorized in accordance with the Public Affairs Manual, COMDTINST M5728.2 (series)
(8) Pursuit of migrant vessels: [REDACTED] Otherwise	FOUO  UNCLASSIFIED*		Imagery releasable to other LE agencies upon concurrence from TACON  *Release of imagery portraying units/ assets/ personnel associated with this topic is authorized in accordance with the Public Affairs Manual, COMDTINST M5728.2 (series)
(9) Boarding of migrant vessels: [REDACTED] Otherwise	FOUO  UNCLASSIFIED*		Imagery releasable to other LE agencies upon concurrence from TACON  *Release of imagery portraying units/ assets/ personnel associated with this topic is authorized in accordance with the Public Affairs Manual, COMDTINST M5728.2 (series)
(10) Migrant activities [REDACTED] [REDACTED] Once approved for release by the staff JAG	FOUO  UNCLASSIFIED*		*Decisions regarding imagery releasability shall be made in consultation with servicing Staff Judge Advocate
(11) AMIO case that turns into a SAR case or mass persons in the water	UNCLASSIFIED		Releasable to media upon approval of OPCON/ TACON. When possible, CG Public Affairs shall issue a press release along with the imagery to ensure proper messaging

TOPIC	CLASSIFICATION / DESIGNATION	DURATION	REMARKS
(12) Casualties to CG Personnel, members of an OGA or civilian	UNCLASSIFIED		Per Military Casualties and Decedent Affairs, COMDTINST M1770.9(series) and Public Affairs Manual, COMDTINST M5728.2(series), gruesome or inappropriate details need not be released and should never be seen or heard by the families on television or radio before they have been notified by the appropriate authorities. HIPAA, FOIA, and the Privacy Act govern the release of PHI
(13) Training evolutions or exercises not covered elsewhere:  [REDACTED]	FOUO		Imagery releasable to other LE agencies upon concurrence from TACON  *Release of imagery portraying units/ assets/ personnel associated with this topic is authorized in accordance with the Public Affairs Manual, COMDTINST M5728.2 (series)
Otherwise	*UNCLASSIFIED		
(14) Other AMIO activities not covered elsewhere in this section	FOUO		

**(G) Living Marine Resources (Domestic & International Fisheries)**

Still and Video Imagery of:

(1) LMR activities [REDACTED]  Once approved for release by the staff JAG	FOUO  UNCLASSIFIED*		*Decisions regarding imagery releasability shall be made in consultation with servicing Staff Judge Advocate
(2) Foreign vessels fishing [REDACTED]  Once approved for release by the staff JAG	FOUO  UNCLASSIFIED*		*Decisions regarding imagery releasability shall be made in consultation with servicing Staff Judge Advocate
(3) Foreign vessels [REDACTED]  Once approved for release by the staff JAG	FOUO  UNCLASSIFIED*		*Decisions regarding imagery releasability shall be made in consultation with servicing Staff Judge Advocate
(4) Operations involving Marine Protected Resources, Marine Protected Areas, Marine Sanctuaries, Reserves and other protected areas.  Once approved for release by the staff JAG	FOUO  UNCLASSIFIED*		*Decisions regarding imagery releasability shall be made in consultation with servicing Staff Judge Advocate
(5) US vessels fishing [REDACTED]  Once approved for release by the staff JAG	FOUO  UNCLASSIFIED*		*Decisions regarding imagery releasability shall be made in consultation with servicing Staff Judge Advocate
(6) US vessels fishing [REDACTED]  Once approved for release by the staff JAG	FOUO  UNCLASSIFIED*		*Decisions regarding imagery releasability shall be made in consultation with servicing Staff Judge Advocate

TOPIC	CLASSIFICATION / DESIGNATION	DURATION	REMARKS
(7) LMR missions that evolve into a SAR case	UNCLASSIFIED		
(8) Federal, state, tribal or local Law Enforcement Official conducting or assisting in LMR activities	FOUO		Imagery is releasable to the host agency. The host agency may remove the FOUO designation based on their policies
(9) Foreign Law Enforcement or Military Personnel conducting or assisting in LMR activities	FOUO		Imagery is releasable to host nation
(10) Fisheries training evolutions/ exercises not covered elsewhere in this section	UNCLASSIFIED		
(11) Other imagery collected during LMR and MPR activities	UNCLASSIFIED		

### **(H) Other Law Enforcement (International Fisheries)**

Still and Video Imagery of:

*See section (G)*

### **(I) Search and Rescue**

Still and Video Imagery of:

(1) Other missions that evolve into a SAR Case	See Remarks		Refer to other mission guidance sections within this SCG. (For example, for an AMIO boarding that results in mass people in the water, refer to the AMIO section of this SCG)
(2) The search, rescue and recovery of persons and equipment from land, water, vessel or other craft	UNCLASSIFIED		
(3) A MEDEVAC from a commercial or private vessel	UNCLASSIFIED		
(4) A MEDEVAC from a USN/ NATO/ Allied warship or other State owned vessel:  [REDACTED]  [REDACTED]	FOUO  UNCLASSIFIED		Imagery releasable to USN/host nation
(5) A MEDEVAC from a non-USN/ NATO/ Allied warship or other State Owned vessel	UNCLASSIFIED		
(6) Casualties to CG Personnel, members of an OGA or civilian	UNCLASSIFIED		Per Military Casualties and Decedent Affairs, COMDTINST M1770.9(series) and CG Public Affairs Manual, COMDTINST M5728.2(series), gruesome or inappropriate details need not be released and should never be seen or heard by the families on television or radio before they have been notified by the appropriate authorities. HIPAA, FOIA, and the Privacy Act govern the release of PHI

TOPIC	CLASSIFICATION / DESIGNATION	DURATION	REMARKS
(7) Other SAR, patient transport, SAR training evolutions, output from SAROPS, etc. not covered elsewhere in this section	UNCLASSIFIED		

**(J) Aids to Navigation**

**Still and Video Imagery collected during:**

(1) ATON operations within restricted areas where the maritime public typically does not have access (e.g., inside Navy controlled basin)	See Remarks		Follow specific agency guidance to determine further releasability
(2) ATON operations [REDACTED]  Once approved for release by the staff JAG	FOUO  UNCLASSIFIED*		*Decisions regarding imagery releasability shall be made in consultation with servicing Staff Judge Advocate
(3) International Ice Patrol Missions or ice breaking operations	See Remarks		See <i>Ice Operations Section (K)</i> of this SCG
(4) ATON missions that evolve into a SAR Case	UNCLASSIFIED		
(5) Other ATON operations	UNCLASSIFIED		

**(K) Ice Operations**

**Still and Video Imagery collected during:**

(1) Ice operations in support of other CG missions (e.g. LE, PWCS, Defense Readiness)	See Remarks		Classification of imagery conducted under the Ice Operations mission is governed by the Coast Guard mission being conducted in ice (e.g., a Polar Icebreaker's imagery while conducting a fisheries mission is covered in the Living Marine Resources section of this SCG)
(2) Ice operations in support of non-DoD agencies (NSF, NOAA, NASA) including science operations and facilitation of navigation	UNCLASSIFIED		
(3) Ice operations in support of DoD agencies	See Remarks		Follow specific agency guidance to determine further releasability
(4) International Ice Patrol missions	UNCLASSIFIED		
(5) Other ice breaking operations	UNCLASSIFIED		
(6) Ice breaking missions that evolve into a SAR case	UNCLASSIFIED		

TOPIC	CLASSIFICATION / DESIGNATION	DURATION	REMARKS
<b>(L) Miscellaneous</b>			
<b>Still and Video Imagery of:</b>			
(1) Counter piracy operations	FOUO*		*Unless TACON to DoD, then follow specific agency guidance
(2) DoD Assets: [REDACTED]	See Remarks		Follow specific agency guidance to determine further releasability
[REDACTED]	FOUO		
[REDACTED]	UNCLASSIFIED		
(3) DoD Facilities: [REDACTED]	See Remarks		Follow specific agency guidance to determine further releasability
Where the general public has unrestricted access	UNCLASSIFIED*		*Per posted guidance at individual shore facilities
(4) Foreign military assets and facilities: [REDACTED]	See Remarks		Follow specific agency guidance to determine further releasability
[REDACTED]	FOUO		
[REDACTED]	UNCLASSIFIED*		
(5) Any imagery displaying PII, HIPAA or other data protected by the privacy act	FOUO		
(6) Other law enforcement activities not covered elsewhere	FOUO*		*Imagery may be downgraded to UNCLASSIFIED upon approval of TACON and servicing Staff JAG
(7) Mishaps involving CG assets and/ or CG shore facilities Once approved for release by the staff JAG	FOUO UNCLASSIFIED*		*Decisions regarding imagery releasability shall be made in consultation with servicing Staff Judge Advocate
(8) [REDACTED]	FOUO		



## 5.2 RADAR IMAGERY

This section provides guidance on RADAR imagery. RADAR imagery includes [REDACTED] [REDACTED] imagery outputs. Classification of system performance characteristics and RADAR test data is covered in the Sensor and Instrument Performance Security Classification Guide, DHS SCG USCG 002.2 (SIP).

RADAR imagery obtained while conducting OGA missions will be classified under TACON authority. Unlike the previous section of the guide, RADAR imagery is divided into RADAR types. Throughout this section, specific RADAR models are identified due to differences based on the manufacturer's country of origin. For the purpose of this guide, the RADAR display is any display, not listed elsewhere in the section, of either raw or digitized RADAR video, including those displays correlating RADAR data with AIS tracks (e.g. CG-VTS displays, AN/SPS-73 RADAR displays). See Section 5.3 of this guide for imagery of the actual hardware or displays (i.e. an image of RADAR console, vice the RADAR output).

TOPIC	CLASSIFICATION / DESIGNATION	DURATION	REMARKS
<b>(A) RADAR Display</b>			
<b>Screen or Imagery Capture of the:</b>			
(1) Display of tracked targets as they relate to other targets or objects, land masses, etc:  With overlays or metadata  Without overlays or metadata, intended for use as evidence Once approved for release by the staff JAG  Without overlays or metadata, not intended for use as evidence	FOUO  FOUO  UNCLASSIFIED*  UNCLASSIFIED		*Decisions regarding imagery releasability shall be made in consultation with servicing Staff Judge Advocate
(2) Areas where the general public does not have access	See Remarks		Follow specific agency guidance to determine further releasability
[REDACTED]			
<b>Screen or Real Time Imagery</b>			
(1) Ice fields or locations of sea ice or [REDACTED] images of icebergs	UNCLASSIFIED		
(2) Areas where the general public does not have access	See Remarks		Follow specific agency guidance to determine further releasability
(3) All others	FOUO		
[REDACTED]			
<b>Screen or Real Time Imagery</b>			
(1) Mapping of shoreline areas, coastal objects, harbors and anchorages where the general public has access	UNCLASSIFIED		
(2) Mapping of shoreline areas, coastal objects, harbors and anchorages where the general public does not have access	See Remarks		Follow specific agency guidance to determine further releasability
(3) Ice fields or locations of sea ice	UNCLASSIFIED		

TOPIC	CLASSIFICATION / DESIGNATION	DURATION	REMARKS
(4) Oil slicks or other [REDACTED] images of surface pollutants	UNCLASSIFIED		
(4) Other Strip sar Images	UNCLASSIFIED		

**(D) SELEX Seaspray 7500E Multi-mode Surveillance RADAR**

Screen or Real Time Imagery Capture of the:

(1) System design specifications or drawings	See Remarks	25 years from date of USG possession	<p>*Imagery of system design specifications or drawings is classified by the [REDACTED]</p> <p>PROPIN may not be released beyond USG control or to vendors/ persons under contractual obligation to the USG without the originating vendor's authorization</p> <p>Foreign Government Information (FGI) provided in confidence is classified and safeguarded pursuant to E.O. 13526 to successor orders and may not be released beyond Coast Guard control without the prior, written consent of the national security authority of the originating organization</p>
(2) Non-test range images from SELEX Seaspray 7500E Multi-mode Surveillance RADAR	See Remarks		See Sections 5.2 (A) – (C) of this SCG
(3) Test range images from SELEX Seaspray 7500E Multi-mode Surveillance RADAR	See Remarks		See <a href="#">DHS-SCG 002.2 Sensor and Instrument Performance (SIP) Security Classification Guide</a>

**(E) AN/APY11 (ELTA) RADAR**

Screen or Real Time Imagery Capture of the:

(1) Non-test range images from AN/APY11 Multi-mode Surveillance RADAR	See Remarks		See Sections 5.2 (A) – (C) of this SCG
(2) Test range images from AN/APY11 Multi-mode Surveillance RADAR	See Remarks		See <a href="#">DHS-SCG 002.2 Sensor and Instrument Performance (SIP) Security Classification Guide</a>

TOPIC	CLASSIFICATION / DESIGNATION	DURATION	REMARKS
<b>(F) AN/SPQ-9B RADAR</b>			
Screen or Real Time Imagery Capture of the:			
(1) Non-test range images from AN/SPQ-9B Multi-mode Surveillance RADAR	See Remarks		<p>UNCLASSIFIED until a classified program is installed, at which time the image assumes the same classification as the program</p> <p>No publicity releases, Internet or World Wide Web Sites, or public displays of any kind are authorized on this program without prior expressed written consent of COMNAVSEASYS COM (SEA 000) or higher DOD authority. The fact that certain details of information are shown to be unclassified information does not automatically mean it is eligible for public release, dissemination, or disclosure. All requests for public release will be processed through appropriate channels for publication approval</p> <p>For more information, see <a href="#">OPNAVINST S5513.8 SCG ID# 03-83.2</a></p>
(2) Test range images from AN/SPQ-9B Multi-mode Surveillance RADAR	See Remarks		See <a href="#">DHS-SCG 002.2 Sensor and Instrument Performance (SIP) Security Classification Guide</a>

### 5.3 ASSET SPECIFIC IMAGERY

The Asset Specific Imagery section provides guidance on imagery of compartments, systems, components, and/ or other locations which are independent of an assigned mission. The still and video section shall be referenced based on specific missions. When asset specific imagery also captures screen shot information while conducting a mission as listed in section 5.1, the most restrictive classification/ designation applies. Users of this guide must understand that physical security guidance and command security policies shall take precedence over this guide.

