
AIRBORNE PUBLIC SAFETY ASSOCIATION



ADVANCING PUBLIC SAFETY AVIATION

Airborne Public Safety Accreditation Commission

**Standards for
Airborne Law Enforcement**

Forward

1.0 PURPOSE OF STANDARDS

1.1 General

This publication represents a standard for United States, and international law enforcement aviation units operating crewed aircraft in support of their respective agency's law enforcement mission. The Standards for Law Enforcement Aviation Units were developed and are maintained by the Airborne Public Safety Accreditation Commission, Inc. (APSAC). The Airborne Law Enforcement Standards were developed under contract to the Airborne Public Safety Association, Inc. (APSA).

1.2 Applicability

This document contains professional standards for law enforcement aviation operations applicable to all US, Canadian and international airborne law enforcement aviation units regardless of size or level of government (federal/national, state/provincial, or local).

APSAC has adopted the Airborne Law Enforcement Standards as best practices and supports the need for the standards to be used as a guide for new aviation units, and as recommended practices to be reviewed and adopted by all law enforcement aviation units.

Where reference is made to US Federal Aviation Regulations (FARs), international agencies should interpret as the appropriate governmental aviation authority having jurisdiction over such matters within their respective country.

1.3 Intent

These standards are intended to provide a foundation of safe operating practices in the performance of the unit's mission. The standards were formulated based on what has been identified as the two highest priorities of an airborne law enforcement unit:

1. "Safety First" in all aspects of the operation
2. Provide excellence in aviation services in support of the agency's mission.

1.4 Scope

The scope of this document is intended to encompass all aspects of airborne law enforcement and has been divided into five major sections: Administration; Operations, Safety, Training and Maintenance. The subsections are intended to encompass the primary aspects of law enforcement aviation unit operations for both fixed and rotary wing aircraft. For the purpose of Accreditation, the standards have been separated into two categories: Mandatory (M) and Recommended (R), which are classifications to identify the importance of each Standard.

1.5 Accreditation

APSAC has also developed a voluntary assessment and accreditation program to work with agencies and to assess their compliance with these standards. The process of accreditation

provides a method of ensuring compliance with the standards, providing a vital structure that becomes the measuring device of excellence, safety, and quality of service. The process provides order, guidance, and stability to agencies going through the program and recognition of professional achievement and excellence through verification of compliance with the standards.

2.0 MAJOR BENEFITS OF ADOPTING THESE STANDARDS

Agencies are strongly encouraged to adopt and implement the standards contained in this publication. They have been designed as industry standards intended to foster a universal application of best practices throughout the airborne law enforcement community. Although adoption and implementation of these standards is strictly voluntary, agencies that choose to adhere to these standards set themselves apart from others, providing an example of aviation safety and operational excellence.

2.1 Safe, Effective and Cost-Efficient Law Enforcement Aviation Operations

Compliance with the Standards provides agencies with a foundation upon which a culture of safe operating practices may be formulated, and a mark of excellence established to further develop and enhance the aviation unit's professionalism, efficiency, and overall effectiveness.

2.2 Greater Accountability within the Agency

The Standards provide the respective agency chief, sheriff, or department head a proven management system of written policies and directives, safe operating practices, sound training principles, personnel qualification requirements, clearly defined lines of authority and examples of accepted industry standards that support decision-making and resource allocation.

2.3 Controlled Liability Insurance Costs

Compliance may allow for agencies to more easily purchase law enforcement aviation and liability insurance, increase the limit of their insurance coverage; and in many cases, lower their insurance premiums and/or gain other financial incentives.

2.4 Stronger Support from Government Officials and the Community

Agencies establish credibility as a professional operation, which provides safe, cost-effective and essential aviation support to law enforcement operations in a variety of missions.

LIMITATION OF LIABILITY

The Airborne Public Safety Accreditation Commission, a Commission of the Airborne Public Safety Association (APSA), a California Public Benefit Corporation, makes no warranty, expressed or implied, for the benefit of any person or entity with regard to any aspect of the standards contained herein. These standards were adopted for the sole use of the Commission for the exclusive purpose of their application to the agencies seeking to obtain or maintain accreditation, there being no intended third-party beneficiaries hereof, expressed, or implied. Nothing herein shall be construed so as to create any right, cause, property interest, or entitlement on the part of any applicant agency or third party. These standards shall in no way be construed to be an individual act of any commissioner, director, employee, agency, member, individual, or a legal entity associated with the Commission, or APSA or otherwise be construed so as to create any liability in an individual or official capacity on the part of any commissioner, director, employee, agency, member, individual, or a legal entity associated with the Commission or APSA.

