



1-15 AIR SUPPORT UNIT

Related SOP(s), Form(s), Other Resource(s), and Rescinded Special Order(s):

A. Related SOP(s)

2-45 Pursuit by Motor Vehicle (Formerly 2-55)

B. Form(s)

None

C. Other Resource(s)

14 CFR Part 61 Certification: Pilots, Flight Instructors, and Ground Instructors
14 CFR Part 91 General Operating and Flight Rules
Air Support Unit (ASU) Operations Manual

D. Rescinded Special Order(s)

None

1-15-1 Purpose

The purpose of this policy is to provide operating guidelines for the Air Support Unit (ASU), using fixed-wing aircraft and helicopters, to perform observation patrol and assist Albuquerque Police Department (Department) personnel on the ground during apprehensions, surveillance, searches, and calls for service.

1-15-2 Policy

It is the policy of the Department to safely and legally operate its aircraft in accordance with all Federal Aviation Administration (FAA) Regulations. It is also the Department's policy to promote Albuquerque's public safety through a quick response to life-threatening incidents, to provide professional aerial support for Department personnel, and to increase efficiency in detecting, preventing, and reducing crime through effective aerial patrols.

N/A

1-15-3 Definitions

A. Aircraft

Any category of flying apparatus, be it "fixed-wing" (airplane) or "rotorcraft" (helicopter), categorized by the FAA.

B. Aircraft Movement Area



Any area where aircraft movement is possible or probable, including all ramp areas, taxiways, and runways.

C. Collateral Tactical Flight Officer (TFO)

A part-time, collateral Air Support Unit (ASU)-certified TFO assigned to conduct visual observation of ground activity and communicate such observations with other sworn personnel working on the ground. This officer is not assigned to the ASU full-time but is assigned on a part-time basis. However, Collateral TFOs may be requested to serve with the ASU for extended periods. In addition sworn personnel in this capacity must have three (3) years of non-probationary experience as sworn personnel within the Department.

D. Flight Crew

At a minimum, a Pilot in Command (PIC) and a Tactical Flight Officer (TFO).

E. Ground Unit

Any sworn personnel or Police Service Aide (PSA) who works on the ground and is not in flight or onboard the aircraft.

F. Pilot in Command

A sworn employee who is an ASU-certified TFO and an FAA-licensed individual qualified to operate the aircraft controls for which they are in command.

G. Tactical Flight Officer (TFO)

An ASU-certified TFO is assigned to conduct visual observation of ground activity and communicate such observations with other sworn personnel and units working on the ground. In addition sworn personnel serving in this capacity must have five (5) years of non-probationary experience as sworn personnel within the Department.

7 1-15-4 **Rules and Responsibilities**

A. Surveillance

N/A

1. Upon request from Department personnel, ASU personnel may observe areas of known criminal activity for varying lengths of time based on crime trends and the needs of the Department.

N/A

2. Upon request from Department personnel, ASU personnel may observe individuals suspected of criminal activity, vehicles, residences, businesses, or areas.



3. When conducting requested surveillance, ASU personnel shall provide information to the ground or investigative unit personnel when conducting requested surveillance.

B. Searches

1. ASU personnel shall assist ground unit personnel in searching for:

- a. Lost children;
- b. Missing persons;
- c. Wanted persons; and
- d. Escapees.

N/A

2. ASU personnel may check various locations, particularly remote areas, for abandoned or stolen vehicles and car stripping activities.

N/A

3. ASU personnel may provide nighttime illumination by searchlight for crime scene or area searches as necessary.

C. Crowd Management

N/A

1. ASU personnel may observe civil disturbances, parades, marches, visits by dignitaries, or other events where crowd management or intelligence is necessary.
2. The TFO/Collateral TFO shall update the Incident Commander (IC) and ground unit personnel on the crowd's actions, movements, and demeanor.
3. If the aircraft is equipped with the video downlink system, the TFO/Collateral TFO shall transmit video of the incident to the appropriate personnel if requested.

N/A

4. Upon approval of the ASU Lieutenant, ASU personnel may assist other agencies if requested.

D. Special Events/Traffic Management

N/A

1. ASU personnel may be tasked with assisting Field Services Bureau (FSB) personnel or the Metro Traffic Division during special events or other events that require traffic management.
 - a. When assisting on these events, the TFO/Collateral TFO shall update ground unit personnel with traffic conditions, movements, and other pertinent information that may impact the traffic flows.
2. The TFO/Collateral TFO shall provide traffic re-routing recommendations and additional options, which may assist ground unit personnel with increasing traffic flow efficiency and safety.



E. Patrol/Operations

1. The PIC is ultimately and solely responsible for the aircraft's operation and safety during flight.

N/A

a. Department personnel may refer to the ASU Operations Manual for complete minimum requirements, licensing, and certifications for PIC.

2. The TFO/Collateral TFO shall be responsible for the operation and documentation of calls the aircraft responds to and shall do so by using the equipment in the TFO/Collateral TFO station of the aircraft, such as the infrared camera system (thermal imager/video camera) and the police radio.

N/A

a. Department personnel may refer to the ASU Operations Manual for complete minimum requirements, licensing, and certifications for TFO/Collateral TFOs.

3. The Flight Crew shall go in-service, notwithstanding any mechanical problems or inclement weather, and assume aerial patrol responsibilities over the greater Albuquerque metropolitan area during assigned shift times.

4. The Flight Crew shall conduct aerial observation patrol and provide additional focused patrols on areas deemed as hot spots, or areas the Department recognizes as having high criminal activity rates.

5. The ASU Lieutenant shall approve or deny requests from another public safety agency if they request assistance from the ASU outside the Albuquerque metropolitan area.

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6. ASU personnel shall not use Department aircraft to transport any member of the public from one predetermined location to another for commercial purposes (compensation or hire).

N/A

a. However, ASU personnel may use Department aircraft to transport Department personnel in the course of their duties, provided such personnel are on-duty and conducting Department or City business.
i. Approved for transport shall be made through the ASU's chain of command.

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F. Motor Vehicle Pursuits

1. ASU personnel shall respond to calls for service involving active motor vehicle pursuits.

a. Once ASU personnel have responded to the call and confirmed that they have a visual observation of the pursued vehicle, ASU personnel shall be the primary unit of the authorized pursuit.



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N/A

b. ASU personnel shall relay the direction of travel of the pursued vehicle to ground unit personnel, including during a successful StarChase Pursuit Management System activation (refer to SOP Pursuit by Motor Vehicle for sanction classifications and additional duties).

N/A

c. Pursuing ground unit personnel shall stop the motor vehicle pursuit and provide enough distance so as not to affect the driving of the pursued vehicle (refer to SOP Pursuit by Motor Vehicle for sanction classifications and additional duties).