TOPIC	CLASSIFICATION/ DESIGNATION	DURATION	REMARKS
<b>(A) General</b>			
Still or Video Imagery of:			
(1) <span style="background-color: black; color: black;">[REDACTED]</span>			
If image includes classified source information	SECRET/ NOFORN	25 years	Per 1.4 (a) of E.O. 13526
If image does not includes classified source information	SECRET/ NOFORN	30 days	Per 1.4 (a) of E.O. 13526
(2) Unclassified, real time COP tracks in a Sector or larger area	SSI		Per 49 CFR §1520.5(b)(8)
(3) Unclassified, real time COP tracks below the Sector level	FOUO		
(4) Watchkeeper Display:			Per 49 CFR §1520.5(b)(8)
Showing MSRO activities or TTP	SSI		*Release of imagery portraying units/ assets/ personnel activity is authorized in accordance with the Public Affairs Manual, COMDTINST M5728.2 (series)  Follow OGA Guidance
Depicting a non-MSRO complete sequence of events or critical tactic	FOUO		
Not depicting a complete sequence of events or critical tactic	UNCLASSIFIED*		
Displaying imagery or track data feed from an OGA	See Remarks		
Once the activity concludes, the SSI designation is lost (per 49 CFR §1520.5(c))	UNCLASSIFIED*		
(5) Casualties to CG Personnel, members of an OGA or civilian	UNCLASSIFIED		Per Military Casualties and Decedent Affairs, COMDTINST M1770.9(series) and Public Affairs Manual, COMDTINST M5728.2(series), gruesome or inappropriate details need not be released and should never be seen or heard by the families on television or radio before they have been notified by the appropriate authorities. HIPAA, FOIA, and the Privacy Act govern the release of PHI

TOPIC	CLASSIFICATION/ DESIGNATION	DURATION	REMARKS
<b>(B) CG Aviation Assets</b>			
<b>Still or Video Imagery of:</b>			
(1) The exterior of all aviation assets, including UAVs	UNCLASSIFIED		
(2) The exterior of a UAV GCS	UNCLASSIFIED		
(3) The interior of a UAV GCS processing classified information in the GCS*	SECRET/ NOFORN	25 years	Per section 1.4 (a) of E.O. 13526  * If the UAV belongs to an OGA, follow their guidance
If the space is properly sanitized	UNCLASSIFIED**		** See "Sanitize" in <i>Definitions Section</i>
(4) The interior of a UAV GCS processing unclassified information in the GCS*	FOUO		* If the UAV belongs to an OGA, follow their guidance
If the space is properly sanitized	UNCLASSIFIED**		** See "Sanitize" in <i>Definitions Section</i>
(5) The interior of an HC-144 series aircraft processing classified information on the mission system	SECRET/ NOFORN	25 years	Per section 1.4 (a) of E.O. 13526
If the space is properly sanitized	UNCLASSIFIED*		*See "Sanitize" in <i>Definitions Section</i>
(6) The interior of an HC-144 series aircraft processing unclassified information on the mission system	FOUO		
If the space is properly sanitized	UNCLASSIFIED*		* See "Sanitize" in <i>Definitions Section</i>
(7) The interior of an HC-144 series aircraft with the mission system secured or removed from aircraft	UNCLASSIFIED		
(8) The interior of an HC-144 series aircraft cockpit with mission system cockpit display (MFD) displaying classified information	SECRET/ NOFORN	25 years	Per section 1.4 (a) of E.O. 13526
If the space is properly sanitized	UNCLASSIFIED*		*See "Sanitize" in <i>Definitions Section</i>
(9) The interior of an HC-144 series aircraft cockpit with the MFD secured	UNCLASSIFIED		
(10) The interior of an HC-130J series aircraft processing classified information on the mission system	SECRET/ NOFORN	25 years	Per section 1.4 (a) of E.O. 13526
If the space is properly sanitized	UNCLASSIFIED*		*See "Sanitize" in <i>Definitions Section</i>
(11) The interior of an HC-130J series aircraft processing unclassified information on the mission system	FOUO		
If the space is properly sanitized	UNCLASSIFIED*		* See "Sanitize" in <i>Definitions Section</i>
(12) The interior of an HC-130J aircraft with the mission system secured	UNCLASSIFIED		
(13) The interior of an HC-130H aircraft processing classified information on the mission system	SECRET/ NOFORN	25 years	Per section 1.4 (a) of E.O. 13526

TOPIC	CLASSIFICATION/ DESIGNATION	DURATION	REMARKS
If the space is properly sanitized	UNCLASSIFIED*		*See "Sanitize" in <i>Definitions Section</i>
(14) The interior of an HC-130H series aircraft processing unclassified information on the mission system	FOUO		
If the space is properly sanitized	UNCLASSIFIED*		* See "Sanitize" in <i>Definitions Section</i>
(15) The interior of an HC-130H aircraft mission system secured or removed from aircraft	UNCLASSIFIED		
(16) A mission system pallet [REDACTED]	SECRET/ NOFORN	25 years	Per section 1.4 (a) of E.O. 13526
If the space is properly sanitized	UNCLASSIFIED*		*See "Sanitize" in <i>Definitions Section</i>
(17) A mission system pallet [REDACTED]	FOUO		
(18) A mission system pallet removed from aircraft with no [REDACTED]	UNCLASSIFIED		
(19) The interior of MH-60 and MH-65 series helicopters [REDACTED]	SECRET/ NOFORN	25 years	Per section 1.4 (a) of E.O. 13526
If the space is properly sanitized	UNCLASSIFIED*		*See "Sanitize" in <i>Definitions Section</i>
(20) The interior of MH-60 and MH-65 series helicopters [REDACTED]	UNCLASSIFIED		
(21) The interior of Air Station Washington's assets where classified information is visible	See Remarks		Classified at the level of the information being processed. See individual asset SCGs for the systems processing classified information for further details, including reason and duration
If the space is properly sanitized	UNCLASSIFIED*		*See "Sanitize" in <i>Definitions Section</i>

**(C) CG Surface Assets**

**Still or Video Imagery of:**

(1) The exterior of all surface assets	UNCLASSIFIED		
(2) The interior of a surface asset where classified information is visible	See Remarks		Classified at the level of the information being processed. See individual asset SCGs for the systems processing classified information for further details, including reason and duration
(3) The interior of a surface asset within a restricted area with all classified systems secured, and the space sanitized*	See Remarks		For imagery of systems listed in items (6) – (17) of this section, refer to specific guidance provided in those items, otherwise the imagery is UNCLASSIFIED <sup>1</sup>

<sup>1</sup> All SCGs cited in this guide are located on CG-761 Portal.

TOPIC	CLASSIFICATION/ DESIGNATION	DURATION	REMARKS
			*See "Sanitize" in <i>Definitions Section</i>
(4) The interior of a surface asset within an AA&E space	FOUO		
(5) Other interior locations of surface assets showing information marked FOUO, PII, HIPAA data, or other data protected by the Privacy Act	FOUO		
Otherwise	UNCLASSIFIED		
(6) [REDACTED]	See Remarks		<a href="#">See OPNAVINST S5513.8 SCG ID# 08-38.5</a>
(7) [REDACTED]	See Remarks		<a href="#">See OPNAVINST S5513.8 SCG ID# 08-063</a>
(8) [REDACTED] Close In Weapon System (CIWS)	See Remarks		<a href="#">See OPNAVINST S5513.8 SCG ID# 03-12.5</a>
(9) [REDACTED]	See Remarks		<a href="#">See OPNAVINST S5513.8 SCG ID# 08-073.1</a>
(10) AN/WLR-1H	See Remarks		<a href="#">See OPNAVINST S5513.8 SCG ID# 08-53</a>
(11) [REDACTED]	See Remarks		<a href="#">See OPNAVINST S5513.8 SCG ID# 03-20.2</a>
(12) [REDACTED]	See Remarks		<a href="#">See OPNAVINST S5513.8 SCG ID# 08-064</a>
(13) [REDACTED]	See Remarks		<a href="#">See OPNAVINST S5513.8 SCG ID# 03-36.2</a>
(14) [REDACTED] Fire Control System	See Remarks		<a href="#">See OPNAVINST S5513.8 SCG ID# 03-26</a>
(15) [REDACTED] Gun Weapon System	See Remarks		<a href="#">See OPNAVINST S5513.8 SCG ID# 03-92.3</a>
(16) [REDACTED] Gun Fire Control System	See Remarks		<a href="#">See OPNAVINST S5513.8 SCG ID# 03-102</a>
(17) [REDACTED] Gun Fire Control System and [REDACTED]	See Remarks		<a href="#">See OPNAVINST S5513.8 SCG ID# 03-83.2</a>

### (D) CG Shore Facilities

Still or Video Imagery of:

(1) A vulnerability that [REDACTED]	SSI		Per 49 CFR §1520.5(b)(5)
(2) A Coast Guard vulnerability revealed after a TSI	CONFIDENTIAL	10 years from date of origin or until mitigation of vulnerability, whichever occurs first	Per sections 1.4(a) & (g) of E.O. 13526
(3) Exterior of CG shore facilities showing [REDACTED]	FOUO		
(4) Exterior of CG shore facilities showing [REDACTED]	UNCLASSIFIED*		*Per posted guidance at individual shore facilities
(5) Exterior of CG shore facilities not showing [REDACTED]	UNCLASSIFIED		
(6) The interior of a CG shore facility where classified information is visible	See Remarks		Classified at the level of the information being processed. See individual SCGs for the systems processing classified information for specifics.

TOPIC	CLASSIFICATION/ DESIGNATION	DURATION	REMARKS
			including reason and duration
(7) The interior of CG shore facilities within a restricted area:  Where classified information is visible  If the space is properly sanitized	See Remarks  UNCLASSIFIED*		Classified at the level of the information being processed. See individual SCGs for the systems processing classified information for specifics, including reason and duration  *See "Sanitize" in <i>Definitions Section</i>
(8) The interior of AA&E spaces within CG shore facilities	FOUO		
(9) Other interior locations within CG shore facilities:  Showing information marked FOUO, PII, HIPAA data, or other data protected by the Privacy Act  Otherwise	FOUO  UNCLASSIFIED		



## 5.4 AUDIO RECORDINGS

This section provides guidance on imagery containing audio, including audio recorded by hand-held devices, cellular or smart phones, or tablet cameras. Until more detailed guidance is developed, any imagery containing audio shall be classified at the level of the encryption of the circuit. For example, if a video recorder is connected to and is recording audio from a MILSATCOM or other radio circuits using SECRET crypto/keymat, the video will be classified SECRET<sup>2</sup>. Alternatively, if the video recording device is recording audio from a radio circuit protected by UNCLASSIFIED//FOUO (i.e., AES/DES), the imagery will be designated UNCLASSIFIED//FOUO. Classification of the same video, without audio, will be determined in accordance with Sections 5.1-5.3 of this guide. Care must be taken when using handheld devices and/or cameras capable of recording audio due to the risk of capturing audio from speakers connected to classified circuits.

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<sup>2</sup> The Coast Guard asset, depending on the sensor package being used, will contain components of a cryptographic nature which are administered by the National Security Agency (NSA). The operations and procedures outlined by NSA must be followed. These sensor package components may contain or interface with Controlled Cryptographic Items. Equipment, when keyed, is classified at the same level as the key. Classification guidance is contained in NTISSI No. 4002, Classification Guide for COMSEC Information, 5 June 1986, with change 3, dated 16 March 2010.

## 6. DEFINITIONS

**Access** - The ability and opportunity to obtain knowledge of classified information.

**Applicable Associated Markings** - Markings, other than those which designate classification level, that are required to be placed on classified documents. These include the "Derived From" line, downgrading and declassification instructions, special control notices, Special Access Program caveats, etc.

**Asset** - Any platform, such as a cutter, aircraft, UAV or boat.

**Automatic Declassification** - The declassification of information based solely upon: (1) the occurrence of a specific date or event as determined by the original classification authority; or (2) the expiration of a maximum time frame for duration of classification established under Executive Order 13526.

**Automatic Identification System (AIS)** - An automatic tracking system used on ships and by shore stations for identifying and locating vessels by electronically exchanging data with other nearby ships and AIS base stations. Information provided by AIS equipment includes a unique identification (MMSI), position, course and speed, size, last port of call, next port of call, status, etc.

**Classification** - The act or process by which information is determined to be classified information.

**Classification Guidance** - Any instruction or source that prescribes the classification of specific information.

**Classification Guide** - A documentary form of classification guidance issued by an original classification authority that identifies the elements of information regarding a specific subject that must be classified and establishes the level and duration of classification for each such element.

**Classified National Security Information** - Information that has been determined pursuant to E.O. 13526 or any predecessor order to require protection against unauthorized disclosure and is marked to indicate its classified status when in documentary form. This information is also known as classified information.

**Classifier** - An individual who makes a classification determination and applies a security classification to information or material. A classifier may be an original classification authority (OCA) or a person who derivatively assigns a security classification based on a properly classified source or a classification guide.

**Common Operational Picture (COP)** - A single display of data shared by multiple agencies and/or commands for the purpose of situational awareness, planning, and strategic decision making.

**Communications Security (COMSEC)** - The protection resulting from all measures designed to deny unauthorized persons information of value that might be derived from the possession and study of telecommunications and to ensure the authenticity of such communications. COMSEC includes crypto-security, emission security, transmission security, and physical security of COMSEC materials and information.

**Compilation** - An aggregation of pre-existing unclassified items of information. Compilations of information that are individually unclassified may be classified if the compiled information reveals an additional association or relationship that qualifies for classification pursuant to E.O. 13526 and is not otherwise revealed by the individual information. Classification by compilation must meet the same standards and criteria as other original classification actions.

**Complete Sequence of Events** – Depicting an evolution from start to finish. An example of a complete sequence of events is how a boarding team would approach a vessel, position the boat, provide security as personnel climb the ladder, set security posture as the team begins their search, and provide security throughout the boarding.

**CONFIDENTIAL Information** - Information which the unauthorized disclosure of could reasonably be expected to cause damage to the national security that the original classification authority is able to identify or describe.

**CONFIDENTIAL - MODIFIED HANDLING AUTHORIZED (C-MOD)** - A USG classification and handling designator applied to otherwise unclassified US documents, which contain 'Foreign Government Information Provided in Confidence' when the foreign protection requirements are lower than the protection required for U.S. CONFIDENTIAL, as stipulated within 'Applicable International Agreements, Treaties, Bilateral Exchanges, or other Authoritative Obligations.' The following modified safeguarding standards apply to USG information classified as C-MOD: (a) access to the information may be provided to individuals without security clearances when there is an established need-to-know; (b) GSA-approved security containers need not be used but the information shall be locked and stored so as to prevent unauthorized access; (c) transmission must be limited to methods approved for classified information unless expressly waived by the originating government; (d) specific handling instructions must be provided to individuals accessing the information.

**Critical Infrastructure and Key Resources (CIKR)** - Facilities, structures, systems, assets, or services so vital to the port and its economy that their disruption, incapacity, or destruction would have a debilitating impact on defense, security, the environment, long-term economic prosperity, public health, or safety of the port.

**Critical Specific Tactic** – A particular action or maneuver necessary to complete an event or evolution. An example of a critical specific tactic is revealing a team's composition as it moves toward a doorway, positions themselves in the corridor, opens a door and moves into the room.

**Damage to the National Security** - Harm to the national defense or foreign relations of the United States from the unauthorized disclosure of information, taking into consideration such aspects of the information as the sensitivity, value, utility, and provenance of that information.

**Declassification** - The authorized change in the status of information from classified information to unclassified information.

**Declassification Authority** - a. The official who authorized the original classification, if that official is still serving in the same position; b. the originator's current successor in function; c. a supervisory official of either; or d. officials delegated as a declassification authority in writing by the agency head or the senior agency official.

**Derivative Classification** - Incorporating, paraphrasing, restating, or generating in new form information that is already classified, and marking the newly developed material consistent with the classification markings that apply to the source information. Derivative classification includes the classification of information based on classification guidance provided in a security classification guide. The duplication or reproduction of existing classified information is not derivative classification.

**Document** - Recorded information regardless of the nature of the medium or the method or circumstances of recording.

**Downgrading** - A determination by a declassification authority that information classified and safeguarded at a specified level shall be classified and safeguarded at a lower level.

**Event** - An occurrence or happening that is reasonably certain to occur and that can be set as the signal for automatic declassification of information.

**Foreign Government Information (FGI)** - Information provided to the U.S. Government by a foreign government or governments, an international organization of governments, or any element thereof, with the expectation that the information, the source of the information, or both, are to be held in confidence; information produced by the U.S. Government pursuant to or as a result of a joint arrangement with a foreign government or governments, or an international organization of governments, or any element thereof, requiring that the information, the arrangement, or both, are to be held in confidence; or information received and treated as "Foreign Government Information."

**For Official Use Only (FOUO)** - The term used within DHS to identify unclassified information of a sensitive nature, not otherwise categorized by statute or regulation. The unauthorized disclosure could adversely impact a person's privacy or welfare, the conduct of Federal programs, or other programs or operations essential to the national interests. Information impacting the National Security of the United States and classified CONFIDENTIAL, SECRET, or TOP SECRET under Executive Order 13526, "Classified National Security Information," or its predecessor or successor orders, is not to be considered FOUO. FOUO is not to be considered classified information.

**Imagery** - Still and video imagery includes recorded data, frame grabs, or screen captures obtained from EO/IR systems, RADAR systems, installed camera systems on cutters, boats, aircraft (including UAVs), Underwater Imaging Systems and shore facilities, as well as any onboard, handheld imagery recording devices, including cell phones, tablets, etc. Products covered by this guide include imagery captured by government and/or private sector entities while deployed on Coast Guard assets. RADAR imagery includes, but is not limited to, ISAR, Range Profile, Spot sar and STRIP map imagery outputs. Sensor imagery may be with or without overlays. Imagery may be with or without metadata embedded in the imagery file, or contained in a separate, but associated file. Collectively, the representation of objects reproduced electronically or by optical means on film, electronic display devices, or other media. For security classification purposes, this term includes exposed or recorded media not yet processed chemically or electronically to a state of visibility or utility. This includes imagery in any format including but not limited to: NTIF, .jpeg, .tif, .gif, .jp2, .dng, .mp2, .mp4, .avi, and .wmv.