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Section 1

Administrative Standards

01.01.00	GENERAL	Compliance
01.01.01	<p>Mission Statement: There shall be a written mission statement for the unit.</p> <p>Commentary</p> <p><i>A mission statement sets broad parameters and identifies the key functions, or services to be performed by the aviation unit. Care must be taken to ensure that the mission statement does not exceed the current capabilities of the unit. Given that aviation is a support function for the agency, development of the mission statement must be a departmental process.</i></p> <p><i>Amended 5/23</i></p>	(M)
01.01.02	<p>Missions: The following shall apply to all missions performed by the aviation unit:</p> <ol style="list-style-type: none"> 1. Missions shall be defined, documented, and approved by the public safety agency. 2. Crewmembers shall be trained and equipped in accordance with the standards as set forth in this document, for all missions they are authorized to perform. <p>Commentary</p> <p><i>Aviation units need to identify all the missions they are tasked to perform. Likewise, the agency’s chain-of-command must approve the aviation unit’s missions. Once missions are identified, aviation unit personnel must be properly trained and equipped and have demonstrated their proficiency to perform those missions.</i></p> <p><i>Amended 5/23</i></p>	(M)
01.01.03	<p>Chain-of-Command: There shall be a well-defined chain-of-command:</p> <ol style="list-style-type: none"> 1. There shall be an organizational chart that defines where the aviation unit fits within the agency. 2. There should also be a chart that defines the structure of the unit. 3. For agencies that contract for aviation services, there shall be a policy that specifies lines of authority between the agency and the contractor, and the agency is responsible for assuring that the contractor meets the APSAC standards related to the service they provide. <p>Commentary</p> <p><i>The chain of command in the aviation unit must be well defined and understood by each member. Unit members must know to whom they report and how they fit into the function of the agency. All law enforcement agencies utilize organizational charts to depict this, and the agency’s aviation function must be included into any organizational charts. For contract aviation services, there must be a written policy or contract that</i></p>	(M)

	<p><i>stipulates the lines of authority and responsibilities between both agreeing parties.</i></p> <p><i>Amended 5/23</i></p>	
01.01.04	<p>Aviation Unit Budget: There shall be evidence of an approved budget or funding source for the operation of the unit.</p> <p>Commentary</p> <p><i>Operational efficiency, safety and effectiveness are enhanced by the support of a comprehensive budget or funding source.</i></p>	(M)
01.01.05	<p>Base of Operations: There shall be a clean, safe, and secure work environment for all personnel, with adequate lighting, ventilation, and space for storage of equipment.</p> <p>Commentary</p> <p><i>Personnel must have a clean, safe, and secure facility in which to work. The workplace must be free of hazards that could injure personnel or visitors.</i></p>	(M)
01.01.06	<p>Communications: Management policies should encourage ongoing communications between management and all aviation unit personnel. There shall be periodic unit staff meetings for which minutes are kept on file, and there should be defined methods for disseminating information between meetings.</p> <p>Commentary</p> <p><i>Due to the technical nature of aviation, it is recommended that management and unit personnel communicate on a regular basis. Effective communication will aid all aviation unit personnel in making safe and effective decisions concerning the operation of the unit.</i></p>	(M)
01.01.07	<p>Aviation Unit Liaison: The unit should have a written plan to maintain liaison with other aviation units operating within the same airspace.</p> <p>Commentary</p> <p><i>Coordination between aircraft (other law enforcement, fire, EMS, SAR, news media), military and civilian operators that operate within the same airspace is important to ensure safe flight operations.</i></p>	(R)
01.01.08	<p>Media Relations: The agency or aviation unit shall have a media-relations policy.</p> <p>Commentary</p> <p><i>Aviation units are a high-profile law enforcement operation. As such, they are frequent subjects of media inquiry. A good working relationship with the media can be beneficial to the unit and the agency.</i></p> <p><i>Amended 5/23</i></p>	(M)