2. ASU personnel shall direct pursuing ground unit personnel to provide enough distance between themselves and the individual's vehicle if they haven't already done so.

a. ASU personnel shall notify the supervisor in charge of the motor vehicle pursuit if ground unit personnel fail to provide enough distance.

b. When notifying the supervisor, ASU personnel shall identify the pursuing ground unit personnel by the number on the Department-issued vehicle when possible.

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G. Response to Incidents at the Double Eagle II Airport

1. ASU personnel shall respond to incidents at the Double Eagle II Airport.

2. The Emergency Communications Center (ECC) shall immediately contact the Flight Crew via radio or telephone and advise them of any incidents at the Double Eagle II Airport.

N/A

a. Depending on the incident, the Flight Crew may be able to handle the incident without assistance from Department personnel.

3. If ASU personnel are not available to respond, Department personnel shall contact airfield maintenance or the tower/ground control before entering any controlled area in the airport.

a. Before arrival, dispatched personnel shall attempt to make contact with ASU personnel in the following order:

i. The hanger at (505) 768-3999;

ii. On ECC frequencies;

iii. The ASU Sergeant, after hours or when there is no response at the hanger or via radio; and

iv. On-call ASU personnel after hours or when there is no response at the hanger or via radio.

b. The ECC shall have the ASU on-call roster.

c. Department personnel shall only enter controlled areas with tower/ground control approval.

d. Department personnel shall follow all tower/ground control directions when in a controlled area.



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N/A

- i. Airport properties are marked with both ground signage and painted markings that are not easily understood if not trained.
 1. Department personnel shall use caution when working around or near aircraft for moving parts and non-visible hazards, such as propellers and jet blasts.
 - ii. Department personnel shall be aware that ground and flight operations may continue during a call for service at the Double Eagle II Airport (airport), which is a general aviation airport governed by the FAA.
 - iii. Department personnel shall use extreme care and caution at all times due to inherent dangers. Aircraft have the right of way at all times unless otherwise directed by the tower/ground control.
4. Upon arrival, Department personnel shall:
- a. Engage their emergency lights when entering controlled areas;
 - b. Follow Double Eagle II Airport personnel or ASU personnel as directed and as available;
 - c. Proceed with caution as directed by the tower/ground control or Double Eagle II Airport personnel; and
 - d. Remain in contact with tower/ground control, Double Eagle II Airport personnel, or ASU personnel via:
 - i. Telephone;
 - ii. ECC to tower/ground control; or
 - iii. A very high frequency (VHF) radio at frequency 120.15, that is available from ASU personnel.
5. Department personnel shall not make any movements in the controlled area without prior approval.
6. The IC shall ensure that the tower/ground control is notified when all units are clear from controlled areas at the conclusion of the call for service.

H. Call-Outs

1. ASU personnel shall be subject to call-outs when not on regular duty times for certain types of situations, including, but not limited to:
 - a. Surveillance for felonious activities with exigent circumstances or high profile conditions in which ASU coverage is needed for Department personnel's safety (e.g., surveillance on individuals, vehicles, residences, businesses, etc.);
 - b. Searches for lost children; missing or wanted persons; perimeter searches for felons; and searches for escapees;
 - i. ASU personnel may be called out to assist with Search and Rescue missions, provided conditions are safe to do so.
 - c. Crowd management to assist in civil disturbances, parades, marches, dignitary visits, or any event where crowd management intelligence is needed; or
 - d. At the discretion of the ASU Lieutenant or command staff.

N/A



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N/A

2. Sworn personnel may only request support from ASU personnel for misdemeanors crimes in special circumstances.
 - a. The ASU Sergeant or the ASU chain of command has final authority to authorize ASU support for misdemeanor crimes.

N/A

3. Flight Crews may be held over for calls provided such a hold over does not constitute a safety hazard or exceed any limits, consistent with FAA Regulations (14 C.F.R. Part 91 General Operating and Flight Rules).
 4. The ASU Sergeant shall be responsible for determining if a Flight Crew shall be held over or if a Flight Crew shall be called out.
 - a. The ASU Sergeant and PIC shall approve Flight Crew call-outs based upon the available resources, weather, and the conditions of the area they are called to.
 - b. The ASU Sergeant shall be responsible for approving requests from Department personnel for assistance from ASU personnel during off-duty hours.
 - c. If Department personnel request assistance from ASU personnel and the ASU Sergeant cannot be reached, the ASU Lieutenant or command staff shall be contacted in that order.
 5. The ASU Sergeant shall ensure the ECC has a current on-call list with the contact phone numbers of current on-call ASU personnel.
- I. ASU Data
1. ASU personnel shall compile and categorize the following data:
 - a. The maintenance conducted on Department aircraft;
 - b. The amount of gas and oil used by ASU personnel for Department aircraft;
 - c. ASU downtime due to weather, maintenance, or pilot unavailability; and
 - d. The number of felony and misdemeanor arrests achieved with assistance from ASU personnel.



1-15 AIR SUPPORT UNIT

Related SOP(s), Form(s), Other Resource(s), and Rescinded Special Order(s):

A. Related SOP(s)

2-45 Pursuit by Motor Vehicle (Formerly 2-55)

B. Form(s)

None

C. Other Resource(s)

Albuquerque Police Department Air Support Unit Operations Manual
14 C.F.R. Part 61 Certification: Pilots, Flight Instructors, and Ground Instructors
14 C.F.R. Part 91 General Operating and Flight Rules
Air Support Unit (ASU) Operations Manual
Current Federal Aviation Regulations US department of Transportation from Titles 14
Aeronautics and Space and 49, most specifically pParts 61 and 91.

D. Rescinded Special Order(s)

None

1-15-1 Purpose

The purpose of this policy is e Air Support Unit is.
The Air Support Unit will operate its aircraft in a safe and legal manner while providing
surveillance services to ground units.

The Air Support Unit is to provide operating guidelines for the an airborne unit Air Support Unit
(ASU), utilizing using modified fixed-wing aircraft and helicopters, to perform observation
patrol, and assist Albuquerque Police Department (Department) personnel on the ground the
ground units during in apprehensions, and surveillance, searches, and calls for service.