**Information** - Any knowledge that can be communicated or documentary material, regardless of its physical form or characteristics, which is owned by, produced by or for, or is under the control of the United States Government.

**Information Security** - The system of policies, procedures, and requirements established under the authority of E.O. 13526 to protect information that, if subjected to unauthorized disclosure, could reasonably be expected to cause damage to the national security.

**Inverse Synthetic Aperture RADAR (ISAR)** - A technique to generate a two-dimensional high resolution image of a target. ISAR technology utilizes the movement of the platform rather than the emitter to create the synthetic aperture. ISAR RADARs provide a RADAR image of sufficient quality to allow it to be used for target recognition purposes. In situations where other RADARs display a single, unidentifiable bright

moving pixel, the ISAR image is often adequate to discriminate between various missiles, military aircraft, and civilian aircraft.

**Maritime Mobile Service Identity (MMSI)** - A series of nine digits sent in digital form over a radio frequency channel in order to uniquely identify ship stations, ship earth stations, coast stations, coast earth stations, and group calls. These identities are formed in such a way that the identity or part thereof can be used by telephone and telex subscribers connected to the general telecommunications network to call ships automatically. MMSI numbers are usually transmitted via AIS or Digital Selective Calling (DSC).

**Maritime Security Response Operations (MSRO) Activities-** Waterborne, shoreside, and aerial patrols; security boardings; vessel escorts; fixed security zone enforcement; surge operations; investigating anomalies/suspicious incidents; military out load (MOL) security support; and positive control measures. See 4.D.1 of the Maritime Security Response Operations (MSRO) Manual, COMDTINST M16600.6 (series), for the latest list of these activities.

**Metadata** - Metadata represents the “who, what, when, where, why and how” of the asset and target within the imagery file or separate associated file. It provides information about an image’s content. For example, an image may include metadata that describes how large the picture is, the color depth, the image resolution, when the image was created, and other location specific data. Metadata also includes data described in Overlays. In the context of this SCG, metadata does not include data added as part of imagery analysis/annotation. That information is covered in other SCGs.

**National Security** - The national defense or foreign relations of the United States.

**National Intelligence and Intelligence Related to National Security** - All intelligence, regardless of the source from which derived and including information gathered within or outside the United States, that pertains, as determined consistent with any guidance issued by the President, or that is determined for the purpose of access to information by the Director of National Intelligence in accordance with section 1.3(a)(1) of [E.O. 12333]. It pertains to more than one United States Government agency and involves threats to the United States, its people, property, or interests; the development, proliferation, or use of weapons of mass destruction; or any other matter bearing on United States national or homeland security.

**Need-to-Know** - A determination within the executive branch in accordance with directives issued pursuant to E.O. 13526 that a prospective recipient requires access to specific classified information in order to perform or assist in a lawful and authorized governmental function.

**NOFORN** - Information is not releasable to Foreign Nationals.

**Original Classification** - An initial determination that information requires, in the interest of national security, protection against unauthorized disclosure.

**Original Classification Authority** - An individual authorized in writing, either by the President, or by agency heads or other officials designated by the President, to classify information in the first instance. See [DHS Delegation Memorandum 8100.5](#), Delegation of Original Classification Authority.

**Other Government Agency (OGA)** - Another federal, state, tribal, or local government agency the CG is supporting.

**Overlays** - During mission collection, asset and target positional data is included on the imagery or recorded in the file. Overlay and/or metadata collected includes any combination of asset position, course,

speed, altitude; target position, course, speed, altitude; MMSI; aircraft tail number/cutter hull number; target name; date/time of image. Display of relative heading and/or azimuth (bearing/range) from the asset are not considered overlay data. In the context of this SCG, overlays do not include data added as part of imagery analysis/annotation. That information is covered in other SCGs.

**Proprietary Information (PROPIN)** - Information that an affected business claims to be confidential and is not otherwise available to the public.

**Releasable** - In terms of this guide, releasable means allowing the imagery to disseminated to the media, general public, or elsewhere outside of federal, state, tribal or local governments. DHS Management Directive MD Number 11042.1 Safeguarding Sensitive But Unclassified (For Official Use Only) Information section 6.H.1-9 and marked in accordance with 6.F.1.(a)-(g) discusses how to share non-releasable information with other government agencies.

**Sanitize** - To sanitize a workspace is to *deny access to classified or sensitive but unclassified information* to anyone entering or within the space. Some examples include; stowing classified paper documents, securing, locking or otherwise covering classified computer screens, and stopping classified discussions. The intent is to ensure uncleared individuals do not have visual or auditory access to classified information.

**Scientific and Technical Information (STINFO)** - All communicable classified and unclassified limited-access scientific and technical information that relates to military operations and systems including research, development, engineering, testing, evaluation, production, logistics, and operations; or information that can be used to design, procure, support, maintain, repair or overhaul; products, services, and equipment. STINFO includes all types of technical data in numerous formats including draft/working/hard copy, digital and electronic documents.

**SECRET Information** - Information which the unauthorized disclosure of could reasonably be expected to cause serious damage to the national security that the original classification authority is able to identify or describe.

**Sensitive But Unclassified (SBU)** – Information for which Executive Branch agencies require application of controls and protective measures for a variety of reasons. FOUO is the designation applied by DHS to SBU information not otherwise governed by statute which may be exempt from mandatory release to the public under Section 552 of Title 5, U.S.C., “Freedom of Information Act (FOIA).”

**Sensitive Security Information (SSI)** - In accordance with 49 CFR 1520.5, SSI is information obtained or developed while conducting security activities, including research and development, when it has been determined that disclosure would:

- (1) Constitute an unwarranted invasion of privacy (including, but not limited to information contained in any personnel, medical, or similar file);
- (2) Reveal trade secrets or privileged or confidential information obtained from any person; or
- (3) May be detrimental to the security of transportation.

SSI information must be handled and protected per 49 CFR part 1520 and/or Classified Information Management Program, COMDTINST M5510.23A.

**State Owned Vessel** - Any vessel owned or operated by any State Government, used exclusively in governmental non-commercial service. In this definition, State refers a nation (as in Flag or Coastal State). See also Warship.

**Strip Imagery** - Imagery is produced from detectors using a continuous series of lines (strips) that advance in a forward motion relative to the object (target) being imaged. Imaged lines are assembled into a coherent frame to produce a photographic frame. Examples include desktop document scanners, electro-optical satellites, and sar.

**Synthetic Aperture Radar (sar)** - This equipment achieves high resolution by utilizing the motion of an aircraft to leverage a large antenna aperture. This mode is created by using a sequence of positions along a flight path to generate a series of correlated images. Coherent processing is used with on-board sensor signals of angular motions in yaw, pitch and roll to derive stable RADAR imagery independent of the aircraft's motion.

**Tactical Control (TACON)** - The detailed and often local direction and control of movements or maneuvers necessary to accomplish the mission(s) and/or task(s) assigned to an operating unit.

**Tactics, Techniques, and Procedures (TTP)** – Tactics, techniques, and procedures (TTP) provide the detailed procedural information needed to effectively and efficiently operate specific platforms and systems, and carry out procedure-based tasks. TTP instructs and guides the reader in the correct task performance described by doctrine or prescribed by policy.

**TOP SECRET** - Information which the unauthorized disclosure of could reasonably be expected to cause exceptionally grave damage to national security that the original classification authority is able to identify or describe.

**Transportation Security Incident (TSI)** - A security incident resulting in a significant loss of life, environmental damage, transportation system disruption, or economic disruption in a particular area. (Per 33 CFR 101.105)

**Unauthorized Disclosure** - A communication or physical transfer of classified or SBU information to an unauthorized recipient.

**Unclassified** - Information not meeting criteria for classification set forth in Executive Order 13526.

**Warship** - A vessel belonging to the armed forces of a State bearing the external markings distinguishing such vessels of its nationality, under the command of an officer duly commissioned by the government of the State and whose name appears in the appropriate service list or its equivalent and manned by a crew which is under regular armed forces discipline. (United Nations Convention on the Law of the Sea (UNCLOS))

## 7. ACRONYM LIST

<b>AA&amp;E</b>	Arms, Ammunition and Explosives	<b>MSP</b>	Mission System Pallet
<b>AES</b>	Advanced Encryption Standard	<b>MSRO</b>	Maritime Security Response Operations
<b>AMIO</b>	Alien Migrant Interdiction Operations	<b>MSRT</b>	Maritime Security Response Team
<b>ATON</b>	Aids to Navigation	<b>MSST</b>	Maritime Safety & Security Team
<b>AUF</b>	Airborne Use of Force	<b>MTSA</b>	Maritime Transportation Security Act
<b>CD</b>	Counter Drug	<b>NATO</b>	North Atlantic Treaty Organization
<b>CG</b>	Coast Guard	<b>NOAA</b>	National Oceanic and Atmospheric Administration
<b>CFR</b>	Code of Federal Regulations	<b>NOFORN</b>	Not Releasable to Foreign Nationals
<b>CIKR</b>	Critical Infrastructure Key Resources	<b>NSA</b>	National Security Agency
<b>C-MOD</b>	CONFIDENTIAL - MODIFIED HANDLING AUTHORIZED	<b>NSF</b>	National Science Foundation
<b>COMSEC</b>	Communication Security Material	<b>NSSE</b>	National Special Security Events
<b>COP</b>	Common Operational Picture	<b>OASD</b>	Office of the Assistant Secretary of Defense
<b>C-sar</b>	Classification Synthetic Aperture RADAR	<b>OCA</b>	Original Classification Authority
<b>DES</b>	Digital Encryption Standard	<b>OCSO</b>	Office of the Chief Security Officer
<b>DHS</b>	Department of Homeland Security	<b>OGA</b>	Other Government Agency
<b>EEZ</b>	Exclusive Economic Zone	<b>OPCON</b>	Operational Control
<b>E.O.</b>	Executive Order	<b>OPR</b>	Office of Primary Responsibility
<b>EO/IR</b>	Electro-Optical/Infrared	<b>PHI</b>	Protected Health Information
<b>FGI</b>	Foreign Government Information	<b>PII</b>	Personally Identifiable Information
<b>FOIA</b>	Freedom of Information Act	<b>PROPIN</b>	Proprietary Information
<b>FOUO</b>	For Official Use Only	<b>PWCS</b>	Ports, Waterways and Coastal Security
<b>GCS</b>	Ground Control Station	<b>OGA</b>	Other Government Agency
<b>HIPAA</b>	Health Insurance Portability and Accountability Act	<b>SADL</b>	Situational Awareness Data Link
<b>HIV</b>	High Interest Vessel	<b>SAR</b>	Search and Rescue
<b>IC</b>	Intelligence Community	<b>sar</b>	Synthetic Aperture RADAR
<b>IMAT</b>	Incident Management Assist Team	<b>SCG</b>	Security Classification Guide
<b>IOC</b>	Interagency Operations Center	<b>SIP</b>	Sensor and Instrument Performance Guide SCG
<b>IUU</b>	Illegal, Unreported and Unregulated	<b>SPSS</b>	Self Propelled Semi-Submersible Vessel
<b>ISAR</b>	Inverse Synthetic Aperture RADAR	<b>SSI</b>	Sensitive Security Information
<b>ISOO</b>	Information Security Oversight Office	<b>STINFO</b>	Scientific and Technical Information
<b>JAG</b>	Judge Advocate General	<b>TACLET</b>	Tactical Law Enforcement
<b>JIATF-S</b>	Joint Interagency Task Force South	<b>TACON</b>	Tactical Control
<b>LE</b>	Law Enforcement	<b>TOI</b>	Target of Interest
<b>LEDET</b>	Law Enforcement Detachment	<b>TSI</b>	Transportation Security Incident
<b>LMR</b>	Living Marine Resources	<b>TTP</b>	Tactics, Techniques and Procedures
<b>MEDEVAC</b>	Medical Evacuation	<b>UAV</b>	Unmanned Aerial Vehicles
<b>MEP</b>	Marine Environmental Protection	<b>USG</b>	United States Government
<b>MFD</b>	Multi-Function Display	<b>USN</b>	US Navy
<b>MFPU</b>	Maritime Force Protection Unit	<b>VOI</b>	Vessel of Interest
<b>MILSATCOM</b>	Military Satellite Communication System	<b>VTS</b>	Vessel Traffic Service
<b>MMSI</b>	Maritime Mobile Service Identity		
<b>MPR</b>	Marine Protected Resources		



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## D. Unmanned Aircraft Systems

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# 1. Overview of Unmanned Aircraft Systems Operations

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## 1.A. Applicability

In general, aviation policies outlined in this Manual pertaining to manned aircraft also apply to unmanned aircraft systems (UAS). This appendix contains additional or alternate flight regulations that differ from those governing manned flight, and shall be followed during the preparation for, and conduct of, Coast Guard UAS operations.

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## 1.B. Partnering With Other Agencies

Coast Guard crewmembers operating other agencies' UAS shall adhere to those agencies' regulations and operating procedures.

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## 1.C. Initiating UAS Operations

Before conducting UAS flight operations, obtain flight clearance from Commandant (CG-711). The request for flight clearance shall be submitted no less than six months prior to the intended start of flight operations. Requests shall include: the purpose, system/payload specifications, shipboard certification (if deployed or controlled from a shipboard facility), airspace access, collision avoidance plan, operators employed and communications plan as applicable.

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### 1.C.(1). FAA Certificate of Authorization

Prior to operating any UAS within the National Airspace System (NAS) outside of special use airspace, CG-711 shall submit a Certificate of Authorization (COA) application in accordance with FAA Notice N8900.207. The COA process establishes mandatory provisions to ensure that the level of safety for UAS flight operations is equivalent to that of manned aviation. A COA is unique to the intended mission and specifies the time period, circumstances, and conditions under which the UAS must be operated. Per FAA Notice N8900.207, COAs are not required for UAS operations within special use airspace or Due Regard UAS operations beyond 12NM from shore.

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## 2. Authority and Control of Unmanned Flights

<b>2.A. Personnel Authorized to Pilot Coast Guard UAS</b>	Only DHS, DoD, or contracted personnel designated in type and model, or training in type and model, are authorized to manipulate the flight controls and operate Coast Guard UAS. Whenever a non-designated pilot is operating the UAS (e.g. during initial training), a UAS instructor pilot shall also occupy the Ground Control Station (GCS) and be prepared to assume control.
<b>2.B. UAS Pilot in Command Authority and Responsibility</b>	Pilot in Command responsibility for UAS operations exists from aircraft preflight or the time the PIC powers up the GCS with the intent for flight, until the aircraft is safely on deck and powers down the GCS, or is relieved by a qualified PIC who has received a thorough mission brief while the aircraft is airborne.
<b>2.C. UAS Air Mission Commander</b>	<p>A UAS Air Mission Commander (AMC) is a UAS aircraft commander that may be assigned as necessary to long endurance flights, multiple missions within one sortie, or any mission that requires multiple crew changeovers.</p> <ul style="list-style-type: none"> <li>• The AMC controls access to the Ground Control Station during all ground and flight operations. He or she ensures that all non-crew members, regardless of rank or authority, minimize interaction with UAS crew members, especially during demanding phases of flight and crewmember changeovers.</li> <li>• The AMC maintains consistency throughout the mission by ensuring crew compliance with the authorized mission plan, procedures for any subsequent mission changes, and crewmember assignment and sequencing.</li> <li>• The AMC also ensures that each crew member performs the appropriate changeover brief before being relieved.</li> </ul> <p>More than one AMC may be required during a sortie to comply with Crew Mission Time limits.</p>
<b>2.D. Transfer of UAS Crew Member Duties and Responsibilities</b>	<p>Pilot in Command authority and other crew member duties may be transferred to another appropriately designated or qualified crew member while the aircraft is airborne. Such transfers may only be authorized by the AMC or the senior UAS detachment pilot.</p> <p>The oncoming crew member shall not assume the duties and responsibilities of his or her crew position until he or she has been fully briefed and is prepared to assume those duties. Simultaneous transfer of more than one crew position shall be avoided.</p>

### 3. Unmanned Aircraft Systems Mission Planning

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#### 3.A. UAS Minimum Equipment List

All components and associated equipment listed in the Minimum Equipment List (MEL) of the applicable UAS flight manual are required to be operational for the safe, effective operation of UAS. This list includes all essential air, ground, and ground support components for the UAS.