01.02.00	OPERATIONS MANUAL	Compliance
01.02.01	<p>Unit Operations Manual: The unit shall have an operations manual, or policy documents, which at a minimum, address the following:</p> <ol style="list-style-type: none"> 1. Administrative, including: <ol style="list-style-type: none"> a. Statement that establishes the manual as a formal agency document. b. Accountable Executive as the Issuing Authority – signature page c. Aviation Unit Commander’s/Program Manager’s Operational Philosophy d. Mission Statement e. Scope of Authority f. Resolution of agency conflicts g. Procedures to amend the manual or policy documents h. Mandatory annual review i. Distribution j. Unit organization k. Record keeping and retention (personnel, training, and maintenance) l. Personnel, including: <ol style="list-style-type: none"> i. Qualifications and selection standards ii. Duties and responsibilities iii. Documentation of performance iv. Requirement for aviation medical certificates v. Uniforms and safety equipment 2. Operations 3. Safety Management System 4. Training 5. Maintenance 6. Special Operations (if applicable) 7. Appendix <p><i>All members shall receive a copy of the manual, either electronically or a paper copy, and shall acknowledge receipt of the manual.</i></p> <p>Commentary</p> <p>A comprehensive manual supports safe, cost-efficient operations, and standardizes agency policies and procedures. The manual clearly defines operational practices and sets parameters for decision-making. It must be an official agency document, to which all aviation unit members can be held accountable. The document must be reviewed and amended to reflect the changing circumstances of unit operations and equipment and signed by the Accountable Executive.</p> <p>Amended 5/23</p>	(M)
01.02.02	<p>Accountable Executive’s Operational Philosophy:</p> <ol style="list-style-type: none"> 1. The Accountable Executive shall adopt and publish an overall operational philosophy that identifies the unit missions and places the highest emphasis on safety in all aspects of the unit’s operation. 	(M)

	<p>2. The philosophy shall also specifically reference risk management as a means of identifying, assessing, and mitigating risks.</p> <p>3. The philosophy shall also clearly articulate that no mission is so critical that would necessitate acceptance of a high risk wherein hazards associated with or causing the higher risk cannot be mitigated or require deviation from safety policies, procedures, training standards or the prudent judgment of the aircrew.</p> <p>Commentary</p> <p><i>In keeping with Safety Management System (SMS) protocols, it is imperative that the Accountable Executive establish and publish his/her overall operational philosophy emphasizing that safety, through a systematic program of risk management, standardization, training, and leadership is the unit's priority as a means to mission accomplishment.</i></p> <p><i>Amended 5/23</i></p>	
01.02.03	<p>Appendix: The Appendix to the manual should include, but not be limited to, the following:</p> <ol style="list-style-type: none"> 1. Letters of Agreement 2. Glossary of terms 3. Training syllabuses 4. Report forms 5. Miscellaneous items <p>Commentary</p> <p><i>The Appendix contains any material necessary to support the information contained in the manual. Providing this material in a manner that is easily accessible provides quick reference for those who will rely on the manual for guidance on a routine basis.</i></p>	(R)
01.02.04	<p>Document Control Policy: The Operations Manual and policy documents shall be controlled documents that show revisions that have been made in the manual/documents. They shall contain a revision control page and list of effective pages unless the entire manual/documents are reissued with each revision and the manual has an effective date on it.</p> <p>Commentary</p> <p><i>It is imperative that the unit tracks all changes in all policy documents to ensure that unit members are able to determine what policies are up-to-date and it is the most current revision of the document.</i></p> <p><i>Amended 5/23</i></p>	(M)

Section 2

LE Operational Standards

02.01.00	GENERAL	Compliance
02.01.01	<p>General Operations: Aviation Units shall comply with applicable regulations issued by the aviation authority having jurisdiction and public laws for the type of operation being conducted by the unit. This includes the following classifications of operations:</p> <ol style="list-style-type: none"> 1. Commercial Aircraft Operations. 2. Civil Aircraft Operations. 3. Public Aircraft Operations. 4. Canadian or other international civil/government aircraft operations. <p>Commentary</p> <p><i>The aviation unit shall identify the category each mission falls under and assure compliance with the appropriate regulations.</i></p> <p><i>Amended 5/23</i></p>	(M)
02.01.02	<p>Special Operations: The unit shall establish policies for non-routine special operations that may include, but not be limited to the following:</p> <ol style="list-style-type: none"> 1. Aerial firefighting 2. Multi-aircraft/UAV operations 3. Mutual Aid Support of SWAT/Tactical operations 4. EPA flights 5. Aerial major damage assessments 6. Search and Rescue 7. Formation flight 8. Unit evacuation plans for natural disasters 9. HAZMAT incidents 10. Infrastructure security 11. Response to terrorist incidents or Homeland Security Missions 12. Unconventional landings or personnel deployment such as hover step, toe-in, and one skid/wheel <p>Commentary</p> <p><i>Special operations, defined as missions not conducted on a routine basis, must be identified, and thoroughly evaluated to ensure that the operation does not exceed the capabilities of the aviation unit. Each special operations mission should be evaluated to determine necessary specific procedures, training and/or equipment and crew qualifications are in place</i></p>	(M)