1-15-2 Policy

It is the policy of the Albuquerque Police Department (Department) to operate its aircraft in a
safely and legally operate its aircraft in, in accordance with all Ffederal AaAviation
Administration (FAA) RrRegulations. It is also the Department's policy and to promote provide
for
the public safety of the citizens of Albuquerque's public safety through a quicka swift
response to life-threatening incidents, to
provide professional aerial support for the APDepartment's units personnel, and to and
increase efficiency in detecting, preventing,



~~=and reducing crime through effective aerial patrols.~~

N/A

~~5-2-21-12-3~~ **Objectives**

~~The primary objective of the unit is Air Support by means of observational assistance in criminal apprehension. By acting as an airborne observation post, the unit directs ground units to areas of criminal activity upon observation.~~

~~In addition to its primary mission, the unit can also assist in calls for service, searches, traffic, or crowd observation, and other purposes where its versatility is advantageous.~~

1-15-3 **Definitions**

A. Aircraft

Any category of flying apparatus, be it "fixed-wing" (airplane) or "rotorcraft" (helicopter), as categorized by the Federal Aviation Administration (FAA).

B. Aircraft Movement Area

Any area where aircraft movement is possible or probable, including all ramp areas, taxiways, and runways.

C. Collateral Tactical Flight Officer (TFO)

A part-time, collateral Air Support Unit (ASU)-certified TFO who is assigned to conduct visual observation of ground activity and communicate such observations with other sworn personnel working on the ground. This officer is not assigned to the ASU full-time but is assigned on a part-time basis. However, Collateral TFOs may be requested to serve with the ASU for extended periods. In addition sworn personnel in this capacity must have three (3) years of non-probationary experience as sworn personnel within the Department.

D. Flight Crew

At a minimum, a Pilot in Command (PIC) and a Tactical Flight Officer (TFO). ~~shall be considered a standard flight crew; however, additional personnel may be assigned to the aircraft flight crew, if needed.~~

E. Ground Unit

Any sworn personnel or Police Service Aide (PSA) who works on the ground and is not in flight or onboard the aircraft.

F. Pilot in Command (Pilot in Command)



~~A sworn employee who is an Air Support Unit (ASU)-certified Tactical Flight Officer is a sworn employee, TFO and an who is an Federal Aviation Administration FAA-licensed individual qualified to operate the aircraft controls of the aircraft for which he/she they is are in command.~~

~~The Pilot is the sworn employee person aboard the aircraft who is ultimately and solely responsible for its operation and safety during flight. Department personnel shall (refer to the APD Department Air Support Unit ASU Operations Manual for complete, minimum pilot requirements, licensing, and certifications for PIC Pilots).~~

G. Tactical Flight Officer (TFO) (TFO)

~~An ASU-TFO-certified Air Support Unit ASU Officer TFO that who is assigned to conduct visual observation of ground activity and communicate such observations with other officers sworn personnel and resources units working on the ground. In addition sworn personnel serving in this capacity must have five (5) years of non-probationary experience as sworn personnel within the Department.~~

~~The TFO is will be responsible for the operation and documentation of calls the aircraft responds to and shawill do so by utilizing the equipment in the TFO station of the aircraft, such as the "Inferred Camera System" (thermal imager / video camera) and police radio. (refer to the APD Department personnel shall refer to the Air Support Unit Operations SU Operations Manual for complete, minimum TFO requirements, licensing, and certifications) for TFOs.~~

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Flight Crew

~~A Pilot (PIC) and a Tactical Flight Officer TFO shall be considered a standard flight crew; additional personnel may be assigned to the aircraft if needed.~~

Aircraft Movement Area

~~Any area where aircraft movement is possible or probable, this includes all ramp areas, taxiways and runways.~~

1-15-4 Rules and Responsibilities

A. Surveillance

N/A

~~1. ASU may, u Upon request from Department personnel, ASU personnel may observe observe 1. Ssuspected criminals and known areas of known criminal activity are placed under r observation by the ASUUunit for varying lengths of time based on crime trends, and the needs of the Department needs.~~

N/A



~~2. ASU may~~ Upon request from Department personnel, ASU personnel may observe ~~suspected~~ individuals suspected of criminal activity, vehicles, residences, businesses, or ~~and~~ areas.

~~When conducting requested surveillance, ASU personnel shall~~ provide ~~can be observed and information relayed to the~~ the patrol ground or investigative unit ~~personnel~~ who can then take appropriate action.

3. when conducting requested surveillance.

B. Searches

~~1. The ASU personnel shall assist~~ Ground unit personnel ~~are assisted by the ASU unit~~ in searching for:

- a. Lost children;
- b. Missing persons;
- c. or Wanted persons; and
- d. Escapees.

N/A

~~2. The~~ The ASU personnel may check various locations, particularly remote areas, for abandoned or stolen vehicles and car stripping activities.

N/A

~~3. The ASU~~ personnel may ~~also provide~~ nighttime illumination by searchlight for crime scene or area searches as ~~is~~ necessary.

~~C. Crowd Control~~ Management

N/A

~~1. The~~ The unit is ASU aircraft personnel may be used to observe civil disturbances, parades, marches, visits by of dignitaries, or other events where crowd ~~control~~ management or intelligence is necessary. ~~Assistance to Other Agencies~~

2. The TFO/Collateral TFO ~~will~~ update the Incident Commander (IC) and ground unit personnel ~~sacets of~~ on the crowd's actions, movements, and demeanor.

~~If the aircraft is~~ so equipped with the video downlink system, the TFO/Collateral TFO aircraft ~~will~~ transmit video of the incident to the appropriate ~~resource units~~ personnel if requested. ~~via equipped downlink system.~~

3.

N/A

~~Upon approval by of the Air Unit~~ ASU Lieutenant ~~Chain of Command~~ t, the he ~~aircraft~~ ASU personnel may ~~render assist~~ ance to other agencies if requested.

4.



~~D. Upon authority of the Narcotics Lieutenant, the unit will assist other law enforcement agencies in emergency situations or when a situation is deemed more important than the unit's assigned missions. If the request is outside the Metro Area (Belen, Los Lunas, Rio Rancho, Bernalillo) the chain of command will be contacted through the Investigative Bureau Deputy Chief.~~

D. Special Events/-Traffic Management

N/A

~~1. The The Air Support Unit ASU personnel may be tasked with assisting the Field Services Bureau (FSB) personnel or the Metro Traffic Section Division during special events or other events with that require traffic management.~~

~~When assisting on these events, the TFO/Collateral Air TFO flight crew shall update ground resources unit personnel with traffic conditions, movements, and any other pertinent information that could impact the traffic flows.~~

a.

~~2. Aircrews The TFO/Collateral TFO flight crew shall provide over the radio traffic re-routing recommendations and additional options, they may see observe during flight that might which may assist FSB personnel ground unit personnel with re-routing traffic in order to increase traffic flow efficiency and safety.~~

E. Duty Assignments, Patrol/-Operations

~~1. The PIC is ultimately and solely responsible for the aircraft's operation and safety during flight.~~

N/A

~~Department personnel shall may refer to the ASU Operations Manual for complete, minimum requirements, licensing, and certifications for PIC.~~

a.