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#### 3.B. Airports

Land-based UAS shall use military airfields to the maximum extent practicable. Joint use airfields may be used with specific approval from FAA or other controlling authorities. The PIC is responsible for ensuring that airfield facilities, servicing, and safety are adequate for the UAS involved. This does not preclude UAS from operating from non-traditional launch and recovery zones such as closed airports or runways. Local agreements with host facilities shall be observed.

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#### 3.C. UAS Launch and Recovery

For UAS that are launched and recovered via runway, the PIC shall ensure the proposed airfield is suitable for use. For UAS that are launched and recovered by other methods (e.g. catapult or hand-launched, net, hook, cable, or water recovered) a thorough survey of the proposed launch and recovery zones shall be accomplished prior to flight. Consider the following factors for all launch and recovery methods:

- Runway length, width, and surface requirements as identified in the applicable UAS operator's manual and unit standard operating procedures (SOP)
  - Launch and recovery zone requirements as identified in the applicable UAS operator's manual and unit SOP
  - UAS launch and recovery zones shall include suitable flight termination points and avoid populated areas and potential obstacles, such as high-tension wires, towers, etc.
  - Availability of approved approach and departure corridors
  - Line-of-sight (LOS) and beyond-line-of-sight (BLOS) distances to mission areas and GCS hand-over requirements, if required
  - High concentrations of transmitters, receivers, or other equipment that may interfere with UAS command, control, and data links
  - Operations security (OPSEC) and communications security (COMSEC) measures
  - De-confliction of UAS parking plans and flight traffic patterns with those identified for manned aircraft operations
  - Availability of ground support equipment (GSE). In addition to the physical limitations of cables and other GSE, personnel should also consider other factors such as safety, security, and noise abatement.
  - Host airfield regulations for both manned and UAS operations
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#### 3.D. Alternate Recovery Location

Most UAS will not have an alternate airfield. If no alternate recovery location is available, the PIC shall determine/select an offshore or uninhabited ditching site that minimizes risk to persons or property.

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<b>3.E. Fuel/Battery Reserves</b>	The minimum UAS fuel/battery reserve shall be at least that required for 20 minutes of flight after reaching the alternate recovery location. If an alternate recovery location is not available, UAS fuel/battery reserve shall allow transit to planned ditching site. Meteorological factors, mission requirements, airspace restrictions, and any known or expected traffic delays shall be considered when computing additional reserves.
<b>3.F. Icing</b>	UAS flights shall avoid areas of known or forecast icing unless specified in the applicable flight manual.
<b>3.G. Turbulence</b>	UAS flights shall avoid areas of known moderate or greater turbulence unless specified in the applicable flight manual.
<b>3.H. Airspace</b>	<p>UAS-equipped units should assist local ATC facilities in understanding their system and mission requirements, and jointly develop local procedures and/or agreements to access the NAS or Special Use Air Space. In addition, UAS-equipped units shall jointly develop airport operating procedures with servicing ATC facilities as required. At a minimum, these procedures shall address:</p> <ul style="list-style-type: none"> <li>• Ground operations</li> <li>• Flight clearances</li> <li>• Takeoff and departure</li> <li>• Approach and landing</li> <li>• Go-arounds and missed approaches</li> <li>• Airport traffic patterns</li> <li>• No-fly areas</li> <li>• Flight termination points/locations</li> </ul>
<b>3.I. UAS Operations in Sovereign Airspace</b>	Operations conducted in sovereign airspace must follow the procedures negotiated with the country claiming that airspace.
<b>3.J. Operations over the High Seas</b>	<p>As state aircraft, Coast Guard UAS are required to operate Due Regard, or in accordance with appropriate international authorities, when operating outside the NAS.</p> <p>Current UAS capabilities do not satisfy the option to maintain VMC as a means to conduct flight under "Due Regard" as specified in GP Chapter 8, "Operations Not Conducted Under ICAO Procedures". Surface-based radars aboard National Security cutters may satisfy the radar option to conduct Due Regard operations only if the cutter and radar operator are FAA certified or military certified by NAVAIR and Commandant (CG-711) to provide separation services.</p>

**3.K. VFR Flights**

UAS operations in controlled airspace shall be conducted under VFR. When operating in visual meteorological conditions (VMC), UAS pilots are required to see and avoid other air traffic and ground obstacles. However, UAS do not currently have the capability to see and avoid, and may require visual observers or chase aircraft to provide airspace deconfliction.

UAS operations in the NAS shall, to the maximum extent practical, be conducted inside restricted areas, warning areas, or in military-controlled class D airspace. When operating VMC elsewhere within the NAS, an FAA-approved COA will specify traffic avoidance procedures and shall be coordinated per FAA Notice N8900.207.

**3.K.(1). UAS Takeoff Weather Minimums**

Land and shipboard UAS takeoffs shall be conducted in VMC. Pilots shall also comply with additional instructions per FAA-approved COA, controlling agency procedures within special use airspace, or international authorities when operating outside the NAS.

**3.K.(2). UAS Cruise Flight**

Unless operational necessity dictates, maintain VMC at all times when below 18,000 feet MSL. If inadvertent instrument meteorological conditions (IMC) are encountered, the pilot shall make every effort to exit IMC as soon as practicable. Pilots shall also comply with additional instructions per FAA-approved COA, controlling agency procedures within special use airspace, or international authorities when operating outside the NAS.

**3.K.(3). UAS Landing Weather Minimums**

Land and shipboard UAS landings shall be conducted in VMC. Pilots shall also comply with additional instructions per FAA-approved COA, controlling agency procedures within special use airspace, or international authorities when operating outside the NAS.

**3.L. Minimum Pilot Assignment**

An aircraft commander designated in type shall be assigned as PIC for all UAS flight and ground operations.

**3.M. Minimum Aircrew Assignment Requirements**

Table D-1 prescribes the minimum aircrew required in addition to the minimum pilot requirements in this chapter for Coast Guard UAS operations. Commanding Officers or PICs may require additional crew members based on unit or mission needs.

*Table D-1, UAS Minimum Aircrew Requirements*

	<b>SSO</b>	<b>RO</b>	<b>Comments</b>
Operational missions	•	•	RO not required if UAS has no dedicated RO position. SSO not required if UAS has no dedicated SSO position.
All other missions	•		SSO not required if UAS has no dedicated SSO position.

**3.N. Flight Scheduling and Crew Rest**

Flight scheduling standards and crew rest requirements outlined in Chapter 3 of this Manual apply to UAS operations except for the differences described in this appendix. If unmanned and manned aircraft operations are conducted during the same 24-hour period, both manned and unmanned hours count toward individual flight hours and crew mission hours. Manned airframe scheduling standards and crew rest limits apply.

## 3.N.(1). UAS Flight Scheduling Standards

Within any 24 consecutive hours, a flight crew member should not be scheduled to exceed the hourly limits shown in Table D-2. Flights which are scheduled for the maximum time allowed should not be extended except for urgent mission requirements.

A new 24-hour period will begin any time a flight crew or non-crew member has completed ten hours rest, regardless of duty status. However, deadhead time shall not be calculated as part of rest time.

*Table D-2, UAS Flight Scheduling Standards Per 24-Hour Period*

	<b>Individual Flight Hours</b>	<b>Crew Mission Hours</b>
Land-Based UAS	10	14
Shipboard UAS	6	10

## 3.N.(2). Rest Breaks

UAS crew members may fly no more than four consecutive hours without a minimum 30-minute rest break. However, it is highly recommended that they are relieved every two hours to minimize the effects of fatigue.

## 3.N.(3). Post-Mission Rest Requirements

After a flight in which accumulated times total those in Table D-3, a crew member shall be required to take no less than the indicated number of off-duty hours before being assigned as an aircrew member. These rest requirements shall be applied whenever an aircraft is safely on the ground or flight deck, regardless of engine or rotor operation or intent for further flight. Individual flight hours and crew mission hours, listed in Table D-3, are cumulative unless 10 hours of rest are completed between sorties, regardless of duty status. If adequate crew rest facilities are not available between multiple sorties, crew mission time shall continue to accrue. Off duty time must allow a minimum of 8 hours of bed rest.

*Table D-3, UAS Post-Mission Rest Requirements*

<b>Land-Based UAS</b>		<b>Shipboard UAS</b>		<b>Hours Off Duty</b>
Individual Flight Hours	Crew Mission Hours	Individual Flight Hours	Crew Mission Hours	
8.0–9.9	12.0-12.9	6.0-6.9	10.0-10.9	10 (12)*
10.0–11.9	13.0-14.9	7.0-7.9	11.0-11.9	12 (18)*
12.0+	15.0+	8.0+	12.0+	15 (24)*

Alternate Off Duty Standards (\*) are to be used if the individual flight hours or crew mission hours in this table are achieved for two or more consecutive days.

## 3.N.(4). UAS Seven-Day Duty Limits

A UAS crew member who is deployed aboard ship may remain in a duty status indefinitely, provided he or she has not exceeded an average of six flight hours per day for the previous seven days (including days prior to deployment) and has not exceeded individual flight hours or crew mission hours in Table D-3. If, when deployed, the flight hours or crew mission time in Table D-3 on any given day are exceeded, the respective "HOURS OFF DUTY" standards apply. When deployed, if the average flight hours per day exceed six, then the crew members shall be relieved from all duty for not less than 24 hours after seven days.



3.N.(5). UAS Fourteen-Day  
Duty Limits

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No UAS crew member may fly more than 80 total hours during any 14 consecutive day period.

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## 4. Conduct of Unmanned Aircraft Operations

<b>4.A. UAS Flight Discipline</b>	<p>Since GCS configurations may vary greatly between different UAS types and models, Crew Resource Management skills serve as a critical safety and standardization measure. Depending on the system and mission, a GCS may be in a trailer, a vehicle, a building, another aircraft, or aboard ship. As such, multiple distractions may be encountered by the UAS crew. To minimize this, an OPCEN or similar facility shall serve as a communications buffer between the GCS and command and control authority (District, JIATF, etc.). Typically, a unit Operations Duty Officer (ODO) or other responsible designee, will occupy this facility and be responsible for logging flight activities, and coordinating with the command and control authority, other agencies, Air Traffic Control, and shall assist the PIC as required.</p>
4.A.(1). Access to UAS Ground Control Station	<p>During UAS operations, limit access to the GCS to authorized crew members and approved by the AMC or PIC. If the GCS is enclosed, it shall have two levels of access: Sterile and Restricted.</p>
4.A.(2). Sterile Ground Control Station	<p>Implement a sterile GCS during critical phases of ground and flight operations, or when directed by the AMC or PIC. The critical ground operations phase is from aircraft staging to takeoff, and from approach to landing until engine shutdown. The critical flight operations phase is all flight activity below 10,000 feet AGL, except for cruise flight below this altitude. During these critical phases of ground and flight operations, the following procedures shall be in effect:</p> <ul style="list-style-type: none"> <li>• GCS occupancy is exclusively limited to the AMC, PIC, SSO, RO, and technicians/maintenance personnel (if applicable).</li> <li>• Access into and out of the GCS shall be prohibited unless approved by the AMC or PIC.</li> <li>• Signs indicating that sterile GCS is in effect shall be placed outside all access doors.</li> <li>• GCS communications (e.g. cell phones, telephones, intercom), including communications to or from the OPCEN, shall be limited to mission essential information.</li> </ul>

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4.A.(2).a. Restricted Ground Control Station	<p>A restricted GCS shall be implemented during non-critical phases of ground and flight operations. The non-critical ground operations phase is prior to engine start and after engine shutdown. The non-critical flight operations phase is all flight activity at or above 10,000 feet AGL. During these non-critical phases of ground and flight operations, the following procedures will be in effect:</p> <ul style="list-style-type: none"><li>• GCS occupancy is limited to the AMC, PIC, SSO, RO, technicians/maintenance personnel (if applicable), and other personnel approved by the AMC or PIC. Visitors will normally observe operations from the OPCEN, but case-by-case exceptions may be granted by the AMC or PIC.</li><li>• Signs indicating that restricted GCS is in effect shall be placed outside all access doors.</li><li>• Requests for entry into the GCS will be made to the AMC or PIC, preferably before the pre-mission brief. If approved, the AMC or PIC will coordinate access with the ODO.</li><li>• GCS communications (e.g. cell phones, telephones, intercom), including communications to/from the OPCEN, shall be limited to mission essential information.</li><li>• Any crewmember may invoke sterile GCS procedures at any time.</li></ul>
4.A.(2).b. Other Ground Control Station Configurations	<p>Although not preferable, some GCSs might be located in open work areas, such as within a ship's Combat Information Center (CIC). In this case, the ship's Tactical Action Officer or other designee will limit distractions to the UAS crew, especially during critical phases of flight such as takeoff and landing or as otherwise deemed by the PIC.</p>
<b>4.B. Starting UAS Engines</b>	<p>In addition to guidance in Chapter 4.B of this Manual, a designated SSO shall occupy the SSO seat for all engine starts if required by the specific UAS flight manual.</p>
<b>4.C. Taxi Signals</b>	<p>Use standard taxi signals by ground personnel for all taxi operations. If confusion exists at any time, suspend taxi operations until positive radio communication is established.</p>
<b>4.D. Compliance with Directives</b>	<p>In addition to the general flight rules outlined in Chapter 4 of this Manual, Pilots in Command of UAS shall comply with all provisions contained in an FAA-approved Certificate of Authorization (COA) for the specific mission and published state and local flying rules, restrictions, and ATC instructions concerning UAS operations.</p>
<b>4.E. Minimum Altitudes</b>	<p>Altitudes shall comply with FAA-approved COA, controlling agency procedures within special use airspace, or international authorities when operating outside the NAS.</p>

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**4.F. Formation Flights with UAS**

Formation flights of multiple UAS are prohibited. Although not a normal mode of operation, manned and unmanned aircraft may be required to fly in formation for several purposes. These include, but are not limited to:

- Chase aircraft to provide see-and-avoid capability for UAS operating without a COA in the NAS
- In-flight damage assessment of UAS
- Public affairs/photo opportunities

Mixed (manned and unmanned) formations may only be authorized by the Commanding Officer(s) of the unit(s) to which the aircraft are attached. Additionally, manned aircraft may take part in any formation prescribed in its specific operator's manual, but under no circumstances will it assume flight lead or operate forward of any unmanned aircraft. Formation flight will be thoroughly pre-briefed by all crew members and operational commanders (or their designees), with emphasis on operational risk management.

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**4.G. Maintenance Test Flight Conditions**

Maintenance test flights shall be conducted in conditions (weather, VMC/IMC, GPS availability, etc.) that accommodate safe operation of the UAS, including the use of all available control links and navigation systems. Maintenance tests for flight controls, navigation systems, power train, takeoff/recovery systems, or other critical components shall be conducted in the vicinity of the launch location or a suitable recovery area. Consideration should be given to performing maintenance flights in segregated airspace as defined by the appropriate controlling authority.

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## 5. Unmanned Aircraft Systems Designations, Qualifications and Training

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### 5.A. Authorized Instructors and Examiners

Coast Guard UAS crews may receive initial and recurrent instruction from other government agency or contract instructors designated or qualified in type.

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### 5.B. UAS Pilot Designations

Because UAS are typically single-pilot aircraft, newly qualified pilots will be assigned as PIC, and are therefore designated as Aircraft Commanders upon successful completion of the initial training syllabus. Prior to beginning training to become a UAS Aircraft Commander, a pilot must have held an AC designation in a manned Coast Guard aircraft.