	<p>to accomplish the mission. Special operations missions shall not be authorized until all of these requirements have been met.</p> <p><i>Amended 5/23</i></p>	
02.01.03	<p>Helipad, Heliport, Airport and Off-heliport/Off-Airport Operations: There shall be a written policy covering all helipad, heliport, airport, and off-heliport/airport operations in accordance with the applicable regulations issued by the aviation authority having jurisdiction. The policy shall cover fixed and rotor wing operations.</p> <p>Commentary</p> <p><i>If the unit operates from an airport, the policy shall include a requirement for compliance with established airport operations. Airport crash/rescue response should be integrated within the unit's policy. If the base of operation is at an off-airport location, the unit shall have a policy that clearly identifies all aspects of the heliport operations.</i></p> <p><i>Amended 5/23</i></p>	(M)
02.01.04	<p>Hearing and Eye Protection: Hearing and eye protection shall be provided and utilized by all aviation unit personnel, including aircraft maintenance technicians who assist with the loading and unloading of passengers, who work near operating aircraft, or who are operating machinery or special tools.</p> <p>Commentary</p> <p><i>Hearing and eye protection are standard safety equipment in hazardous and noisy environments.</i></p>	(M)
02.01.05	<p>Personal Protective Equipment: The agency shall have a policy that addresses the personal protective equipment to be worn during flight operations.</p> <ol style="list-style-type: none"> 1. All aircrew members should be provided and wear personal protective equipment (PPE) designed to protect against injuries associated with fire and/or major head trauma. Except where mission-specific PPE is required, the following safety equipment shall be worn by all aircrew members during helicopter flight operations: <ol style="list-style-type: none"> a. Flame-resistant flight suit made from “Nomex” brand or similar material. b. Flame-resistant flight jacket when conditions require. c. Flame-resistant gloves in accordance with agency policy. d. A US military or similar international authority approved flight helmet specifically for use by helicopter crews. e. All leather laced boots or non-leather boots which are flame resistant. 2. Proper wearing of flame-resistant flight clothing includes collars up, sleeves rolled down and the use of flame-resistant flying gloves. 3. Clothing made of nylon or other synthetic material shall never be worn as an outer or under garment. 4. If a survival vest is worn, it must be made of flame-resistant material, such as “Nomex” brand or similar material. 5. Qualified non-crewmembers shall wear PPE in accordance with their respective agency policy. 	(M)

	<p>Commentary</p> <p><i>Safety of the aircrew is paramount in all flight operations. The equipment listed above is considered to be the industry standard for rotorcraft aircrew protection. Additionally, it is recommended that the agency have a policy that addresses personal safety equipment to be worn during fixed-wing operations. Appropriate survival gear should be carried for the environment in which the unit is operating.</i></p> <p><i>Amended 5/23</i></p>	
<p>02.01.06</p>	<p>Fatigue Risk Management Policy: The aviation unit shall have a fatigue risk management policy applicable to crewmembers relative to their respective flight duties and to maintenance technicians. The policy shall define duty periods, rest periods, and ensure that crewmembers and maintenance technicians receive protected rest periods that are sufficient to minimize the likelihood of fatigue during aviation operations.</p> <p>At a minimum, the policy shall address the following:</p> <ol style="list-style-type: none"> 1. A Fatigue Risk Management System (FRMS) shall be established and managed in conjunction with the implemented Safety Management System. 2. Maximum number of duty hours that may be worked within 24 hours in any capacity. 3. Maximum number of flight hours during a typical duty day and within 24 hours, based on mission, one or two pilot crew, flight conditions, and day/night operations. 4. The policy shall define the maximum duration and frequency if extensions to maximum flight hours or duty periods are authorized under the policy. 5. Except as provided in paragraph 6 of this section, there shall be a minimum period of eight consecutive hours of uninterrupted rest during the 24-hour period that precedes the scheduled completion time of the duty assignment. 6. For agencies regularly scheduling 24-hour duty periods, the eight-hour rest period may not be consecutive, provided: <ol style="list-style-type: none"> a. Suitable sleeping accommodations, free from excessive noise, with controllable lighting, temperature, and ventilation, are readily available to all crewmembers. b. Crewmembers are not required to routinely perform any duties beyond those associated with their flight responsibilities. c. The flight crew conducts a Fatigue Risk Assessment before each flight under the FRMS, and appropriate approvals and mitigations are implemented to reduce risk to an acceptable level. d. Data from the Fatigue Risk Management System (FRMS) shall be monitored by management in conjunction with the implemented Safety Management System to ensure that crewmembers and maintenance technicians receive protected rest periods that are sufficient to minimize the likelihood of fatigue during aviation operations. 7. Any aircrew member or supervisor may terminate or decline a mission if, in that person's determination, it would be unsafe to perform the flight due to the fatigue of any crewmember. 	<p>(M)</p>