~~2. The TFO/Collateral TFO shall be is responsible for the operation and documentation of calls the aircraft responds to and shall do so by utilizing the equipment in the TFO/Collateral TFO station of the aircraft, such as the "Infrared orred Camera sSystem" (thermal imager/video camera) and the police radio.~~

N/A

~~E.a. Department personnel shall may refer to the ASU Operations Manual for complete, minimum requirements, licensing, and certifications for TFO/Collateral TFOs.~~

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~~1. The assigned missions for the Air Support Unit are determined by the Investigative Bureau Deputy Chief or the Special Investigations Division Commander, by considering requests and information from other section and division commanders. It is the responsibility of the unit to ensure that the unit is assigned in the most productive and beneficial manner.~~

~~2. No unauthorized passengers shall be permitted in an aircraft assigned to APD. An unauthorized passenger is any person who, is not a member of the APD, Air Support Unit, or any ride along who does not have prior approval per policy.~~

3. The Flight Crew shall go "in-service", notwithstanding any mechanical problems or inclement weather, and assume aerial patrol responsibilities over the greater Albuquerque Metropolitan Area during assigned shift times.

~~Aircrews~~ The Flight Crew will conduct aerial observation patrol and also provide additional focused patrols on areas deemed as "hot spots," or areas the Department recognizes as having of high rates of criminal activity rates.

6 ~~4. APD aircraft shall not be used to transport any member of the public person from one predetermined location to another for commercial purposes (compensation or hire). APD aircraft may, however, be utilized to transport Department personnel in the course of Department duties, provided such personnel are on duty and conducting Department or City business. This shall be approved by the and at the discretion of the Division Commander or his designee, the Air Unit's chain of command.~~

7 5. The ASU Lieutenant shall approve or deny requests from another public safety agency if they request the assistance from of the ASU outside the Albuquerque metropolitan area. the ASU Lieutenant shall approve or deny the request.

6 6. ASU personnel shall not use Department aircraft to transport any member of the public from one predetermined location to another for commercial purposes (compensation or hire).

N/A a. However, ASU personnel may use Department aircraft to transport Department personnel in the course of their duties, provided such personnel are on-duty and conducting Department or City business.
i. Approved for transport shall be made through the ASU's chain of command. If a request is made to assist an agency outside the Albuquerque Metropolitan Area the request will go through the Air Support Chain of Command for approval prior to responding.

6 F. Motor Vehicle Pursuits



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1. ~~Air Support~~ SU personnel shall respond to calls for service involving ~~for~~ active motor vehicle pursuits.
 - a. ~~and~~ Once the ~~Air Support~~ ASU personnel have responded to the call and confirmed that they have a ~~has a~~ visual observation of ~~on~~ the pursued vehicle, ~~the the Air Support Unit~~ ASU personnel shall be the primary unit of the authorized pursuit.
 - b. ~~The ASU and~~ personnel shall relay the direction of travel of the pursued vehicle to ground unit personnel, including during a successful StarChase Pursuit Management System activation, (Refer to SOP Pursuit by Motor Vehicle for sanction classifications and additional duties); ~~and~~.
 - c. ~~The~~ Pursuing ground unit ~~(s)~~ personnel shall stop the motor vehicle pursuit and provide enough distance so as not to affect the driving of the pursued vehicle (Refer to SOP Pursuit by Motor Vehicle for sanction classifications and additional duties).

2. ~~Air Support~~ SU personnel shall direct ~~the~~ pursuing ground unit personnel to provide enough distance between themselves and the ~~suspect~~ individual's vehicle if they haven't already done so.
 - a. ASU personnel shall ~~show~~ then notify the supervisor in charge of the motor vehicle pursuit, if ground unit personnel ~~have~~ fail to provide enough distance if units are still following the suspect vehicle when distance should have already been made.
 - When notifying the supervisor, ASU personnel ~~The pursuing ground police field units following the vehicle~~ shall be identified the pursuing ground unit personnel by the unit number on the Department-issued vehicle ~~by Air Support ASU~~ when possible.
 - b. _____

N/A

N/A

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G. Response to Incidents at the Double Eagle II Airport

- ~~A. Department personnel shall be aware that ground and flight operations may continue during a call for service at the Double Eagle II Airport (airport), which is a general aviation airport governed by the Federal Aviation Administration (FAA).~~
-
- ~~Department personnel shall use extreme care and caution at all times due to inherent dangers. Aircraft have the right of way at all times, unless otherwise directed by the Tower/Ground Control.~~
1. ~~The~~ ASU personnel shall respond to ~~calls for service~~ incidents ~~incidents~~ at the Double Eagle II ~~Double Eagle II Airport, which is a general aviation airport governed by the Federal Aviation Administration (FAA).~~ Airport.



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2. The Emergency Communications Center (ECC) shall immediately contact the Flight Crew via radio or telephone and advise them of any incidents at the Double Eagle II Airport.

N/A

a. Depending on the incident, the Flight Crew may be able to handle the incident without assistance from Department personnel.

~~— If the ASU personnel are is not available to respond, Department personnel shall contact Aairfield Mmaintenance or the tTower/-gGround cControl prior to before entering any controlled area in the airport.~~

3.

~~— The flight crew shall receive approval and direction from the Tower/Ground Control into areas within the airport that are governed by strict access policies that which regulate vehicle, pedestrian, and aircraft movement in the runways, taxiways, and ramp area. These policies prevent incursions between airplanes and ground vehicles or persons, e is a general aviation airport governed by the Federal Aviation Administration (FAA). The airport has strictly enforced access policies for all vehicular and pedestrian traffic in and around aircraft movement area. These areas include the runways, taxiways and the ramp area. Vehicle, pedestrian and aircraft movement in these areas can only be accomplished with approval and direction from the Tower/Ground controllers. The reason for this is to prevent incursions between airplanes and ground vehicles or persons.~~

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a. Before arrival, dispatched personnel shall attempt to make contact with ASU personnel in the following order:

i. The hanger at (505) 768-3999;

ii. On ECC frequencies;

iii. The ASU Sergeant, after hours or when there is no response at the hanger or via radio; and

iv. On-call ASU personnel after hours or when there is no response at the hanger or via radio.

b. The ECC shall have the ASU on-call roster.

~~a. When responding to incidents requiring entry to these controlled areas (e.g., aircraft crashes, worksite injury incidents, ramp checks for missing aircraft, suspicious situations involving pilots/passengers, etc.),~~

~~Departmentsworn Department personnel officers must shall only enter controlled areas with contact the Double Eagle tTower/gGround cControl papproval prior to entering the access gates onto the ramp areas.~~

c.

~~— Department personnel shall follow all tTower/gGround cControl directions when in a controlled area.~~

d.

N/A

i. Airport properties are marked with both ground signage and painted markings that are not easily understood if not trained.



