



Air Operations Section

Training Outline for Sergeants 2023

Objective:

1. To build a better collaboration within the Patrol and Air Operations Section.
2. To effectively use air assets in critical situations.
3. Helicopter Limitations
4. Improve Communication
5. Crew Responsibilities

Training will last approximately 4 hours and consist of a classroom presentation, heliport tour and a ride along with the patrol crew.

Training Topics:

- Air Operations Overview/Responsibilities
 - Patrol
 - FAST
 - LA IMPACT
- Flight Days/Hours/Times
 - Tri-Cities- Glendale/Burbank
- Pre-Flight requirements
 - Pilot vs TFO Responsibilities
- Start-up Procedures
- Aircraft Fueling
 - PPD Heliport
 - Off-site Airport
 - Amount of fuel = flight time
 - Strategic decisions during high priority calls (K-9, SWAT callout)

- Flight Limitations PD-1 vs PD-4
 - A helicopter's performance is dependent on the power output of the engine and the lift produced by the rotors, whether it is the main rotor(s) or tail rotor. Any factor that affects engine and rotor efficiency affects performance. The four major factors that affect performance are high density altitude, weight, humidity and heat
 - Weather minimums (2mi/800 ft.)
 - 700 AGL – day / 900 AGL – night
 - Rain / Thunderstorm / Lighting / Clouds (Location of call could affect this)
 - Maintenance – Schedule vs. Unscheduled
 - TFR
 - Time Management (scheduled flight time per day)

- Off-Site landing, emergency, transportation of crew

- Handling CFS
 - Expectations
 - Prioritizing calls
 - AirTac
 - On board equipment/technology

- FLIR vs MX-10

- Pursuit Responsibility
 - Terminology
 - Tracking

- Drone Investigations

- Laser Strikes PC 247.5

- Common Questions
 - Types of Helicopters
 - Military vs. Certificated Aircraft

 - Hovering vs. Orbits
 - Ride-Along's
 - Lost Aircraft
 - Noise Complaints
 - How this could affect our response

Pursuit Responsibilities:

314.4 SUPERVISORY CONTROL AND RESPONSIBILITY

Ensuring that aircraft are requested if available.

Ensuring the notification and/or coordination of outside agencies if the pursuit either leaves or is likely to leave the jurisdiction of this agency.

314.3 Aircraft Assistance

When available, the police helicopter will immediately respond to all pursuits. Once the air unit has established visual contact with the pursued vehicle, it should assume control over the pursuit. The primary and secondary ground units should consider the participation of aircraft assistance when determining whether to continue the pursuit.

Pursuit terminology

Pursuit: Direct vehicular pursuit of suspect with air support if available 1. Ground vehicles pursue suspect(s) in Code Three operation, with operating red light and siren and the airship (when available) calls the pursuit

Tracking: Based on conditions, a supervisor can authorize units to 'track' the suspect. 1. The airship diverts spotlight (when applicable) and gains altitude, continues to call the suspect(s) location and actions as if there were a pursuit. 2. Ground units disengage from direct pursuit of the suspect(s), and remain out of the direct line of sight of the suspect(s), but remain in Code Three operation, with operating red light and siren, following the airship's broadcast

Intervene: The lead ground unit is authorized by a supervisor to end the pursuit utilizing the pursuit intervention techniques set forth in policy section 314.7

Cancel: The pursuit is discontinued 1. Ground units shut down Code Three operation and resume normal operations. 2. The airship may continue to follow the suspect vehicle without calling out the position until it stops or some exigency has occurred. At that point supervision can order area units to initiate a perimeter or new pursuit.

- The helicopter should coordinate the activities of resources on the ground, report progress of the pursuit and provide officers and supervisors with details of upcoming traffic congestion, road hazards, or other pertinent information to evaluate whether or not to continue the pursuit. If ground units are not within visual contact and the air unit determines that it is unsafe to continue the pursuit, the air unit has the authority to cancel the pursuit.
- The helicopter crew shall continuously monitor all aspects of the safety of the pursuit. These include assertively advising supervision of any safety issues including recommendations for modification of the level of police participation in the pursuit due to tactical considerations or other safety factors, policy violations and non-compliance with orders. The supervisor should be mindful that the police helicopter is in the best position to monitor all aspects of a pursuit and should be used accordingly.

Lost Aircraft Response Plan:

This checklist is intended to assist the Air Operations personnel / supervision with the initial response to a Lost Aircraft incident. This plan will be activated if section aircraft are involved in an emergency situation which could include any of the following criteria:

- Aircrew does not answer a status check from Communications for 20 minutes.
- Aircrew is more than 30 minutes past due on a cross country, maintenance or administrative type of flight.
- Aircraft Emergency Locator Beacon is activated (this will be advised by an air traffic control facility or federal search and rescue source).
- Aircrew advises via law enforcement or aviation radio that they are in distress or an emergency situation.
- 911 call advises agency aircraft is in an emergency situation (and unable to confirm otherwise with aircrew).

Communications:

- Attempt to raise crew via police frequencies to include "FAST, LA IMPACT, and Air Tac".
- Call Heliport trailer at [REDACTED] or Heliport Hangar at [REDACTED] to make contact and notification.
- Notify Watch Commander. In the absence of Air Operations supervision, the Watch Commander will make Staff notifications.
- Call Air Operations Lieutenant or in his absence, Section Sergeants.
- Send patrol personnel to heliport to make contact and notification.