	<p>Commentary</p> <p><i>Fatigue affects judgment, vision, and physical coordination. Scheduling practices, particularly during extended operations or duty periods over 24 hours, must reflect careful consideration of operational tempo to minimize total duty time, prevent fatigue, monitor the type of missions, flight environment, length of the duty period, number of duty periods in a week, amount of flight time within 24 hours and day to night rotations. It is also expected that units employing their maintenance staff include them in their crew rest policy. (NTSB Recommendation A-11-56).</i></p> <p><i>Amended 5/23</i></p>	
02.01.07	<p>Fire Extinguishers and Firefighting Equipment: Appropriate, adequate, and up-to-date fire extinguishers and firefighting equipment shall be readily available, consistent with local laws and regulations. All unit personnel shall be trained (including annual recurrent training) in the proper use of the equipment.</p> <p>Commentary</p> <p><i>Basic firefighting skills and equipment shall be considered mandatory in aircraft operating environments.</i></p> <p><i>Amended 5/23</i></p>	(M)
02.01.08	<p>Occupant Restraint Devices: The aviation unit shall have an Occupant Restraint Device policy that includes the following:</p> <ol style="list-style-type: none"> 1. All rotorcraft occupants shall use seatbelts and shoulder harnesses, if installed, during all phases of flight, except as necessary to perform mission tasks. There shall be a written policy requiring all occupants to have an appropriate form of restraint at all times during open door operations. During rappel, rescue or similar operations, there shall be some form of travel restraint (i.e., safety strap) attached, until the person is attached to the lowering system or is in place for safe hover-step deployment. 2. All fixed-wing occupants shall use occupant restraint devices consistent with regulations issued by the aviation authority having jurisdiction. <p>Commentary</p> <p><i>The use of occupant restraint devices has been proven to increase the level of safety for aircrews and passengers in the event of a mishap.</i></p> <p><i>Amended 5/23</i></p>	(M)
02.01.09	<p>Over Water Operations: If missions are routinely flown over water beyond autorotational or glide distance of a suitable landing site, the unit shall have a policy for overwater operations. At a minimum, the policy shall require:</p> <ol style="list-style-type: none"> 1. Appropriate personal flotation device (PFD) shall be provided and worn by all occupants during sustained over-water operations. Additionally, aircrew members shall also be provided and wear PFD including a personal breathing device. Environmental thermal protection shall be worn when appropriate. 2. Flight following procedures. 3. All aircrew members to have successfully completed a formal and documented training program for emergency water egress and survival within a period not to exceed 36 calendar months. 4. A briefing on aircraft ditching, egress, and the use of all over water equipment to occupants. 	(M)

	<p>Commentary</p> <p><i>Egress training increases the aircrew’s survivability in the event of a water emergency. Flight following is an effective method of facilitating search and rescue operations. It is recommended that the PFD’s have a United States Coast Guard Type V approval or equivalent.</i></p> <p><i>Amended 5/23</i></p>	
<p>02.01.10</p>	<p>Night Vision Goggles (NVG): Units operating with Night Vision Goggles (NVG) shall have a written policy governing their use. At a minimum, the policy shall include:</p> <ol style="list-style-type: none"> 1. Initial training and qualification in the use of night vision goggles for all crewmembers 2. NVG missions, applications, and limitations 3. Weather and environmental conditions 4. Emergency procedures training, including inadvertent IMC recovery procedures 5. Annual recurrent training 6. Mission specific currency requirements for all crewmembers on at least a quarterly basis 7. Care, maintenance, inspection, and security requirements of NVGs. 8. Pilot currency tracking records, to ensure compliance with regulations issued by the aviation authority having jurisdiction. 9. Approved aircraft lighting and aircraft equipment in accordance with the regulations issued by the aviation authority having jurisdiction. <p>Commentary</p> <p><i>The use of night vision goggles requires specific policies concerning all facets of their use and aircrew qualifications. NVG use in standard category certificated aircraft must be in compliance with the aviation authority having jurisdiction.</i></p> <p><i>Amended 5/23</i></p>	<p>(M)</p>
<p>02.01.11</p>	<p>Aircraft Refueling and Defueling Procedures: There shall be a written policy regarding aircraft refueling and defueling. At a minimum, the policy shall include, but not be limited to:</p> <ol style="list-style-type: none"> 1. Aircraft refueling and defueling shall be conducted in compliance with federal, state, and local laws and specific procedures as outlined by the aircraft manufacturer. 2. A documented, verifiable training program shall be in place to ensure that all personnel who are authorized to refuel aircraft have been trained to operate the fuel supply and firefighting systems. 3. Smoking prohibitions. 4. Rapid refueling operations (if permitted), including prohibiting rapid refueling of aircraft with reciprocating engines. <p>Commentary</p> <p><i>Aircraft refueling requires specific training and equipment. Policies should address refueling procedures for all unit members authorized to refuel aircraft. The National Fire Protection Association (NFPA) has an excellent guide to fire safety during aircraft refueling. NFPA Pamphlet 407 could be a useful guide to units who refuel their own aircraft. If “rapid refueling” of rotorcraft is permitted, the unit should consult FAA Advisory</i></p>	<p>(M)</p>