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#### 5.B.(1). MCE and LRE Pilot Designations

Some UAS types require pilots to be designated separately for the mission phase and the launch and recovery phase. In this case, pilots are initially designated Mission Control Element (MCE) pilots, and may receive further training to become Launch and Recovery Element (LRE) pilots. The level of designation shall be indicated on the pilot's AC designation letter.

An MCE pilot is an Aircraft Commander who is authorized to act as pilot in command during the mission phase only. An LRE pilot is an Aircraft Commander who is authorized to act as pilot in command during all phases of flight.

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#### 5.B.(2). Requirements to Maintain UAS Pilot Designations

Each UAS pilot shall maintain DIFPRO minimums in their manned aircraft, if designated as a copilot with no mission qualification(s) in their manned aircraft. UAS pilots shall maintain DIFOPS minimums in their manned aircraft if designated as an FP or AC in their manned aircraft.

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### 5.C. UAS Instrument Rating

An instrument rating in a manned aircraft is typically required to operate a land- or ship-based UAS in the NAS as specified in applicable FAA COAs. A current copilot designation in a manned fixed or rotary-wing aircraft meets this requirement. Manned instrument requirements for land- or ship-based UAS operations outside the NAS are subject to ICAO and/or host nation flight regulations.

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### 5.D. UAS Sensor System Operator Designation

A UAS Sensor System Operator (SSO) is an essential flight crew member who operates sensor payload(s) and may assist the pilot with communications, navigation, checklists, UAS configuration and cockpit management. To be designated a UAS SSO, a crew member shall maintain, at a minimum, a Basic Aircrew designation in a manned Coast Guard aircraft. In addition to the requirements to obtain and maintain a qualification outlined in Chapter 8 of this Manual, each SSO shall have completed a UAS SSO qualification standardization check within the preceding 15 calendar months.

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### 5.E. UAS Radar Operator Qualification

A UAS Radar Operator (RO) qualification authorizes a crew member to operate the radar payload aboard a UAS. To be a UAS RO, a crew member shall maintain, at a minimum, a Basic Aircrew designation in a manned Coast Guard aircraft. In addition to the requirements to obtain and maintain a qualification outlined in Chapter 8 of this Manual, each RO shall have completed a UAS RO qualification standardization check within the preceding 15 calendar months.

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<b>5.E. UAS Radar Operator Qualification</b>	A UAS Radar Operator (RO) qualification authorizes a crew member to operate the radar payload aboard a UAS. To be a UAS RO, a crew member shall maintain, at a minimum, a Basic Aircrew designation in a manned Coast Guard aircraft. In addition to the requirements to obtain and maintain a qualification outlined in Chapter 8 of this Manual, each RO shall have completed a UAS RO qualification standardization check within the preceding 15 calendar months.
<b>5.F. UAS Pilot Logbooks</b>	To ensure accurate accounting of both manned and unmanned flight time, a separate logbook shall be maintained for UAS operations.
<b>5.G. Periodic Training Requirements</b>	Periodic minimum training requirements for each UAS type and crew position shall be promulgated by the UAS training branch and approved by Commandant (CG-711).
<b>5.H. UAS Pilot Warm-Up Requirements</b>	Any pilot who has not performed as a UAS pilot-in-command (in actual flight or in GCS simulation mode) during the previous 30 days shall complete an approved warm-up flight with a current PIC prior to any further UAS flight operations.
<b>5.I. UAS Aircrew Warm-Up Requirements</b>	Any crewmember who has not performed as a UAS SSO or RO (in actual flight or in GCS simulation mode) during the previous 30 days shall complete an approved warm-up flight with a current and qualified SSO or RO prior to any further UAS flight operations.
<b>5.J. Approved Simulators</b>	UAS flight simulators operated by USCG, DOD, DHS, and those approved by the FAA are authorized simulators for the purposes of this Manual.

**MEMORANDUM OF AGREEMENT  
BETWEEN  
UNITED STATES COAST GUARD  
AND  
CUSTOMS AND BORDER PROTECTION  
FOR  
UNMANNED AIRCRAFT SYSTEMS COLLABORATION**

**ARTICLE I - PURPOSE AND AUTHORITY**

This Memorandum of Agreement (MOA) is entered into by and between the U.S. Coast Guard (USCG) and Customs and Border Protection (CBP) for the purpose of cooperating in the planning, program and technical analyses, development, testing and demonstrating, acquisition, and operations of Unmanned Aircraft Systems (UASs) and their related systems.

The Coast Guard also enters into this agreement pursuant to the authority of 14 U.S.C. § 93(a)(1), (4) and (8), and § 141(a).

**ARTICLE II - SCOPE AND COORDINATION**

In pursuit of Department of Homeland Security missions and goals the parties will mutually support each other in UAS planning, analysis, development, testing & demonstrating, acquisition, and operations. The parties will develop jointly agreed upon UAS tasks and associated funding.

The responsibilities and duties of the USCG and CBP, with respect to this collaborative effort, are described below and may be more specifically elaborated in respective agency policies, regulations, and procedures.

**ARTICLE III - RESPONSIBILITIES OF THE PARTIES**

The parties agree, to the extent possible, to mutually consult each other in the establishment of UAS acquisition programs and the execution thereof.

Each party agrees to assume liability for its own risks associated with activities undertaken pursuant to this agreement.

The parties agree, to the extent possible, to establish a joint UAS program office. This office will define joint operational requirements and manage joint UAS developmental activities.

Each party agrees to work cooperatively in obtaining necessary radio spectrum systems certification prior to system acquisition, and radio frequency authorization prior to system test or operation.

**ARTICLE IV - PUBLIC INFORMATION**

Justification and explanation of USCG and CBP programs before Congress and other agencies, departments, and offices of the Federal Executive Branch shall

be the responsibility of each respective agency. At times, however, joint briefings may be requested and will be jointly supported. Both parties shall make their best efforts to give the other party advance notice before making any public statements regarding work contemplated, undertaken, or completed under this MOA.

The parties agree that unless otherwise required by law or the order of a court, no information about any of the analyses, tests, or demonstrations conducted in accordance with this agreement shall be made available outside of the U.S. Government except upon their mutual agreement or as required by law or regulation.

## ARTICLE V - MISCELLANEOUS

**Other MOAs:** There are no other relationships or obligations pertaining to the UASs between USCG and CBP.

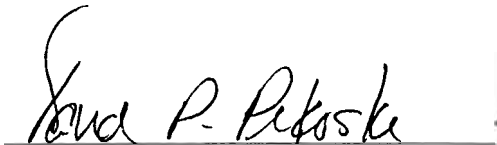
**Survivability:** The provisions of this MOA that require performance after the expiration or termination of this MOA shall remain in force notwithstanding the expiration or termination of this MOA.

**Severability:** If any provision of this MOA is determined to be invalid or unenforceable, the remaining provisions shall remain in force and unaffected to the fullest extent permitted by law and regulation.

## ARTICLE VI - EFFECTIVE DATE AND TERMINATION

This agreement is effective upon the date of the last signature. This MOA may be modified or amended only by written, mutual agreement of the parties. Either party may terminate this MOA by providing written notice to the other party. The termination shall be effective on the thirtieth calendar day following notice, unless a later date is set forth. In the event of termination, USCG and CBP shall respectively continue to be responsible for all costs incurred by any procurement activity under this MOA and its requirements document, and for all costs of closing out or transferring any on-going contracts.

UNITED STATES COAST GUARD



D. P. Pecoske

Rear Admiral, U.S. Coast Guard  
Assistant Commandant for Operations

Date: 23 Jan 2008

CUSTOMS AND BORDER  
PROTECTION



M. C. Kostelnik

Assistant Commissioner,  
Office of CBP Air and Marine

Date: 23 Jan 2008





CG711NOTE3710  
18 Jan 17

CG-711 NOTICE 3710

CANCELLED: 17 Jan 18

Subj: Coast Guard Maritime Security Cutter, Large (WMSL) Class ScanEagle (SE)  
Unmanned Aircraft Systems (UAS) Standard Operating Procedures (SOP)

- Ref:
- (a) CG-711 Interim Flight Clearance dtd 27 Dec 16
  - (b) NAVAIR ScanEagle Aviation Facilities Certification R231436Z Dec 16
  - (c) INSITU Maintenance Handbook, V4.0 Sep 15
  - (d) INSITU ScanEagle Unmanned Aircraft System Pocket Reference Guide, V1.0  
Jul 15
  - (e) INSITU ScanEagle Unmanned Aircraft System Operations Handbook, V2.3  
Jun 15
  - (f) Naval Aviation Safety Program, OPNAV INST3750.6R
  - (g) ScanEagle to CGC STRATTON Interface Control Document (ICD)
  - (h) Shipboard-Helicopter Operational Procedures Manual, COMDTINST  
M3710.2E
  - (i) Safety and Environmental Health Manual, COMDTINST M5100.47
  - (j) Air Operations Manual, COMDTINST M3710.1G
  - (k) NAVAIR Flight Clearance Recommendation, COMNAVAIRSYSCOM  
PATUXENT RIVER MD 062000Z Dec 16

1. PURPOSE. To establish policies and procedures for cutter-based operations of the ScanEagle (SE) Unmanned Aircraft System (UAS) aboard WMSL Class cutters.
2. SCOPE. This instruction applies to all aspects of SE operations, maintenance, and stowage aboard STRATTON from system installation through removal.
3. DIRECTIVES AFFECTED. None
4. CANCELLATION. This bill shall be cancelled upon expiration of the current Insitu, Inc. SE contracted services for USCGC STRATTON, including any contract extensions, or January 17, 2018, whichever comes first. Future UAS operations may require updates or complete replacement of this bill.
5. INFORMATION.
  - a. Background. SE is installed on STRATTON to serve as an integral part of aircraft-based surveillance capabilities in addition to the attached helicopter. The SE can be equipped with an electro-optical (EO) camera or infrared (IR) camera and contains an Automatic Identification System (AIS) receiver. Additional equipment includes a Ground Control Station (GCS), Compact Mk4 launcher, SkyHook recovery system, line-of-sight (LOS) antenna for communications, and miscellaneous support items listed in enclosure (3).

- b. Aircraft Description. SE is a multi-mission, persistent, aerial platform with power, communications, and volume to accommodate a variety of integrated sensor and processor payloads. The aircraft is designed to conduct a variety of Intelligence, Surveillance and Reconnaissance (ISR) operations, and may also serve as a communications relay. [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]
- c. STRATTON will provide a platform from which to conduct the SE operations. The SE system will be operated and maintained by contract personnel from Insitu, Inc. This SOP supplements the above references and provides additional policy and procedural guidance.
- d. STRATTON will be certified to conduct SE operations per reference (a). This SOP serves as an operations and procedures guidance document for the duration of contracted services.
- e. To safely and efficiently conduct flight operations, the efforts of the entire flight operations team must be carefully coordinated. This SOP supplements and provides additional procedural guidance to that found in references (a) through (j). Reference (h) will later include a chapter to provide policy guidance for UAS operations.
6. UAS POLICY. In general, ship-helicopter policies outlined in reference (h) pertaining to manned aircraft also apply to UAS. This SOP contains additional or alternate flight regulations that differ from those governing manned flight and shall be followed during the preparation for, and conduct of, Coast Guard cutter-based UAS operations. All crewmembers engaged in UAS operations shall have a thorough understanding of the policies, standards, and procedures set forth in this SOP, appendix D of reference (j), and applicable UAS operating doctrine.

Due to the emerging nature of UAS operations, any policies, procedures or operations that conflict with current doctrine shall be referred to CG-711 for resolution.

a. RESPONSIBILITIES.

- (1) The Commanding Officer (CO) shall:
- (a) Approve, oversee, and direct all UAS operations.
  - (b) Maintain ultimate responsibility for safety of flight.
- (2) The Executive Officer (XO) shall:
- (a) Coordinate scheduling of UAS operations within the ship's plan of the day (POD).
  - (b) Serve as the safety officer during all UAS operations.

- (3) The Operations Officer (OPS) shall:
  - (a) Maintain this SOP.
  - (b) Oversee the coordination of UAS evolutions within the ship's POD.
  - (c) Ensure the Watch Quarter and Station Bill (WQSB) is correct and current.
  - (d) Plan, coordinate, de-conflict, and manage all UAS operations.
  - (e) Assist as necessary to coordinate setup of remote video terminal on small boat or other locations, as required.
  - (f) Ensure that a UAS mission brief is conducted prior to each day's flight operations with an emphasis on communications, airspace de-confliction, weather, time of sortie, and risk assessment.
  - (g) Coordinate and supervise the planning and execution of all UAS operations.
  - (h) Ensure that all UAS equipment, tools, and consumables are properly loaded, stored, and secured for sea.
  - (i) Designate radiotelephone frequencies and internal nets used between the Helicopter Control Officer (HCO), Pilot-in-Command (PIC), bridge personnel, safety personnel, and launch/recovery personnel per the communications plan.
  - (j) Establish procedures for moving, staging, and stowing UAS equipment before, during, and after operations underway.
- (4) The cutter's Aviation Training Team shall maintain crew proficiency with this SOP and sustain training and qualification requirements for all billet assignments.
- (5) The Helicopter Control Officer (HCO) shall:
  - (a) Ensure all UAS equipment, tools, and consumables are correctly staged during operations.
  - (b) Ensure that the flight deck is properly prepared.
  - (c) Ensure that all UAS stations are properly manned per this SOP.
  - (d) Conduct radio checks between HCO, bridge, and PIC.
  - (e) Coordinate UAS operations with the PIC and Officer Of the Deck (OOD). HCO maintains direct communications with the PIC for UAS launch and recovery, and then passes communications to the Air Direction Controller (ADC) in the Combat Information Center (CIC) for all other phases of flight.

- (f) Monitor and record launch and recovery operations via the Flight Deck Video System (FDVS) or from the Helicopter Control Station (HCS) as applicable.
  - (g) Inform the OOD of UAS requirements in a timely manner so the ship may be maneuvered to meet the needs of the UAS while ensuring the ship's safe navigation and execution of other concurrent missions.
  - (h) Conduct UAS operations strictly per operational tasking, this SOP, and appendix D of reference (j).
  - (i) Operate installed fire monitors in the event of a fire or crash on deck.
- (6) Officer of the Deck (OOD) shall:
- (a) Maintain radio or intercom contact with the HCO and PIC to alert the UAS crew of possible launch, recovery, and flight hazards, including those caused by significant changes in ship heading.
  - (b) Monitor the weather, radar picture, and vessel traffic in the area and advise the UAS crew accordingly.
  - (c) Maneuver the ship to provide the necessary relative wind for launch and recovery per wind limitation guidance provided in this SOP.
  - (d) Ensure that crash, rescue, fueling, and fire fighting preparations have been completed per this SOP.
- (7) The UAS Site Lead (SL) shall:
- (a) Oversee all UAS personnel and operations.
  - (b) Coordinate with OPS and PIC for UAS planning and operations.
  - (c) Maintain a current certification from Insitu, Inc. to assume the position of Mission Commander (MC).
  - (d) Attend the daily mission brief to discuss UAS operations for the next 24 hours.
  - (e) Coordinate with the PIC to prepare and conduct pre-flight and post-flight briefs.
  - (f) Debrief the UAS team after each flight.
  - (g) Maintain a daily log of all activities and significant events.
  - (h) Conduct a UAS safety and hazard briefing for all personnel involved with UAS operations within two days of system embarkation.
  - (i) Verify all UAS personnel conducting UAS operations per this SOP have been properly qualified and certified.