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~~Department personnel shall use caution when working around or near aircraft for moving parts and non-visible hazards, such as propellers and jet blasts.~~

~~When responding to incidents and calls for service at the Double Eagle II Airport, personnel will not enter any aircraft movement area without prior approval from the control tower/Tower/Ground Control. All direction from the Tower/Ground Control control tower and/or airport personnel will be followed as instructed with no deviation. Even though there is an incident at the airport, Ground and flight operations may continue during an incident at the airport.~~

~~When in an aircraftport movement area, ASU and FSB personnel shall use extreme care and caution should be used at all times fdue toor inherent dangers. Aircraft have the right of way at all times, unless otherwise directed by the Ttower/Ground Control. Airport properties are marked with both ground signage and painted markings that are not easily understood if not trained. Tower/Ground Control personnel will be able to instruct/direct emergency personnelFSB personnel on a safe approach either in a vehicle or on foot. FSB personnel shall use cCaution should be used when working around or near aircraft for moving parts and non visible hazards, such as propellers and jet blast.~~

- ~~1.~~
- ~~ii. Department personnel shall be aware that ground and flight operations may continue during a call for service at the Double Eagle II Airport (airport), which is a general aviation airport governed by the FAA.~~
- ~~iii. Department personnel shall use extreme care and caution at all times due to inherent dangers. Aircraft have the right of way at all times unless otherwise directed by the tower/ground control.~~

~~The Emergency Communications Center (ECC) immediately shawill immediately contact The Albuquerque Police Department's Air Support UnitASU pPersonnel the flight crew immediately via radio or telephone and advise of any incidents at the Double Eagle II Airport. Depending on the incidentIn many cases, the Air Support UnitASU personnelflight crew may be able to handle the incident without assistance from FSBDepartment personnelfield Services. CommunicationsECC shawill attempt to contact the Air Support UnitASU either via radio or telephone.~~

~~Prior to arrival, dispatched personnelunits shall attempt to make contact with the tThe Albuquerque Police Department Air Support UnitASU vVia the following, in this (and in listed order):~~

~~Hanger at (505) 768-3999;~~

~~On DispatchECC frequencies;~~

~~The Contact the ASU Sergeant (aAfter hours or when there is no response at the hanger or via radio); and~~



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~~1. Contact On-Call ASU Personnel (after hours or when there is no response at the hanger or via radio.)~~

~~2. Communications The ECC shall have the ASU on-call roster.~~

4. Upon Arrival, Department personnel Dispatched Units shall:

- a. Engage their emergency lights when entering controlled area an aircraft movement areas;
- b. If available, follow the Double Eagle II Double Eagle II Airport Airport Personnel or Air Support Unit ASU member personnel, as directed and as available;
- c. Proceed with caution as directed by the Tower/Ground Control tower or Double Eagle II Airport personnel; and
- d. Remain in contact with Tower/Ground Control, tower Double Eagle II and Airport personnel, or ASU personnel via:
 - i. Telephone;
 - ii. ECC to Tower/Ground Control; or
 - iii. A Very High Frequency (VHF) radio at frequency 120.15, that which is available from ASU personnel at frequency 120.15.

~~1. Department personnel shall not make any unauthorized movements in the controlled area without prior approval.~~

5.

~~Following the Post incident, The incident commander/ C Department/ SB units or ECC shall ensure advise that tower the Tower/Ground Control is notified personnel when all units are clear from aircraft movement controlled areas at the conclusion of the call for service.~~

6.

F. Operation

~~1. The days off and the duty hours for the unit will be determined by the Special Investigations Division Commander.~~

~~2. Reasons preventing the aircraft from being airborne for this length of time include inclement weather, repair and maintenance, or pilot availability. Whenever the aircraft cannot be flown for one of these reasons, the crew will report to the unit supervisor, unit lieutenant or section commander (in that order) for reassignment for the remainder of the shift.~~

~~3. Mission assignments are issued periodically which reflect the flight hours and days off for the crew. Reassignment to special missions, particularly long surveillance, or other activities will be made by the unit supervisor, section lieutenant or division commander only.~~

G.H. On-Call Call-Outs



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1. ~~The The Air Support Unit~~ ASU personnel shall be available via “on call” status ~~subject to call-outs~~ when not on regular duty times for certain types of situations, including, the following, but not limited to:

N/A

- a. Surveillance for ~~f~~ Felonious activities with existential circumstances exigent circumstances or high profile conditions in which ~~Air Support~~ ASU coverage is needed for Department personnel’s officer safety (e.g., this includes surveillance on individuals, vehicles, residences, businesses, etc.);
- b. Searches for lost children; missing or wanted persons; perimeter searches for felons; and searches for escapees;
- b.i. ~~The The Air Unit~~ ASU personnel may also be called out to assist with Search and Rescue missions, provided conditions are safe to do so;
- c. Crowd ~~Control~~ Management to assist in civil disturbances, parades, marches, dignitary visits, or any event where crowd ~~control~~ management intelligence is needed; or
- d. At the discretion of the ~~Division Commander or Deputy Chief~~ ASU Unit Lieutenant or Command Staff.

N/A

2. Sworn personnel may only request support from the ASU personnel support for misdemeanors crimes in special circumstances. ~~The Air Support unit will not be called out for Misdemeanor events, (unless a special circumstance is presented).~~

N/A

- a. The ASU Sergeant or the ASU chain of command has final authority to authorize ASU support for misdemeanor events ~~or falls under paragraph d. of this section).~~

3. Flight Crews may be held over for calls (meeting section 1 criteria) provided such a hold over does not constitute a safety hazard or exceed any limits, consistent with as set forth by the Federal Aviation Administration FAA Regulations (14 C.F.R. Part 91 General Operating and Flight Rules).

4. In all cases, the Air ASU Unit Supervisor (Sergeant) shall be responsible for determining if a Flight Crew shall be held over, or if a Flight Crew shall be called out.