	<i>Circular AC- 91-32B, Transport Canada and local regulations or the applicable aviation authority with jurisdiction for guidance. and local regulations or government authority for guidance.</i>	
02.01.12	<p>Fuel Storage and Delivery Systems Procedures: There shall be a written policy regarding fuel storage and delivery systems. At a minimum, the policy shall include, but not be limited to:</p> <ol style="list-style-type: none"> 1. The on-site handling and disposal procedures of waste fuel, oil, and any other hazardous material. 2. Fuel-spill procedures. 3. Identify who has responsibility for quality control checks on unit operated fuel storage systems. 4. Mandates compliance with the regulations issued by the authorities having jurisdiction. 5. Smoking Prohibitions 6. Establishing and tracking fuel filter change intervals (dates) on dispensing units/vehicles. <p>Commentary <i>Proper fuel storage, maintenance and filtration is essential to prevent fuel contamination.</i> <i>Amended 5/23</i></p>	(M)
02.01.13	<p>Helicopter Air Ambulance (HAA) Operations: If the aviation unit's mission statement includes HAA operations, the unit shall comply with the local or state authority having certification jurisdiction over HAA.</p> <p>In the absence of state or local regulations, aviation units should comply, where practical, with Commission on Accreditation of Medical Transport Systems (CAMTS) standards regarding medical personnel qualifications, patient medical treatment and transport protocols.</p> <p>Commentary <i>The transport of medical patients is a very technical mission. Appropriate regulations and standards already exist and should be adopted.</i> <i>Amended 5/23</i></p>	(M) (R)
02.01.14	<p>Emergency Safety Equipment: All agency aircraft shall have an approved emergency locator transmitter (ELT) installed on all operational aircraft.</p> <p>Commentary <i>It is recommended that GPS position information be linked to the ELT. (NTSB Recommendation A-11-58 and A-09-133). Additionally, per NTSB recommendations, units should consider the installation of HTAWS, TCAS, a GPS moving map system, flight data recorder, automatic flight following, ADS-B In, and crash resistant fuel systems on all helicopters.</i> <i>Amended 5/23</i></p>	(M)
02.01.15	<p>Aircrew Currency Requirements for Law Enforcement Missions: The unit shall have a policy that establishes currency requirements for day and night law enforcement tasks for pilots, tactical flight officers, and crewmembers in the most demanding flight mode.</p>	(M)

	<p>At a minimum, the intervals between the performance of the following high-risk law enforcement tasks, by aircrew position, shall not exceed 90 days for both day and night operations:</p> <ol style="list-style-type: none"> 1. Airborne Use of Force 2. External Load 3. Rappel 4. Confined area 5. Unconventional landings or personnel deployment such as hover step, toe-in, and one skid/wheel <p>Commentary</p> <p><i>Some law enforcement missions are inherently high-risk in nature. To ensure aircrew proficiency and to mitigate risks, units must establish policies that ensure aircrew currency, proficiency and qualifications based on the missions performed by the unit. The policy should include the number of iterations per task and how often the tasks are to be performed in order to maintain currency and proficiency.</i></p> <p><i>Amended 5/23</i></p>	
<p>02.02.00</p>	<p>HELICOPTER OPERATIONS</p>	<p>Compliance</p>
<p>02.02.01</p>	<p>Law Enforcement Pilot-in-Command (PIC) Requirements: A law enforcement pilot-in-command shall hold at least a commercial pilot certificate, with rotorcraft category and helicopter class rating issued by the aviation authority having jurisdiction, be appropriately trained, qualified and current in the aircraft being flown, and maintain at a minimum a FAA Class II medical certificate, or equivalent commercial category medical certificate from the aviation authority having jurisdiction. (See pilot training requirements).</p> <p>Commentary</p> <p><i>Missions flown in support of law enforcement activities are often times challenging. These challenges require a higher level of pilot qualification related to the skills necessary to safely and effectively respond to mission requests under the most trying conditions. Therefore, law enforcement pilots must be trained and certified to a high standard. A Commercial Pilot certificate is one method of ensuring that law enforcement pilots are appropriately rated for the missions they perform. Additionally, a Commercial Pilot certificate demonstrates to the public and the aviation industry that law enforcement holds itself to appropriately high standards. Likewise, a Class II Medical Certificate commensurate with the commercial rating is required. A helicopter instrument rating is encouraged.</i></p> <p><i>Amended 5/23</i></p>	<p>(M)</p>
<p>02.02.02</p>	<p>Weather Minimums: Helicopter weather minimums shall be established to ensure safe operations. These minimums shall be specified as a minimum ceiling and visibility in a written policy for both day and night operations. Air crews shall comply with their agency’s or the aviation authority having jurisdiction weather minima, whichever is more restrictive.</p> <p>Commentary</p> <p><i>It is strongly recommended that for operations in uncontrolled airspace, units establish minimums greater than one-mile visibility and clear of clouds. These minimums should also be used as VFR or Special VFR</i></p>	<p>(M)</p>