- (j) Ensure the Material Safety Data Sheets (MSDS) for hazardous materials required for UAS operations are available and that all personnel conducting UAS operations are briefed and understand the potential hazards.
  - (k) Ensure that all UAS personnel use proper personal protective equipment (PPE).
  - (l) Ensure all UAS equipment is properly maintained and stowed. Notify OPS of any UAS or cutter-related concerns.
  - (m) Ensure compliance with all applicable rules and regulations including safety precautions in this SOP, as they pertain to UAS operations.
  - (n) Ensure radio frequencies have been coordinated with OPS prior to commencing UAS operations.
  - (o) Ensure all applicable reference documents and manuals are on site.
- (8) The Pilot In Command (PIC) shall:
- (a) Be responsible for the safe and efficient conduct of all UAS activities during pre-flight, launch, mission and recovery. The PIC is the final authority for determining whether mission parameters and weather conditions are safe for conducting UAS operations.
  - (b) Maintain a current certification from Department of Defense or Insitu Inc. to operate the UAS.
  - (c) Coordinate with the Operations Officer and UAS SL for UAS planning and operations.
  - (d) Attend the daily mission brief to discuss UAS operations for the next 24 hours.
  - (e) Work with the UAS SL to prepare and conduct pre-flight and post-flight briefs.
  - (f) Conduct all UAS flight planning.
  - (g) Pass “manned and ready” reports to the HCO prior to launch and recovery.
  - (h) Ensure all necessary equipment is correctly staged prior to conducting flight operations.
  - (i) Coordinate UAS fueling, de-fueling, and equipment movement with the OOD.
  - (j) Maintain the aircraft log.
- (9) The Air Direction Controller (ADC) shall:
- (a) Be qualified to conduct flight operations as a Level I ADC.

- (b) During concurrent manned/unmanned flight operations, ensure the UAS maintains [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED] The ADC should provide advisories to manned aircraft to maximize the likelihood of establishing visual contact with the UAS.

### WARNING

**If the separation criteria listed above cannot be maintained, the ADC shall immediately direct the UAS PIC to vector the UAS away from the manned aircraft and advise the manned aircraft of the situation along with a recommended heading to maximize separation from the UAS.**

### NOTE

**To ensure aircrew safety during concurrent operations, the ADC will need to coordinate closely with the UAS and manned aircraft PIC(s). Should an unsafe condition arise, the ADC should be prepared to provide concise guidance to the PIC(s) that may be directive in nature.**

- (c) During UAS operations in the vicinity of non-participating aircraft (e.g. civilian, not transmitting a transponder squawk, etc.) or aircraft not engaged in the mission, the standard lateral and vertical separation requirements of Chapter 7 of reference (h) shall apply.
- (d) Immediately notify the UAS PIC of possible intruding aircraft by reporting range, altitude (when known), and bearing using the clock format (1 o'clock, 2 o'clock, etc.), at a minimum. Other items to report should include time and distance to the Closest Point of Approach (CPA) of the intruding aircraft, and recommended safe heading for the UAS.
- (10) The UAS Ground Crew shall:
- (a) Perform all mission functions outside of the Ground Control Station (GCS) during takeoff and recovery operations.
  - (b) Operate the UAS launch and recovery systems.
  - (c) Perform as observers during launch and recovery operations; responsible for calling "wave-off" during the recovery phase.
  - (d) Perform all required maintenance procedures and record all actions taken in the aircraft logs with the current date and flight hours.

- (11) The cutter shall designate appropriate personnel to oversee all UAS refueling and defueling activities.

b. FLIGHT QUARTERS CONDITION (FLICON) FIVE

- (1) Overview. FLICON FIVE shall be set for all UAS launch or recovery operations. FLICON FIVE for UAS operations does not require the normal complement of flight deck personnel as listed in Chapter 6 of reference (h) and only requires personnel listed in this SOP.
- (2) FLICON FIVE executed in isolation should reduce cutter workload. It is not intended for the preparations to be as extensive as those required for FLICON ONE.

**NOTE**

**The intent of FLICON FIVE is to minimize the number of personnel required to conduct UAS launch and recovery operations. It is also intended to clear the flight deck and mission area of unnecessary personnel and equipment. If conducting helicopter operations concurrently with UAS operations, then the specific FLICON for that operation shall be accomplished.**

c. SAFETY

- (1) During UAS launch and recovery, the ship will [REDACTED]  
[REDACTED]  
[REDACTED]
- (2) The UAS SL, PIC, or ground crew shall request permission from the OOD prior to any movement of UAS equipment on the flight deck that is not conducted as part of a FLICON evolution. Once the OOD grants permission, the requested activities may be accomplished. The OOD shall be notified upon completion of activities.
- (3) UAS operations shall adhere to weather criteria in this SOP. The OOD shall notify the HCO and PIC if these parameters are expected to negatively impact flight operations.
- (4) Communications equipment such as telephone, radio, Keyswitch Integrated Terminal Equipment (KITE), Hierarchical Yet Dynamically Reprogrammable Architecture (HYDRA), etc. shall be available on the flight deck for mission coordination and emergency purposes. Transmission restrictions, as posted on the radios, must be complied with at all times. Radio frequency (RF) restrictions apply within ten feet of fuel handling operations.
- (5) Ship's company associated with UAS flight deck operations shall be provided with and wear PPE to include: an appropriate aviation cranial, hearing and eye protection, safety shoes, long sleeve shirt/jersey, and approved flotation devices.

- (6) All contract personnel conducting UAS flight deck operations shall use proper PPE as prescribed in this SOP.
  - (7) All personnel shall be aware of and restrict their movement onto and within the vicinity of the flight deck during UAS launch and recovery. Only personnel assigned to a specified billet are permitted on the flight deck or weather decks exposed to the mission area during UAS operations.
  - (8) One fire extinguisher shall be readily available in the immediate vicinity of any UAS refueling or defueling activities.
  - (9) One fire extinguisher shall be readily available on the flight deck prior to commencing UAS launch or recovery operations.
  - (10) In the event of a casualty to the installed Aqueous Film Forming Foam (AFFF) monitors, a modified fire-fighting party shall be posted on the hangar deck during UAS launch or recovery operations. The “modified” fire party shall consist of sufficient personnel (dressed and ready, wearing appropriate PPE) to operate one fire hose with AFFF capability, at a minimum. The CO may assign additional fire-fighting personnel as desired.
  - (11) Smoking and flame or spark-producing devices are prohibited in the hangar, on the flight deck, or on the fantail during FLICON FIVE and fueling/de-fueling operations.
  - (12) All flammable liquids and/or ammunition in the area of UAS operations shall be removed prior to UAS operations.
  - (13) MSDSs for hazardous materials (HAZMAT) shall be available at the GCS and HAZMAT locker.
- d. SEPARATION CRITERIA.
- (1) Normal separation criteria, per Chapter 7 of reference (h) apply during UAS operations where non-participating aircraft are intruding the operational area.
  - (2) Ensure the UAS maintains [REDACTED]. Inbound aircraft supporting the mission shall be notified of the UAS position, altitude, course and speed when approaching the operational area.

**WARNING**

**If the separation criteria listed above cannot be maintained, the UAS PIC shall immediately direct the UAS away from the manned aircraft and notify the ADC.**



- (3) If deemed necessary during concurrent manned/unmanned operations, aircraft may close laterally in order to complete the mission. If lateral separation is expected to be [REDACTED] the ADC shall provide the manned aircraft crew(s) with advisories on the UAS position and altitude. The UAS PIC shall not initiate any significant course or altitude changes while operating in close proximity to manned aircraft unless the aircrew has been advised via the ADC.

- e. **CONCURRENT HELICOPTER/UAS LAUNCH AND RECOVERY PROCEDURES.** The cutter's ability to concurrently employ the embarked helicopter and the UAS greatly enhances its ability to execute a variety of missions. However, this adds an additional level of complexity and shall only be conducted after thoroughly evaluating the associated risks and benefits. Helicopter procedures shall comply with this SOP and reference (j) regardless of ongoing or impending UAS operations. The guidance in this section is intended for ship's company and embarked helicopter/UAS detachments to ensure safe, concurrent flight operations.

(1) When the embarked helicopter is airborne:

- (a) During the course of normal operations, the flight deck will not be fouled with UAS equipment when the helicopter is airborne. This ensures that the cutter crew is not impeded with resetting FLICON ONE quickly.
- (b) If an emergent operational situation (SAR, LE, etc.) arises, the flight deck may be fouled with UAS equipment when the helicopter is beyond a 15-minute transit from the cutter. The helicopter crew shall be advised as soon as possible after the decision is made to conduct a UAS launch or recovery while they are airborne. This option may only be employed after careful evaluation of the risk versus gain of the operation and consideration for the helicopter's current fuel state. Ideally, this situation should be evaluated by the CO, XO, OPS, UAS Site Lead, and, if possible, the manned aircraft PIC. The authority to exercise this option rests solely with the cutter CO and shall not be delegated.

**CAUTION**

**Fouling the flight deck with UAS equipment while the helicopter is airborne carries additional risk should the helicopter need to return to the ship immediately. If a timely removal of UAS equipment from the flight deck is not assured, consideration should be given to jettisoning the equipment over the side of the ship. This may result in damage to or fouling of the flight deck safety nets.**

**CAUTION**

**A UAS fire on deck could result in indefinite fouling of the flight deck, and the risk of this should be strongly considered before conducting concurrent operations with an airborne helicopter.**

**CAUTION**

**In rare situations requiring simultaneous recovery of both the helicopter and UAS, the UAS PIC shall be directed to orbit the UAS in a safe location until the manned aircraft has been recovered and the ship is prepared to recover the UAS. The safe location shall permit the safe, controlled ditching of the UAS should the manned aircraft recovery exceed remaining fuel endurance of the UAS. If operations permit after ditching, the ship should attempt to recover the UAS.**

- (c) If the flight deck will be fouled with UAS equipment, the helicopter crew shall immediately report when operating within a 15-minute transit to the cutter. Upon notification from the helicopter, the ship's crew shall immediately notify the SE Ground Crew. This allows sufficient time to clear the flight deck in the event the helicopter must land without delay for emergencies or operational necessity.
  - (d) UAS launch and recovery systems shall not be traversed, set up, or operated simultaneously.
  - (e) UAS equipment may be traversed, set up, and operated on the flight deck for ground runs, launch, or recovery operations only when the helicopter is beyond a 15-minute transit from the cutter.
- (2) When the helicopter is static on the flight deck:
- (a) UAS equipment may be traversed, set up, and operated for UAS ground runs, launch, and recovery when the helicopter is secured to the flight deck with primary or secondary tie-downs. The helicopter shall be spotted as far as possible from the UAS operation while ensuring it can be properly secured to the flight deck.
  - (b) Helicopter ground runs are prohibited while UAS equipment is on the flight deck, regardless of rotor engagement.
  - (c) Simultaneous refueling (hot or cold) of helicopter and UAS is prohibited.

## f. SPECIAL MISSIONS

- (1) This section has been purposefully left blank until such time that UAS Special Missions procedures are developed.

## g. EMISSION CONTROL (EMCON) OPERATIONS.

- (1) When use of radio communications is restricted because of the EMCON condition in effect, routine UAS operations may be conducted by the use of abbreviated radio transmissions, the deck status light, and predetermined Identify Friend or Foe (IFF) codes. Additional personnel equipped with sound powered phones may be stationed on the flight deck during UAS operations if deemed necessary.

7. STANDARD OPERATING PROCEDURES

- a. COMMUNICATIONS PLAN. Positive encrypted voice communications are required between the OOD, HCO, ADC, PIC, and Flight Deck during all ScanEagle operations.

██  
██

- b. WEATHER REQUIREMENTS. Launch and recovery flight parameters shall comply with

██  
██

c. PROCEDURES.

- (1) A thorough mission brief, including an operational risk assessment, shall be conducted before each mission in accordance with enclosure (1).

## (2) Pre-flight:

- (a) When the SE team is ready to commence setup, the Officer Of the Deck (OOD) will request permissions to traverse the launch and recovery equipment from the Commanding Officer (CO).
- (b) FLICON Five, preparation to launch, is set approximately ██████████ prior to launch. The flight deck status will initially be at red deck, per reference (h).
- (c) SE flight deck crew consists of the catapult operator or the SkyHook operator. Flight deck support from ship's company consists of personnel to lower nets.
- (d) HCO verifies with the OOD that any ship systems confirmed to cause interference with SE have been set to stand by/shut down.
- (e) PIC follows the GCS Startup checklist per references (d) & (e), Section 5 (GCS/I-MUSE).

**WARNING**

**The assembly checklist in reference (c) shall be used each time the aircraft and related equipment is assembled. Failure to complete air checklist items, in order, could result in loss of the aircraft.**

- (f) SE Ground Crew verifies that the aircraft has been assembled per reference (c).
- (g) PIC notifies HCO that operations are ready to begin.
- (h) PIC requests HCO to set Fueling Detail.
- (i) Fuel aircraft per reference (c).

**WARNING**

**Ship and UAS personnel engaged in fueling/defueling shall wear proper PPE (i.e. goggles and gloves).**

**WARNING**

**To avoid the risk of fire, the UAS engine shall be cool to the touch prior to refueling.**

**WARNING**

**All power to the aircraft shall be off before fueling commences.**

- (j) Any fuel that has spilled into the drip pan should be expended to the ship's propulsion fuel system or disposed of using standard procedures.
  - (k) PIC informs HCO that fueling is complete and requests to secure from Fueling Detail.
  - (l) PIC performs take-off checklist located within the I-MUSE Software.
  - (m) PIC and SE Ground Crew perform pre-flight inspections per references (d) and (e).
  - (n) PIC verifies the tool inventory checklist is complete.
- (3) SE Crew Brief. The SE crew brief is conducted on the flight deck or in the hangar after the UAS mission brief in CIC, and includes PIC, SE Ground Crew, and others per PIC discretion. The PIC conducts the brief in accordance with reference (d).
- (4) Launch Procedures:
- (a) [REDACTED]

(b) [REDACTED]

**WARNING**

Verify that voltage is [REDACTED]. Attempting flight with depleted batteries may result in loss of the aircraft.

**WARNING**

Foreign Object Debris (FOD) can be thrown from the propeller at great distances, causing injury to people and damage to property.

**WARNING**

Hearing and eye protection shall be worn by the crew members near the aircraft for engine start. Foreign objects drawn into the propeller can cause severe injury.

**WARNING**

Contact with a running propeller can cause loss of limb or death. Be sure to keep hands and face clear of propeller during starting.

**WARNING**

Never attempt to start the engine with your hands or fingers.

(c) [REDACTED]

(d) [REDACTED]

(e) [REDACTED]

(f) After successful launch and transition to flight, the PIC reports [REDACTED]

(g) Upon completion of UAS launch procedures, the HCO secures FLICON Five. The ADC and OOD maintain shipboard communications with the PIC.

- (h) OOD ensures ship systems that were set to stand by/shut down are reconfigured for normal operations.

(5) During Flight Operations:

**CAUTION**

[Redacted text block]

- (a) [Redacted text]
- (b) [Redacted text]
- (c) PIC performs flight operations and communicates with the proper personnel, as required.

(6) Recovery Operations:

- (a) [Redacted text]
- (b) [Redacted text]
- (c) [Redacted text]
- (d) [Redacted text]
- (e) [Redacted text]

**NOTE**

[Redacted text block]

- (f) [Redacted text]
- (g) [Redacted text]
- (h) PIC notifies the HCO that recovery operations are complete.

- (i) HCO notifies CO and requests permission to secure from flight quarters.
- (7) Post Flight:
- (a) SE Ground Crew performs post-flight inspection per reference (c).
  - (b) PIC requests HCO to set fueling detail.
  - (c) SE Ground Crew de-fuels and returns aircraft, ground equipment, fuel, etc. to approved storage location.
  - (d) PIC informs HCO that de-fueling is complete and requests to secure from fueling detail.
  - (e) PIC advises HCO when the SE recovery system is secure.
  - (f) Ground Runs / Maintenance: It is not required to set FLICON Five for SE ground runs because these operations are performed on the launcher. The PIC need only request permission from the OOD, secure the area of unnecessary personnel, and ensure one fire extinguisher is readily available. The PIC shall notify the OOD when ground operations are complete.
- (8) EMERGENCY PROCEDURES. Any malfunction of the aircraft shall be reported immediately to the OOD and HCO (when the position is manned). The PIC shall implement emergency procedures per reference (e), and report as soon as possible, the extent and implications of the malfunction to the OOD, who will relay to the HCO and the ship's command.
- (a) Fire/Flight Deck Crash.
    1. HCO sounds crash on deck alarm.
    2. Personnel respond in accordance with STRATTON helicopter or UAS operations bill.
    3. XO initiates applicable mishap procedures per this SOP and COMDTINST M3710.2 (series). SE operations are suspended pending investigation and guidance from CG-711, CG-1131 and Insitu, Inc., as applicable.
  - (b) Water Landing.
    1. PIC and/or other personnel notify the OOD.
    2. OOD makes 1MC pipe to notify cutter personnel of situation. OOD will also alert OPS and the CO to determine whether or not the cutter will divert to recover the UAS.
    3. OOD directs a recovery team to retrieve the aircraft after crash/landing, operations permitting.