~~4. The ASU Sergeant and PIC shall from home. Approval for Flight Crew call-outs shall be based upon the available resources, weather, and the conditions of the area of the call area they are called to. Final decision for the call out response shall be determined by the Air Unit ASU Supervisor Sergeant and ultimately the “Pilot in Command” PIC for the mission.~~

- a. The The Air Unit SU Supervisor (Sergeant) shall be responsible for approving requests from Department personnel for ASU assistance from ASU



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~~personnel during off-duty hours. be notified if the for all Air SupportSU is Pilot
aAircraft called out. Requests for Air Support UnitASU assistance during off-
duty hours shawill only be done after obtaining approval from the Air UnitASU
Supervisor Sergeant or Acting supervisorSergeant.~~

~~b.c. If Department personnel request assistance from ASU personnel and
tThe Air UnitASU Supervisor Sergeant cannot be reached, then the Section Air
UnitASU Lieutenant or Division Commander command staff shawill be
contacted (in that order).~~

~~5. The The Air UnitSU Supervisor Sergeant shawill ensure the ECC has that a current
"ON-CALL LIST"on-call list with the contact phone numbers of current on-call ASU
personnelstaff is will always be on file with APD Dispatch/Controlthe ECC.~~

~~II. Area of Assignment~~

~~The Air Support Unit will be in the air for only three reasons:~~

- ~~1. Flight missions~~
- ~~2. Training~~
- ~~3. City Personnel Transport (at division commander discretion)~~

~~I. Flight Routine~~

~~The following procedures are to be followed before, during, and at the termination of
each flight:~~

- ~~1. Preflight the aircraft.~~
- ~~2. Check on supplies for aircraft (forms, flight logs, etc.).~~
- ~~3. The flight crew contacts the unit supervisor by telephone each day they are
scheduled to work to advise him of any problems and to receive pertinent information.~~
- ~~4. The aircraft is prepared for take-off at mission starting time.~~
- ~~5. Communications is advised that the aircraft is in service at lift-off.~~
- ~~6. The pilot maintains radio contact on VHF with FAA Air Traffic control and
monitors the police 800 MHz frequencies (when it does not interfere with flight
operations or safe operations of the aircraft).~~
- ~~7. The pilot and Tactical Flight Officer shall maintain the daily flight logs, making
certain that it is complete and accurate. The log contains:~~



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- ~~a. Mission starting and ending time.~~
- ~~b. Hobbs clock starting and ending reading.~~
- ~~c. Crew members.~~
- ~~d. Weather condition.~~
- ~~e. All observations in which ground units are directed.~~
- ~~f. All surveillance and special missions.~~
- ~~g. Time expended and reasons for down time (weather, repairs, pilot unavailable, lunch, refueling, etc.).~~
- ~~8. The aircraft lands no earlier than the ending time of the mission assignment (unless doing so compromises the safety of the aircraft and crew).~~
- ~~9. The aircraft is refueled. Fuel tanks are always filled when the aircraft is in hangar to prevent condensation. The pilot may keep tanks at a lower capacity should it be determined that the excessive fuel weight would compromise aircraft performance and create weight and balance concerns for a call out or the next day's mission.~~
- ~~10. Post flight the aircraft.~~
- ~~11. The aircraft is cleaned, windows and search lights are cleaned, and coffee pot and relief containers are washed, etc.~~
- ~~12. Flight logs event logs, reports, and fuel logs are complete.~~
- ~~13. Oil changes are performed every fifty hour period on the fixed wing.~~
- ~~14. Helicopter will undergo all Airworthiness Directive, 100 hour, and Progressive inspections as prescribed by American Eurocopter.~~

~~1. Aircraft Inspections~~

~~Inspections will be scheduled by the Air Support Unit Supervisor and/or Mechanic as specified in the manufacturer's maintenance manual and the Federal Aviation Regulations.~~

~~Unit Evaluation of Performance Effectiveness~~ ASU Data

I.

~~1. The ASU personnel shall compile and categorizes the following data: In order to determine the value of the unit, as well as its performance and effectiveness, data is compiled, categorized, and analyzed. The data is gathered from the flight and event logs and contains the following information:~~

~~1. The maintenance conducted on Department aircraft tests per hour.~~

~~2.~~

a.



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- ~~3. The amount of Gas and oil costs per hour.~~
- ~~b.~~
- ~~4. Gas and oil consumption used by ASU personnel for Department aircraft per hour.~~
- ~~b.~~
- ~~ASU~~
- ~~5. Ddown-time for due to weather, maintenance, and or pilot unavailability; and.~~
- ~~c.~~
- ~~The~~
- ~~6. Number of felony and misdemeanor arrests realized achieved achieved with assistance from achieved by through unit ASU personnel. assistance (felony and misdemeanor).~~
- ~~K. Personnel~~
- ~~1. The flight crew consists of a Pilot and Tactical Flight Officer. Officers wishing to become part time Tactical Flight Officers may do so by the following selection process:~~
- ~~a. The Unit Supervisor will recruit candidates from within the Department through a written announcement.~~
- ~~b. Interested personnel shall respond by submitting a transfer request and a functional resume to Personnel/Payroll.~~
- ~~c. All TFO applicants must be sworn officers, and have no less than 5 years' experience with the Albuquerque Police Department and have no sustained disciplinary actions within the last 12 months to be considered qualified.~~
- ~~d. All qualified personnel will participate in an Oral Interview, written test and practical exercises as proscribed by Department Personnel Rules and Regulations.~~
- ~~e. The results of the Oral Interview will be forwarded to the Chief of Police and the candidate's Chain of Command along with the oral board's recommendation for his consideration.~~
- ~~2. Initial Tactical Flight Officer Training~~
- ~~a. Initial Tactical Flight Officer training must be completed prior to being permanently assigned to the Air Support Unit. This training will be conducted in house by the Air Support Unit.~~
- ~~b. Initial TFO Training will consist of a minimum of six months, excluding absences of scheduled vacation and extended leave.~~
- ~~c. The Initial TFO Training will expose the trainee to all aspects of the TFO's responsibilities and evaluate his/her aptitude for the position.~~
- ~~d. Initial TFO Training is to be conducted on the job (on duty) by experienced ASU TFO's and APD's NMDPS Certified TFO Instructor.~~
- ~~e. The trainee must complete Initial TFO Training with a "Competent/Satisfactory" rating from the instructing ASU TFO's and certified TFO Instructor~~
- ~~f. There shall be a "trial period" of 1 year after the candidate becomes a Certified TFO in which he/she must continue to demonstrate proficiency in the operation of the aircraft equipment as well as the required TFO duties.~~
- ~~g. To maintain part time status as a TFO with the APD Air Support Unit, the TFO must maintain currency by working a minimum of 2 shifts per month with the ASU (as scheduled by the unit supervisor).~~



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~~3. Only upon authorization by the Unit Supervisor, Section Lieutenant, or the Division Commander, may anyone other than personnel assigned to the unit, ride in the police aircraft. When such authorization is given, the individual, if other than an APD officer, will read and sign the liability waiver form provided for this purpose.~~

~~4. Section Lieutenant~~

- ~~a. The Section Lieutenant, with input from the Special Investigations Division Commander, will develop and set the goals for the unit members.~~
- ~~b. The Section Lieutenant is responsible for the overall efficiency and effectiveness of the Air Support Unit.~~
- ~~c. The Section Lieutenant will ensure that personnel assigned to the unit have received all the training necessary to operate the department aircraft and stay current through necessary updated training.~~
- ~~d. The Section Lieutenant will be responsible for assigning personnel throughout the unit to accomplish the division goals.~~