	<p>launch minimums. It is also strongly recommended that organizations establish a policy regarding wind and turbulence limitations. Pilot and aircrew experience, equipment capabilities and local terrain are additional criteria that should be considered when establishing weather minimums.</p> <p>Amended 5/23</p>	
02.02.03	<p>Inadvertent Instrument Meteorological Conditions (IIMC): There shall be a written policy that includes the following:</p> <ol style="list-style-type: none"> 1. The definition of Inadvertent IMC 2. Inadvertent IMC recovery procedures 3. Flight crew training to the recovery procedures required to maintain proficiency. 4. Aircraft to be equipped with altimeter, attitude indicator, directional gyro, turn and slip, IVSI or equivalent. 5. Use of Flight Management System and auto-pilot systems, to include training and qualifications. <p>Commentary</p> <p><i>Inadvertent flight into instrument meteorological conditions is an emergency. It is an unplanned and unexpected condition that must be addressed immediately. Every attempt shall be made to avoid meteorological conditions which may result in inadvertent cloud penetration or loss of ground reference due to low ceiling, fog or "on-top" conditions. (NTSB Recommendation A-11-57)</i></p> <p>Amended 5/23</p>	(M)
02.02.04	<p>Flight Following: The aviation unit shall have a policy establishing flight following procedures. In all such cases, there shall be established procedures for notifying appropriate search and rescue agencies in the event of a missing aircraft.</p> <p>Commentary</p> <p><i>The concept of flight following is the same for public safety pilots as it is for all aviation. When aircraft are overdue, flight-following procedures are a simple and effective method of initiating search and rescue procedures. It is strongly recommended that the agency install flight-tracking equipment on all aircraft that would allow for near- continuous flight tracking during missions (NTSB Recommendation A-11-59).</i></p> <p>Amended 5/23</p>	(M)
02.02.05	<p>Aircrew Composition: For law enforcement missions' day or night requiring tactical observation activities (patrol, search, or surveillance) the minimum aircrew shall consist of a Pilot-in-Command and at least one Tactical Flight Officer, as defined in Appendix A. The policy shall ensure that all crewmembers assigned to the mission are properly trained, qualified and current to perform the mission.</p> <p>Commentary</p> <p><i>The pilot alone cannot safely and effectively perform all the duties of PIC and TFO simultaneously. Therefore, a TFO is considered essential during most law enforcement operations.</i></p> <p>Amended 5/23</p>	(M)

02.02.06	<p>Minimum Helicopter Altitudes: When conducting flights outside of a specialized mission profile, a policy establishing minimum altitudes for helicopters shall be adopted and published to ensure safe operations and minimize noise over densely populated areas. Aircrews shall at all times maintain an altitude that ensures avoidance of all ground obstacles and hazards and allows for a safe landing in the event of an in-flight emergency without injury to the aircrew or persons and/or property on the ground.</p> <p>Commentary</p> <p><i>Flight crews are responsible for safe operations at all altitudes. Every attempt shall be made to maximize safe operational altitudes in accordance with appropriate aviation authority and minimize noise over populated areas. This includes maintaining higher altitudes when not actively engaged in a mission profile. This is especially critical during exigent circumstances when a well-coordinated flight risk management process is essential to safe operations.</i></p> <p><i>Amended 5/23</i></p>	(M)
02.03.00	FIXED WING OPERATIONS	Compliance
02.03.01	<p>Fixed Wing Pilot-in-Command (PIC) Requirements: A unit pilot-in-command shall hold at least a commercial pilot certificate with an airplane category and single-engine or multi-engine class rating (as required) with current instrument rating and appropriately certified by the aviation authority having jurisdiction, qualified and current in the aircraft being flown. Additionally, the PIC shall at a minimum hold an FAA Class II medical certificate, or equivalent commercial category medical certificate from the aviation authority having jurisdiction.</p> <p>Commentary</p> <p><i>A Commercial Pilot certificate is one method of ensuring that law enforcement pilots are appropriately rated for the missions they perform. Missions performed with fixed-wing aircraft often involve flights of greater distances than rotor-wing aircraft. The possibility of encountering inclement weather conditions, coupled with the lack of suitable landing sites, mandates that the pilot-in-command has a current instrument rating.</i></p> <p><i>Amended 5/23</i></p>	(M)
02.03.02	<p>Weather Minimums: Take-off weather minimums for fixed-wing operations shall be specified in a written policy for both day and night operations. For all other operations in VFR conditions, units shall, at a minimum, establish policy and require compliance with existing regulations issued by the aviation authority having jurisdiction. Operations under Instrument Flight Rules shall be conducted in accordance with all applicable Federal Aviation Regulations as they may apply to the unit's category of operation, i.e., Part 91 or Part 135 operations, or the applicable regulations issued by the aviation authority having jurisdiction.</p> <p>Commentary</p> <p><i>Law enforcement pilots fly demanding missions and are frequently exposed to marginal weather conditions. Establishing take-off weather minimums for fixed-wing operations is an effective method of managing risks associated with operations in marginal weather or less than VFR conditions. Pilot and aircrew experience, equipment capabilities, terrain,</i></p>	(M)