4. Utilize kits to contain any spills, as necessary. Turn in polluted material to the Hazardous Materials Coordinator as hazardous waste.
5. XO initiates applicable mishap procedures per this SOP and COMDTINST M3710.2 (series).

(c) Injury.

1. OOD makes appropriate pipe for personnel casualty.

(d) Stranger Aircraft.

1. If the OOD/lookout visually observes a non-participating aircraft in the vicinity of the SE, or the ADC observes an unknown and conflicting airborne track on the ship's air search radar, they shall immediately notify the PIC of possible stranger aircraft.
2. The PIC will determine the best method to separate the SE from stranger aircraft. Separation methods may include, but are not limited to:

- a. [REDACTED]
- b. [REDACTED]
- c. [REDACTED]

(e) Lost Link.

- a. Notify OOD/ADC with the following information:
  - (1) Time of lost link.
  - (2) Last known position.
  - (3) Last known altitude.
  - (4) Last known direction of flight.
  - (5) Confirm execution of lost link procedures.
  - (6) Advise when PIC, observer or ADC reacquire aircraft (via GCS, visual, and/or radar).

(f) Spills.

- (1) If a spill or other release occurs, immediately contact the OOD.



- (9) **POST-MISHAP PROCEDURES:** In the event of a mishap, execute the unit mishap response plan. Post-mishap safety analysis is governed by reference (i).
- (a) If damage is limited to SE exclusively, a safety analysis in accordance with reference (i) is not required. In this situation, the contractor is responsible for providing a root-cause failure analysis of any system mishap or operational incident in accordance with the Performance Based Work-Statement for Sea-Based Unmanned Aircraft Systems (contract number: N00019-12-D-0011-0009). The root-cause analysis must be completed within 120 days from the date of the incident.
  - (b) If damage is **NOT** limited to the SE exclusively, and/or an injury occurs, follow safety analysis and reporting requirements in accordance with reference (i) and (j).
  - (c) If a midair collision occurs, contact the National Command Center (800-323-7233) and Commandant (CG-1131) immediately.
  - (d) If a near midair collision occurs, follow reporting requirements in references (i) and (j).
  - (e) Retrieval of SE from the water is preferred, but NOT required. A risk assessment should be accomplished to aid the decision making process.



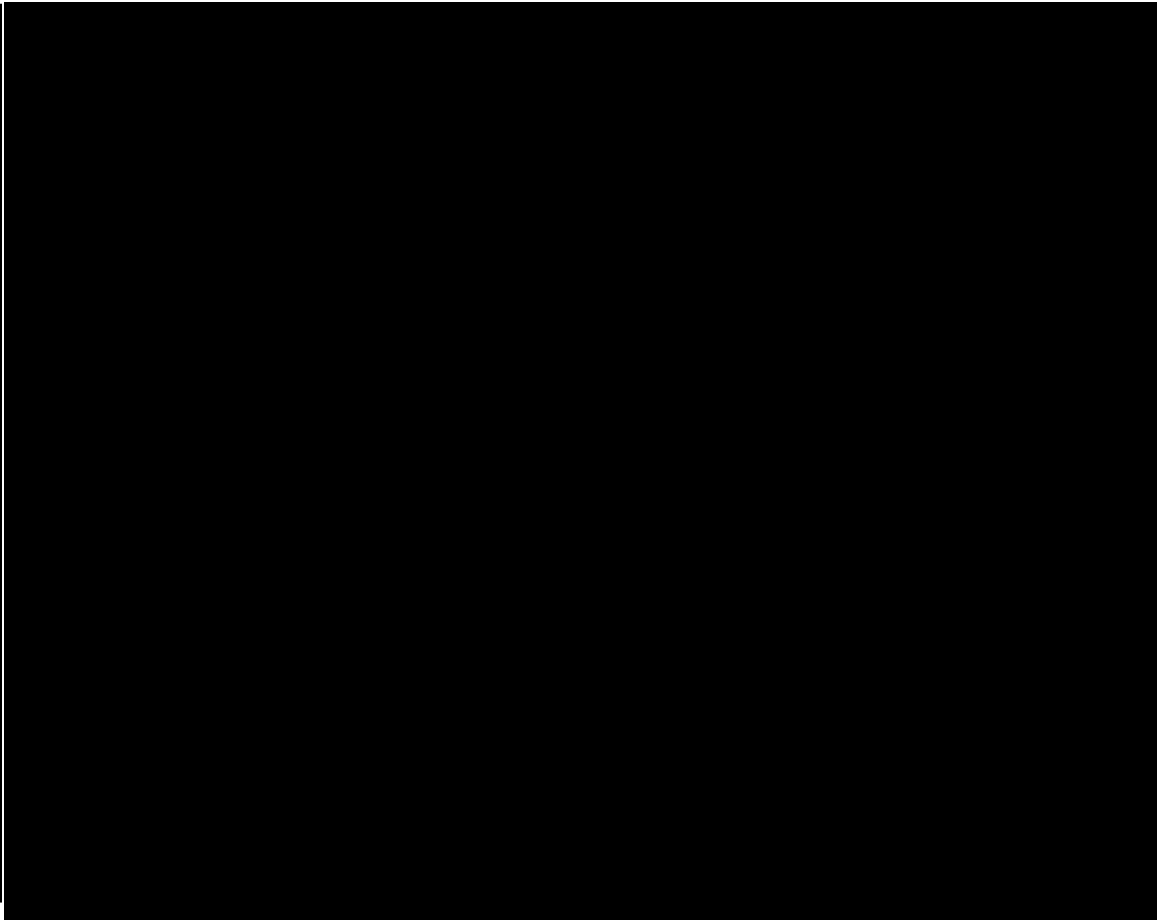
J.B. Kimball  
CAPT, U.S. Coast Guard  
Chief, Office of Aviation Forces

- Enclosures:
- (1) ScanEagle Mission Brief
  - (2) ScanEagle Launch and Recovery Hazard Zones with H-65 on Flight Deck
  - (3) ScanEagle Team Equipment List
  - (4) ScanEagle GO/NO-GO Checklist
  - (5) HCO Launch/Recovery Checklists

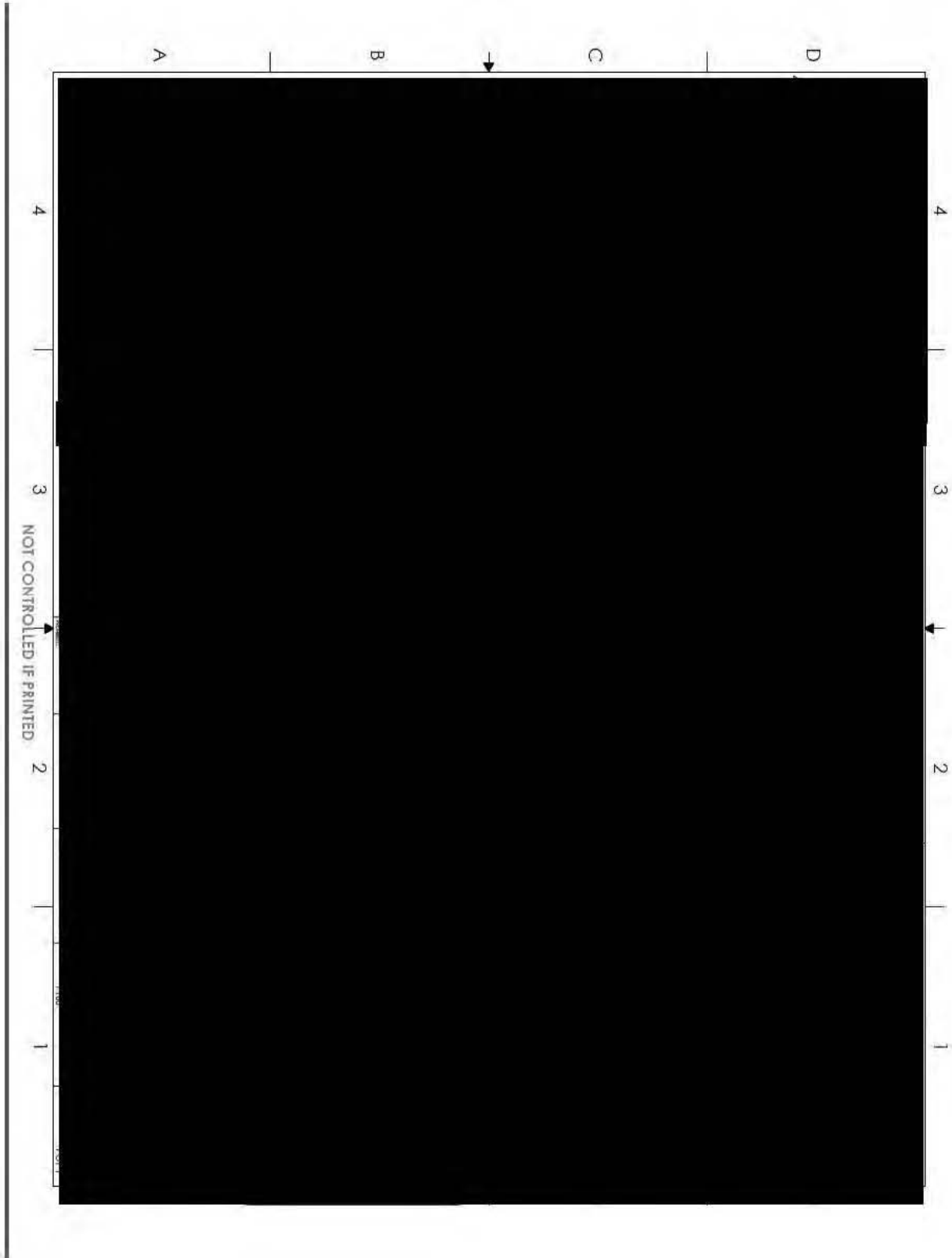
### ScanEagle Mission Brief

- (1) Prior to any UAS operations, a mission brief shall be conducted per Chapter 6 of COMDTINST M3710.2 (series). The following personnel shall be present at all UAS mission briefs:
  - CO, XO, OPS, HCO, CICWS, ADC, OSL (and others per CO's discretion)
  - Safety Observer
  - PIC
  - Site Lead (SL), if not PIC
  
- (2) The purpose and objectives of the mission shall be discussed and weighed against the risks to personnel and property. The resulting plan shall address, as needed:
  - Cutter's intentions during the flight.
  - The pattern to be flown by the UAS, including:
    - Magnetic courses.
    - Leg distances and times.
    - Turn points.
    - Total expected flight time.
    - Intended launch and recovery points.
  - Aircraft and environmental considerations:
    - Present and forecast weather.
    - Routine takeoff data.
    - Tactical procedures (i.e., code words and confidential datum).
    - Communications and emissions control (EMCON) plan.
    - Navigation and flight following equipment and methods.
    - Lost link procedures.
  - Situational awareness factors:
    - Airspace clearances.
    - Mission objectives, targets of interest, etc.
    - Sunset and sunrise times.
    - Other surface and air assets.
    - Hazards (cliffs, oil rigs, military exercises, etc.)
  - Final Risk Assessment

**ScanEagle Launch and Recovery Hazard Zones with H-65 on Flight Deck**



**NOTE:** [REDACTED]  
[REDACTED]. The best position for the helicopter is  
[REDACTED]  
Positioning the helicopter [REDACTED]  
[REDACTED] Ensure the helicopter is positioned so that it can be properly tied down with  
primary and/or secondary tiedowns.



**ScanEagle Team Equipment List**

**Safety and Personal Protective Equipment (PPE)**

Safety goggles
Approved hearing protection
Nitrile gloves
Fire extinguisher ABC
Hard hat or Flight Deck Helmet
Life Vest
Strobe Light

**Tools and Operation Equipment**

General hand tools
Electric starter system
Cleaning equipment
Fuel can
Drip pan
Fuel pump
Funnel
Spill kits (Contents include: oil absorbent pads and receptacle for pad disposal)
BCS-40 scale (calibrated)

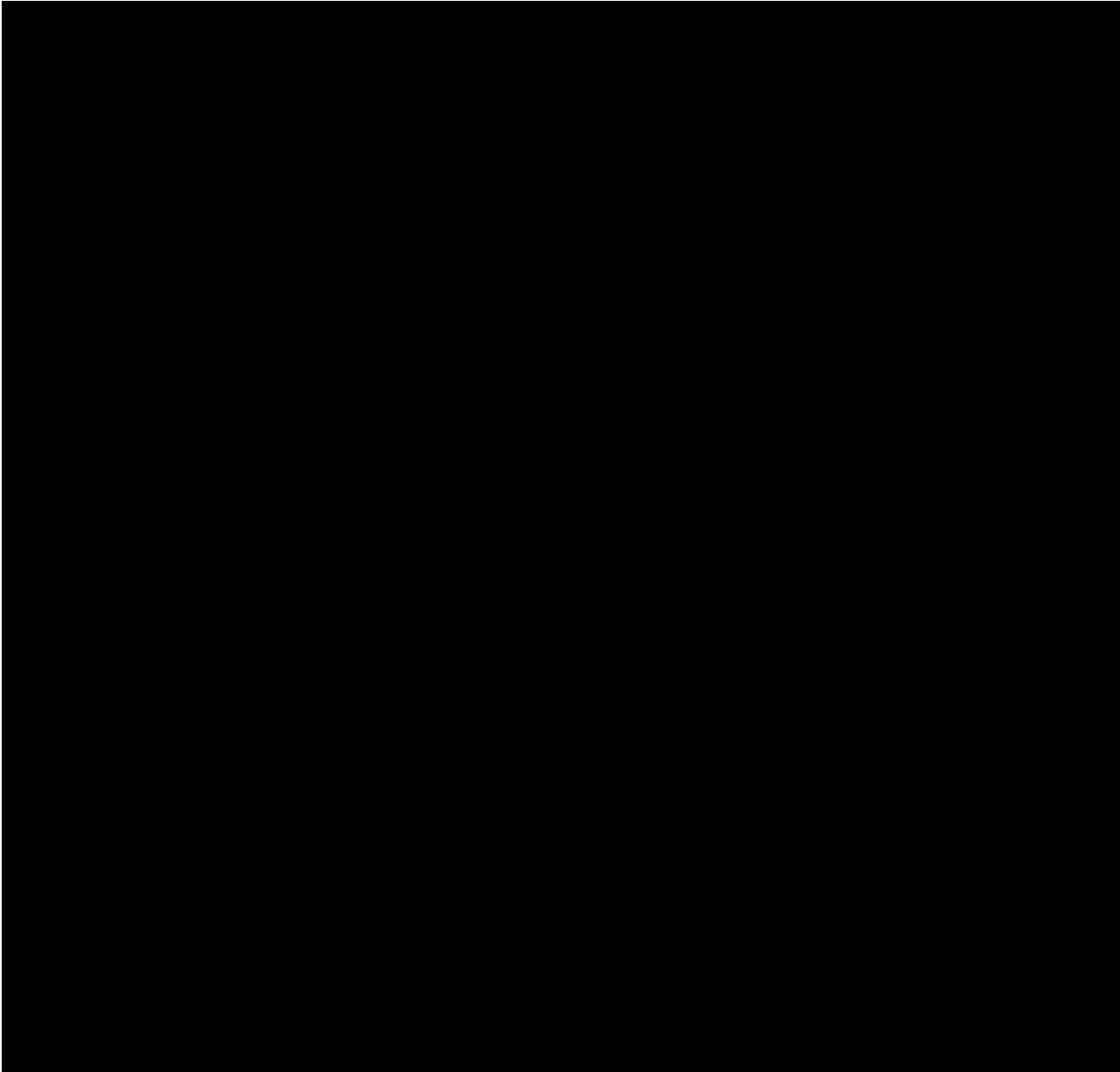
**Petroleum, Oils, and Lubricants**

Bel-Ray H1R 2-Cycle Oil (HFE)
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**ScanEagle GO/NO-GO Checklist**

**NOTE:** SE Launch and recovery flight parameters shall comply with GO/NO-GO criteria below, or as prescribed in reference (a), whichever is more restrictive.