~~5. Unit Supervisor~~

- ~~a. Assign unit personnel to the flight.~~
- ~~b. Assure that daily line-ups, weekly time sheets, and monthly rosters are submitted correctly.~~
- ~~c. Inspect and evaluate the daily flight logs and compile them into monthly reports.~~
- ~~d. Evaluate the oil and fuel consumption logs for gas and oil consumption per hour figures to maintain an updated cost analysis and to determine the amount of oil and gas remaining in the storage tanks.~~
- ~~e. Assure that fifty hour oil changes and one hundred hour inspections are performed on the aircraft.~~
- ~~f. Arrange and schedule for any repairs or maintenance on aircraft.~~
- ~~g. Contact the appropriate company or firm for repair or replacement of defective parts that are under warranty.~~
- ~~h. Maintain accurate ledgers of expenses and records of transactions concerning the aircraft, hangar, or other related items. Assure that the aircraft is operated in strict accordance to FAA regulations as well as department regulations.~~
- ~~i. Maintain liaison with FAA personnel to ensure mutual cooperation and understanding.~~
- ~~j. Assure that all unit personnel are kept informed on all section, division, and department orders and memoranda.~~
- ~~k. Maintain current pilot roster.~~
- ~~l. Ensure that personnel assigned to the Air Support Unit have all necessary training required to operate the department aircraft. Any deficiencies will be immediately reported to the Section Lieutenant.~~
- ~~m. Perform any other supervisory duties required in order to ensure the smooth operation of the Air Support Unit.~~



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~~6. Pilots~~

~~— The primary duty and responsibility of the pilot is to ensure safe operation of the aircraft. His/her duties include, but are not limited to the following:~~

- ~~a. Perform complete preflight inspection of aircraft:~~
- ~~b. Preflight shall be conducted as prescribed for each aircraft by the manufacturer and as directed in the Pilot's Operation Handbook assigned to that aircraft.~~
- ~~c. Check that all communications equipment is working properly.~~
- ~~d. Adhere to all FAA regulations and policies during take-off, while flying patrol patterns, and during landings.~~
- ~~e. Monitor the appropriate VHF channels to maintain contact with the FAA control tower for pertinent flight information. Monitor (when safe to do so), with the Tactical Flight Officer, 800 MHz radio to keep informed of police activities.~~
- ~~f. Maintain constant vigilance of other aircraft, altitude, air speed, and all other conditions affecting the safe operation of the aircraft.~~
- ~~g. Maintain the assigned surveillance area and pattern.~~
- ~~h. Coordinate flight patterns and maneuvers with observer for maximum observational effectiveness.~~
- ~~i. Perform complete post-flight inspection of aircraft:~~
- ~~j. Assure that fuel logs, records, etc. pertaining to the operation of the aircraft are completed. If maintenance is needed, a squawk sheet should be completed and left for the unit mechanic.~~
- ~~k. Remain well informed of all FAA regulations, policies, procedures, and changes or alterations in them. Keep unit supervisor advised of any problems with aircraft or equipment.~~
- ~~l. When a safety issue comes up during flight, the pilot will have the final say as to how the flight will be handled.~~

~~7. Tactical Flight Officer~~

~~— The duties and responsibilities of the Tactical Flight Officer are as follows:~~

- ~~a. Obtain assignment and other pertinent information from unit supervisor or unit commander, prior to each tour of duty.~~
- ~~b. Assure that the aircraft is properly equipped with the necessary logs, forms, maps, and other items or equipment necessary for proper completion of the flight.~~
- ~~c. Assure that Communications is advised that the aircraft is in service (airborne) and have the aircraft's call sign assigned to the TFO's man #. While airborne, the observer maintains constant vigilance of ground activities and coordinating movements of the aircraft with the pilot.~~
- ~~d. Tactical Flight Officer directs ground units and furnishes pertinent information to both dispatch and ground units responding to calls, observing suspicious activities, or in accomplishing any other assignment.~~
- ~~e. Maintains event logs and highlights, listing all required information pertinent to each call or incident, and assures that the log is entered into the database at the end of each shift.~~
- ~~f. While airborne, the observer maintains constant vigilance of ground activities and coordinating movements of the aircraft with the pilot.~~

~~L. Pilot Assignment~~



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~~1. All personnel serving as "pilot in command" for the APD ASU must hold licenses and certificates as required by the FAA FAR's Part 61 for the type of aircraft flown. In addition to the appropriate medical certificate the following are the APD ASU's minimum requirements to act as "pilot in command" for the department aircraft.~~

~~2. Fixed Wing Aircraft (AIR 5-C-182R)~~

- ~~a. Pilot must hold a minimum rating of Private Pilot for "Airplane Single Engine Land" and may operate department aircraft under this rating pursuant to FAR Part 61.113 (b)(1)(2), in addition to:~~
- ~~b. Pilot must be "High Performance Endorsed".~~
- ~~c. Pilot must have a minimum of 100 hours flight experience logged in "High Performance Aircraft" (Any logged flight experience prior to pilot achieving Private Pilot rating will not be counted).~~
- ~~d. Pilot must conduct a flight with the unit supervisor and/or unit senior fixed wing pilot to demonstrate ability to safely and proficiency operate that aircraft prior to being approved to operate as "PIC".~~
- ~~e. Pilot must have a minimum of 5 hours logged in APD Fixed Wing (in addition to paragraphs a, b, c and d).~~
- ~~f. To operate APD fixed wing for night operations, pilot must have a minimum of 20 hours logged night flight experience in APD's Fixed Wing Aircraft (pilot may only fly night missions without the required 20 hour minimum if an APD pilot approved to be night "PIC" accompanies in flight, stationed at the dual controls).~~
- ~~g. All APD Fixed Wing Pilots shall attend / complete annual "recurrence training".~~
- ~~h. It is the continued goal of APD to encourage all sworn Fixed Wing Pilots continue to train and work toward achieving a commercial pilots rating to add to professionalism and experience.~~
- ~~i. Any contractual pilot working for the APD ASU must hold a minimum rating of Commercial Pilot for "Airplane Single Engine Land" pursuant to FAR Part 61.133 (a) to operate department aircraft.~~



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~~3. Rotor Craft - Helicopter (AIR 1 EC 120B)~~

