

## SECTION XIII- CHART UPDATING MISSION/PATROL PLANNING

### INTRODUCTION:

An Auxiliary ATON/CU Program CHART UPDATE MISSION or PATROL, including "multi-mission", has a specific purpose and a desired outcome. For example, a scheduled safety patrol may involve hours of inactivity without a SAR case, while a CHART UPDATE MISSION or PATROL will have a specific task, i.e., charting of a new object or survey of a new marina. It is for this reason that extensive proactive planning should be accomplished before a CHART UPDATE MISSION or PATROL begins.

### OBJECTIVES:

1. To acquire a general knowledge of the responsibilities of the Auxiliary in CHART UPDATE MISSION/PATROL planning.
2. To become familiar with how to select items for a CHART UPDATE MISSION or PATROL.
3. To become familiar with proactive planning of a CHART UPDATE MISSION or PATROL.

### INFORMATION:

The planning of any activity begins with the establishment of the objective. For an UPDATE MISSION or PATROL, this planning consists of activities such as the identification of a new structure, verification of the position of a listed structure, survey of a marine facility, etc. In this connection, it is important to note that a "Surface" CHART UPDATE PATROL is done underway and is reported under type 03 on the ANSC 7030, Activity Report-Mission (for AUXMIS); an "Air" CHART UPDATE PATROL is reported as AIR OPERATIONS MISSIONS type on the ANSC 7030 Activity Report-Mission; and a CHART UPDATE MISSION is done ashore and is reported under Mission type 41 on the ANSC 7030, Activity Report-Mission. Also, all chart update patrols must be a minimum of four hours in duration.

For planning purposes, the following time factors can be used to determine how much activity should be scheduled:

- a. Location of a structure such as a building, tank, or aid that is new or for verification - 1.5 hours, not including positioning and de-positioning time.
- b. Marina/facility survey - 1 to 2 hours, not including position and de-positioning time

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NOTE: Underway positioning and de-positioning time is counted as "HOURS ON MISSION" for a Mission type 03 "Surface" CHART UPDATE PATROL or AIR OPERATIONS MISSIONS type "Air" CHART UPDATE PATROL.

Proactive planning is essential for the accomplishment of an effective and efficient chart update mission or patrol. (Otherwise, to start a chart update mission or patrol without extensive preplanning would be like going to the grocery store without a shopping list, sufficient money, checkbook or credit cards to pay for any items that might be purchased.) As such, before a chart update mission or patrol is started, a review of the mission/patrol area must be conducted to determine what structures, aids or facilities will be surveyed. This area review should be an ongoing process that is accomplished by the participating Auxiliary members during safety patrols or recreational outings with the information passed to the FSO-AN. The FSO-AN can then evaluate the data and assign specific objectives to be accomplished during the chart update mission or patrol. The evaluated information is then utilized in the conduct of the chart update mission or patrol.

The criteria for the selection of an item for a chart update by the FSO-AN are subject dependent. As such, pertinent questions are:

- a. Is it a permanent item?
- b. Will the item be used for navigation?
- c. Is the item a hazard to navigation
- d. Can the item or its location be easily identified by a mariner?

If the answer to any one of the above questions is yes, and the vital information concerning the item is not shown on the current chart of the area or in related publications (Coast Pilot, etc.), then the item should be surveyed and the information reported to NOS on a NOAA 77-5.

When the specific objects/features have been determined and the mission or patrol assigned, the next step is for the crew to determine how the chart update objectives/tasks will be accomplished. This analysis is done before the mission or patrol begins, utilizing the current chart that shows the greatest detail. This is where the crew determines what angles will be taken to determine the position of the subject objects/features. It is important, when planning what angles are to be taken, to review the criteria for a strong fix (refer to Section VIII). Pertinent chart update mission or patrol preplanning questions are:

- a. What tools and instruments will be required?
- b. What will the weather conditions be during the time of the planned mission or patrol, i.e., wind, precipitation, visibility, etc.?

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- c. What objects will be used for the sightings?
- d. Will the charted items used for the sightings need to be checked for accuracy or can their location be assumed correct?
- e. What procedures will be used to verify the results (sightings from another location, check angles, photographs, LORAN, GPS, etc.)?
- f. Where is the best position to take angles or bearings?
- g. For Surface operations:
  - (1) What is the maximum wave action that will allow acceptable results?
  - (2) What is the maximum leeway or current that allow acceptable results?