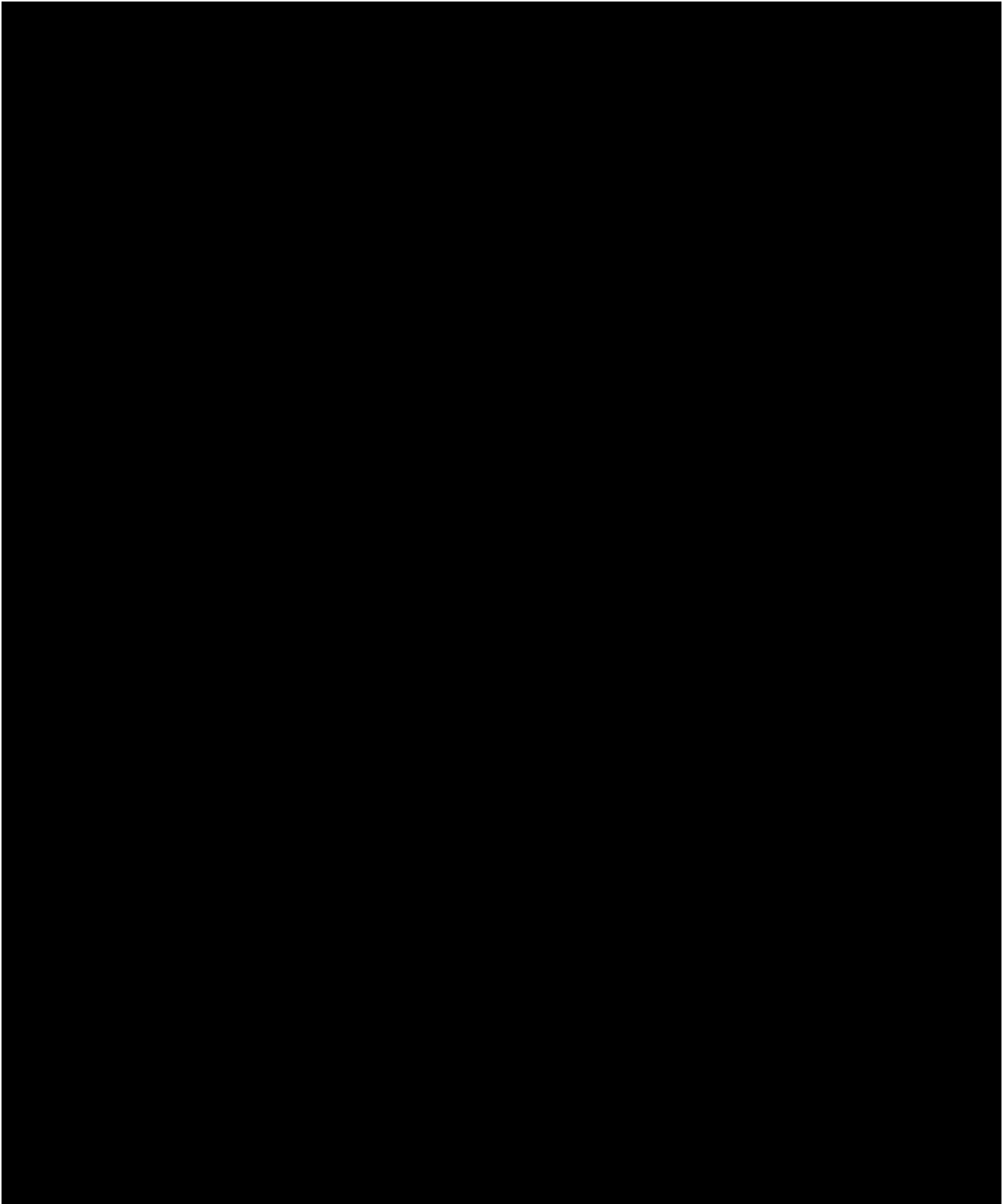
Table A-E6-1. Go/No-Go Checklist



**HCO Launch/Recovery Checklists**

**FLIGHT QUARTERS LAUNCH (Day or Night)**

**Revised: 18JAN17**

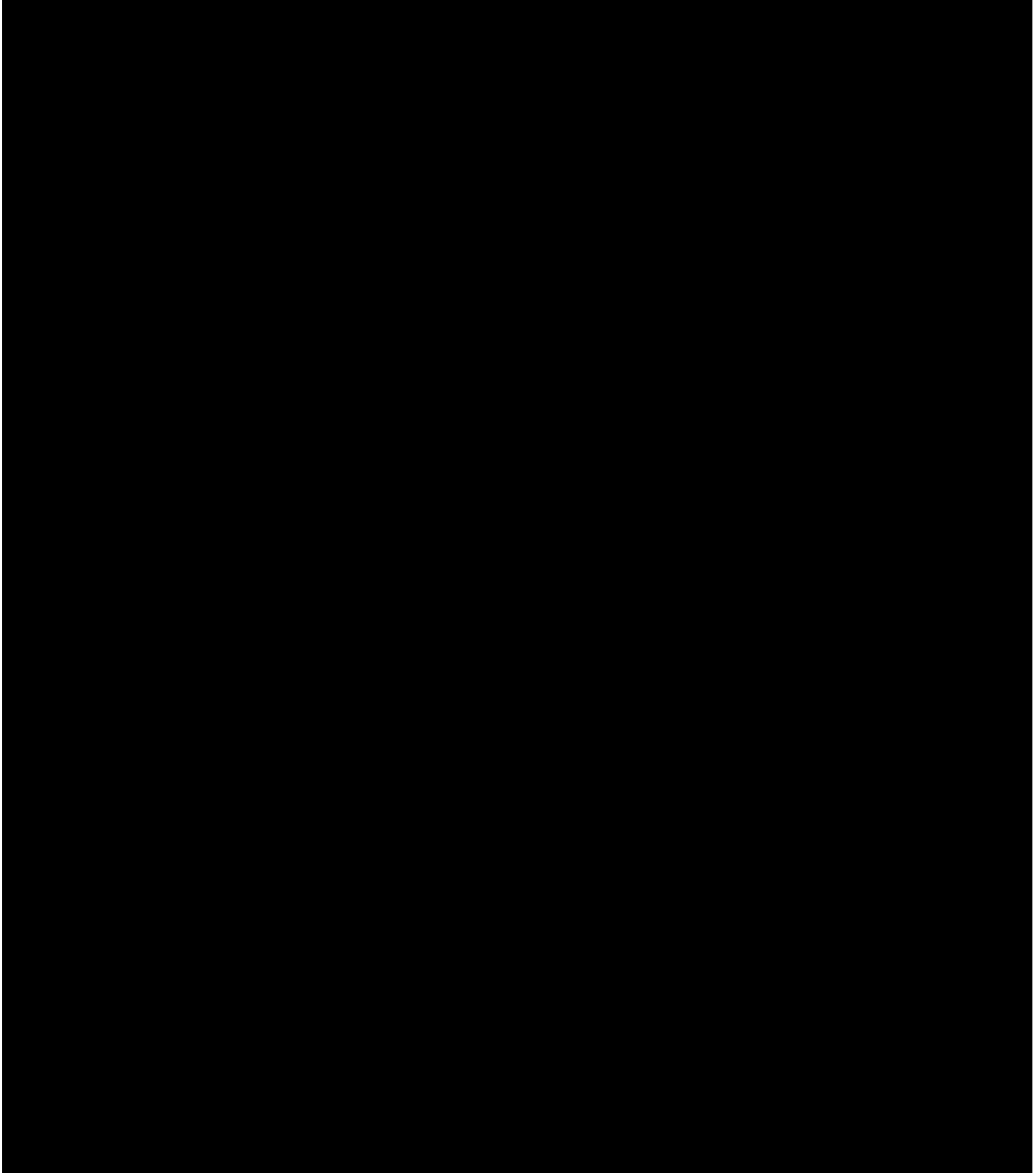






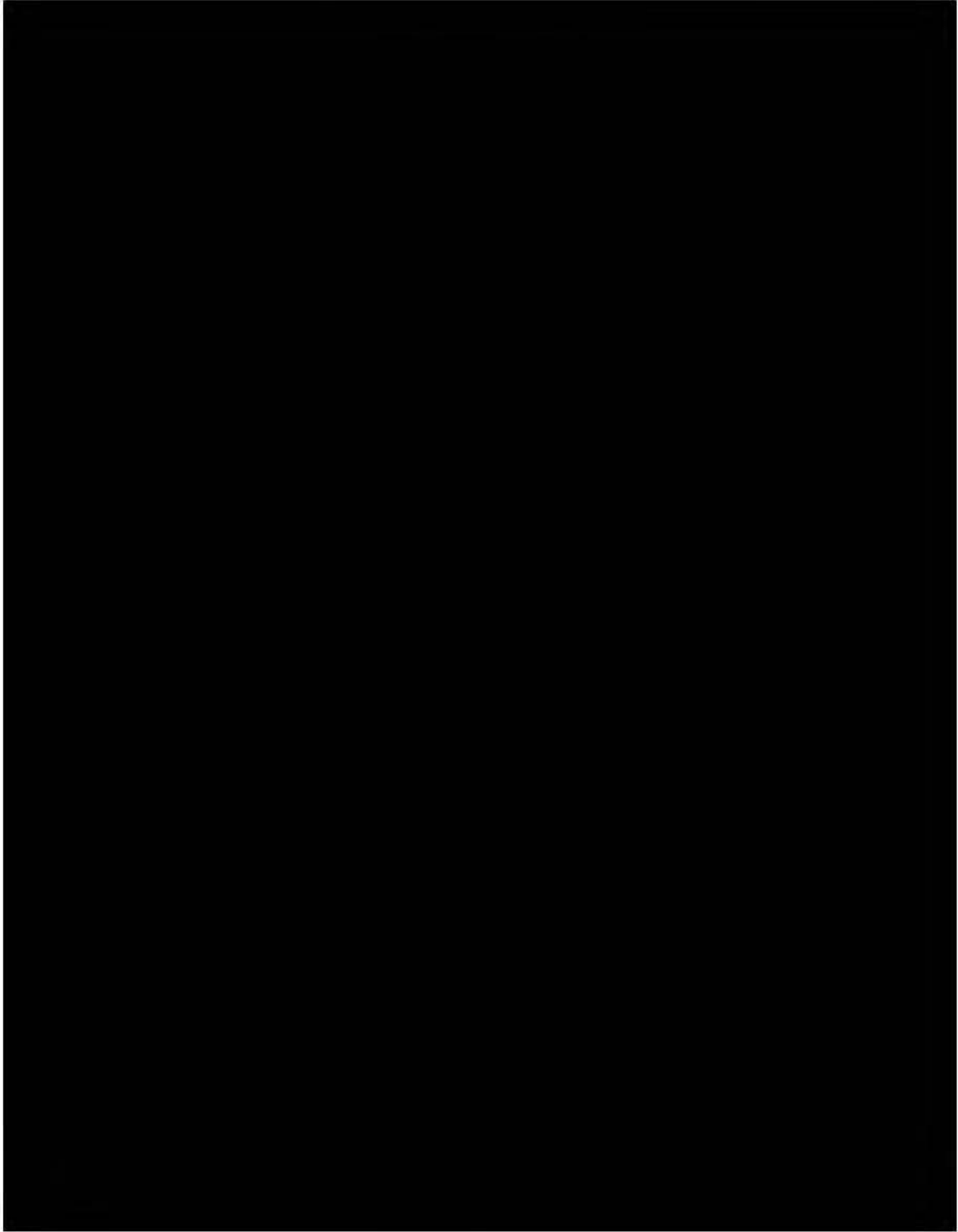
**FLIGHT QUARTERS RECOVERY (Day or Night)**

**Revised: 18JAN17**

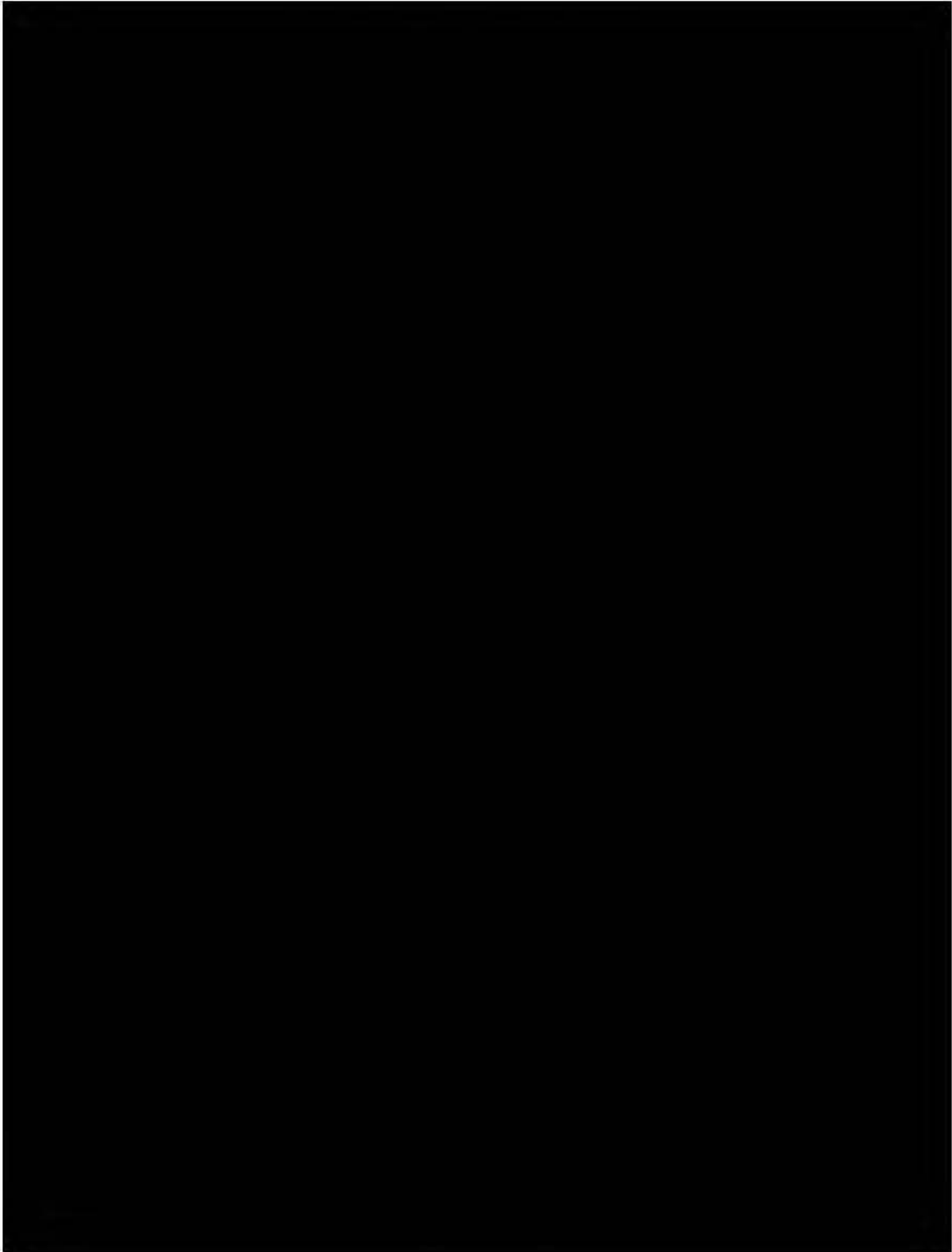




**Pre-Flight Brief (Page 1)**



**Pre-Flight Brief (Page 2)**



**Wind Limitation Launch/ Recovery Envelopes**