- ~~a. Pilot must hold a minimum rating of Private Pilot for "Rotorcraft Helicopter" and may operate department aircraft under this rating pursuant to FAR Part 61.113 (b)(1)(2) in addition to:~~
- ~~b. Pilot must have a minimum of 200 hours of logged flight experience in a "turbine helicopter" (any logged time prior to achieving private pilot rating will not be counted).~~
- ~~c. Pilot must have a minimum of 100 hours of logged flight experience at night in a "turbine helicopter" (any logged time prior to achieving private pilot rating will not be counted).~~
- ~~d. Pilot must have attended and successfully completed American Eurocopter's EC 120B Transition School and received a certificate as "Type Rating" for the EC20B "Colibri" Helicopter (this may not be substituted).~~
- ~~e. Pilot must conduct a flight with the unit supervisor and/or unit senior rotorcraft helicopter pilot to demonstrate ability to safely and proficiency operate that aircraft prior to being approved to operate as "PIC".~~
- ~~f. Pilot must have a minimum of 5 hours logged in the APD Helicopter (in addition to paragraphs a, b, c, d and e).~~
- ~~g. All APD Rotorcraft Pilots shall attend / complete Bi-annual "recurrence training".~~
- ~~h. All APD pilots should attend and become trained in flying helicopter with Night Vision Goggles for added safety and mission readiness.~~
- ~~i. It is the continued goal of APD to encourage all sworn rotorcraft helicopter pilots to work toward and train to achieve a commercial pilot rating to add to professionalism and experience.~~
- ~~j. Any contractual pilot working for the APD ASU must hold a minimum rating of Commercial Pilot for "Rotorcraft - Helicopter" pursuant to FAR Part 61.133 (a) to operate department aircraft.~~

~~M. APD Night Vision Goggle Operation and Pilot Use~~

- ~~1. APD will strive to follow the FAA recommended policies of Night Vision Goggle (NVG) use in an aircraft cockpit that is "Non-NVG Compliant" or "Non-NVG compatible."~~
- ~~2. No ASU sworn or contractual pilot shall be allowed to intentionally operate/fly a department aircraft utilizing NVG's under the following:~~
 - ~~a. The aircraft's cockpit instrumentation is not FAA certified as being "NVG Compliant".~~
 - ~~b. If the pilot is not trained or certified to fly an aircraft utilizing NVG (must be an approved NVG certification program).~~
 - ~~c. Pilots not NVG trained, or pilots in an aircraft not certified for NVG operations shall not conduct any flights that would require the use of NVG to safely complete the mission (such as flights at night over areas with poor unlit visual reference like the West Mesa, Rio Puerco, Sandia Foothills etc.).~~
- ~~3. Exceptions to the Above~~
 - ~~a. Any APD ASU pilot sworn or contractual may have NVGs attached to their helmet with a live battery pack in the stowed position for emergency only regardless of pilot NVG training or aircraft being NVG Compliant. This is due to the large unlit area of open mesa between AEG (Double Eagle II) airport and the city, any area in which flight is unavoidable for operations.~~



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- ~~b. If a pilot should have an emergency in an area as listed in paragraph (d) (such as the need to conduct an autorotation or make an off-site precautionary landing) he/she may utilize NVG at his/her discretion to safely land the aircraft.~~
- ~~c. Any APD ASU pilot sworn or contractual pilot that is NVG certified (by approved course) may operate/fly under NVG at their discretion as needed in any FAA approved "NVG Compliant" aircraft.~~
- ~~d. APD ASU Helicopter Air 1, registration number N120PD, serial number 1239 is FAA certified as an "NVG Compliant Aircraft"~~

~~N. APD Response to Calls for Service at Double Eagle II Airport~~

- ~~1. Double Eagle II Airport is a general aviation airport governed by the Federal Aviation Administration (FAA). The airport has strictly enforced access policies for all vehicular and pedestrian traffic in and around aircraft movement area. These areas include the runways, taxiways and the ramp area. Vehicle, pedestrian and aircraft movement in these areas can only be accomplished with approval and direction from the Tower/Ground controllers. The reason for this is to prevent incursions between airplanes and ground vehicles or persons.~~
- ~~2. When responding to incidents requiring entry to these controlled areas (aircraft crashes, worksite injury incidents, ramp checks for missing aircraft, suspicious situations involving pilots/passengers etc.) officers must contact the Double Eagle Tower/Ground Control prior to entering the access gates onto the ramp areas.~~
- ~~3. For the purpose of this section Aircraft/Airport Movement Area refers to any area where aircraft movement is possible or probable. This is to include all ramp area, taxiways and runways.~~
- ~~4. When responding to incidents and calls for service at Double Eagle II Airport, personnel will not enter any aircraft movement area without prior approval from the control tower. All direction from the control tower and/or airport personnel will be followed as instructed with no deviation. Even though there is an incident at the airport, ground and flight operations may continue.~~
- ~~5. When in an airport movement area extreme care and caution should be used at all times for inherent dangers. Aircraft have the right of way at all times unless otherwise directed by the tower. Airport properties are marked with both ground signage and painted markings that are not easily understood if not trained. Tower personnel will be able to instruct/direct emergency personnel on a safe approach either in a vehicle or on foot. Caution should be used when working around or near aircraft for moving parts and non-visible hazards such as propeller and jet blast. This is the high-speed air caused by aircraft engines.~~
- ~~6. Communications will contact The Albuquerque Police Department's Air Support Unit Personnel immediately and advise of any incidents at Double Eagle II Airport. In many cases Air Support Unit personnel may be able to handle the incident without assistance from Field Services Bureau. Communications will attempt to contact the Air Support Unit either via radio or telephone.~~

~~7. Prior to Arrival Dispatched Units Shall:~~



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~~Attempt contact with The Albuquerque Police Department Air Support Unit Via the following (and in listed order):~~

- ~~a. Hanger: 505-833-6983~~
- ~~b. On Dispatch Frequencies~~
- ~~c. Contact ASU Sergeant (After hours or no response at hanger or via radio)~~
- ~~d. Contact On Call Personnel (After hours or no response at hanger or via radio)~~
~~Communications has ASU on call roster.~~

~~g. Upon Arrival Dispatched Units Shall:~~

- ~~a. Once entering an aircraft movement area engage emergency lights.~~
- ~~b. If available, follow Airport Personnel or Air Support Unit Member as directed.~~
- ~~c. Proceed with caution as directed by tower or airport personnel.~~
- ~~d. Remain in contact with tower and airport personnel via:~~
 - ~~(i) Telephone~~
 - ~~(ii) Through APD Communications to control tower.~~
 - ~~(iii) IComm Radio (Available from Air Support Unit Member - Frequency 120.15)~~
 - ~~(iv) Albuquerque Fire Department "Alarm" channel (Located in FIRECITY bank of APD unit radios).~~

- ~~e. Do not make any unauthorized movements without prior approval.~~
- ~~f. Follow Department SOP on handling Aircraft Incidents~~

~~g. Post incident dispatched units shall advise tower personnel when all units are clear from aircraft movement areas.~~

d.