- Contact local Air Traffic facilities to determine if they had contact with crews and last known location and direction.
 - El Monte Tower [REDACTED]
 - Brackett Tower [REDACTED]
 - Burbank Tower [REDACTED]
 - LAX Tower [REDACTED]
 - Fullerton Tower [REDACTED]
- Start a log and record any related information.
- Check CAD to determine crew identities.

Watch Commander/Air Operations Lieutenant:

- Confirm identity of the crew and any passengers (CAD info, status board at Heliport, check for ride-a-long form(s) in Heliport “In-Box tray”. Check vehicle registration on vehicles at heliport to compare against other available information. Heliport Schedule and status board.
- Determine aircraft involved.
- Assign a scribe to document incident details.
- Make notification to Air Operations Lieutenant and/or Sergeants.
- Confirm ground personnel have responded to Heliport to establish a CP.
- Insure radio and phone attempts to crew are continuing.
- Determine phone carrier and “Ping” crew phones. Emergency contact info and phone info can be found in Emergency Contacts Folder at Heliport.
- Limit the release of any information to media until family has been notified. Notification and the release of information will be incident specific.
- Coordinate a search with local law enforcement units.
- If LA IMPACT related, contact group supervisor to debrief mission and gather intelligence.
- Obtain family notification information.
- Secure heliport facility.
- Notify Air Operations personnel and develop work plan.
- Check City/LAI Purchasing Card Activity to determine possible fuel stops.
- Brief personnel on most current information.

Air Operations Staff:

- Obtain fuel sample.
- Check weather reports.
- Given information available, determine a search pattern.

Emergency Contact Information in Heliport Trailer

Air Operations Lieutenant	Brad May	[REDACTED]
Air Operations Sergeant	Dustin Gomez	[REDACTED]
Air Operations Sergeant	Mark Mendenhall	[REDACTED]
Air Operations Corporal	Tommy Corralez	[REDACTED]
Air Operations Corporal	Ryan Smith	[REDACTED]
Senior Mechanic	Christian Cortez	[REDACTED]
Air Operations Trailer		[REDACTED]
Air Operations Hangar		[REDACTED]
FAA/NTSB Duty Officer		[REDACTED]
SOCAL/TRACON Duty Officer		[REDACTED]
LAPD Air Support		[REDACTED]
LASD Aero Bureau		[REDACTED]
Burbank / Glendale Air Support		[REDACTED]
Hawthorne PD Air Support		[REDACTED]
Pomona PD Air Support		[REDACTED]
San Bernardino Sheriff's Air Support		[REDACTED]
Long Beach Air Support		[REDACTED]
Orange County Sheriff's Air Support		[REDACTED]

UNMANNED AIRCRAFT SYSTEMS

- **9.45.020 - Definitions.**

For the purpose of this chapter, certain words and phrases are defined in this section, unless it is apparent from the context that a different meaning is intended:

A. "Drone" means any unmanned aircraft or unmanned aircraft system that can fly under the control of a remote pilot or by global positioning system guided autopilot mechanism.

B. "Filming permit" shall mean a filming permit issued through [section 17.61.090](#) of this code.

C. "Person" shall mean any individual, partnership, corporation, or joint venture.

D. "Special event" shall mean any of the following: (1) any event, parade, exposition, fair or procession staged in or upon public places or sidewalks for which city services are required because of interference with normal vehicular traffic, pedestrian traffic or which will reasonably be expected to generate an extraordinary need for sanitation or other city services; (2) any event which has received a permit pursuant to [Chapter 3.20](#) of this code; or (3) any sporting contest, any theatrical or musical performance or any exhibition held in any stadium, auditorium, sports area, playing field, theater, amphitheater, race track, skating rink or similar place pursuant to a valid license agreement, contract or permit which reserves said place for the event.

- **9.45.030 - Prohibitions.**

Unless otherwise permitted under this chapter, persons are prohibited from taking off, operating, or landing a drone in any airspace or area within or over the following areas of the city:

A. Flights over public streets and sidewalks, where a drone is operated in a careless or reckless manner so as to endanger the life or property of another, as these terms may be used by applicable Federal Aviation Administration regulations, including, but not limited to, 14 CFR Sections 91.13 and/or 107.23;

B. Special event or filming permit locations (during the time period of the special event or filming permit), unless the property owner, event/permit applicant, and police department air operations section have all provided their approval to the special events office, in writing; or

C. Glenarm Power Plant, police and fire stations, city hall, the city yards, water storage and electric transmission facilities, transit operations facilities, and light rail lines, facilities, and stations.

- **9.45.040 - Exemptions.**

This chapter shall not apply to the use of a drone as follows:

A. By any law enforcement agency for lawful purposes and in a lawful manner.

B. By the city or city-contracted agent/agency engaging in city business, including, but not limited to, surveying and mapping property, inspecting infrastructure, monitoring traffic, and recording local events.

- **9.45.050 - Violation—Penalty.**

It is unlawful for any person to violate or fail to comply with this chapter. Any person violating the provisions of this chapter shall be guilty of a misdemeanor and upon conviction thereof shall be punished as provided in [Chapter 1.24](#) of this code.