	<p><i>mission type and category of operations are some of the criteria that must be considered in the decision process.</i> <i>Amended 5/23</i></p>	
<p>02.03.03</p>	<p><u>Inadvertent Instrument Meteorological Conditions (IIMC):</u> There shall be a written policy that includes the following:</p> <ol style="list-style-type: none"> 1. The definition of Inadvertent IMC 2. Inadvertent IMC recovery procedures 3. Flight crew training to the recovery procedures required to maintain proficiency 4. Fixed-wing aircraft shall be equipped with the instrumentation necessary to successfully recover from IMC conditions. 5. Use of Flight Management System and auto-pilot systems, to include training and qualifications. <p>Commentary <i>Inadvertent flight into instrument meteorological conditions is an emergency. It is an unplanned and unexpected condition that must be addressed immediately. Every attempt shall be made to avoid meteorological conditions which may result in inadvertent cloud penetration or loss of ground reference due to low ceiling, fog or "on-top" conditions. (NTSB Recommendation A-11-57)</i> <i>Amended 5/23</i></p>	<p>(M)</p>
<p>02.03.04</p>	<p><u>Flight Following:</u> The aviation unit shall have flight following procedures. In all such cases, there shall be established procedures for notifying appropriate search and rescue agencies in the event of a missing aircraft.</p> <p>Commentary <i>The concept of flight following is the same for law enforcement pilots as it is for all aviation. When aircraft are overdue, flight-following procedures are a simple and effective method of initiating search and rescue procedures. It is strongly recommended that the agency install flight-tracking equipment on all aircraft that would allow for near continuous flight tracking during missions (NTSB Recommendation A-11-59). It is also recommended that flight following intervals be no greater than once every 30 minutes.</i> <i>Amended 5/23</i></p>	<p>(M)</p>
<p>02.03.05</p>	<p><u>Fixed-Wing Aircrew Composition:</u> For law enforcement missions' day or night that require observation activities (patrol, search, or surveillance) or operation of any tactical equipment, the minimum aircrew shall consist of a Pilot-in-Command and at least one co-pilot or Tactical Flight Officer, as defined in Appendix A. If the unit is conducting fixed-wing traffic enforcement operations, the unit may be permitted to perform this mission with a single pilot crewmember under the following conditions:</p> <ol style="list-style-type: none"> 1. The unit institutes a policy prohibiting single pilot/single crewmember operations for all other observation missions other than traffic enforcement. 2. A unit policy establishing a minimum altitude that prohibits operations below the minimum safe altitude for maneuvering established in the respective aircraft's Pilot's Operating Handbook, but in no instance shall the minimum altitude be less than 1000 ft. AGL. 	<p>(M)</p>

3. The aircraft is equipped with an operating traffic collision avoidance device that depicts the bearing and altitude of target aircraft both visually and audibly.
4. The Pilot in Command has, within the preceding 12 calendar months, successfully completed an FAA/TC (or aviation authority having jurisdiction) approved spin/stall training course or has demonstrated proficiency in stall awareness, spin entry, spins, and spin recovery procedures in an airplane that is certificated for spins, to an appropriately qualified FAA/TC (or aviation authority having jurisdiction) certified flight instructor.
5. A policy is in place establishing the weather minimums at the site of the enforcement activity to be no less than 1,500-foot ceiling and three statute miles visibility.

Commentary

The pilot alone cannot safely and effectively perform all the duties of PIC and TFO simultaneously. Therefore, a Tactical Flight Officer is considered essential during most law enforcement operations. Likewise, it is our recommendation that whenever possible, traffic enforcement operations be conducted with a two-person crew. A current, certified flight instructor meeting the requirements of Title 14 Chapter I Subchapter D Part 61.195(h) (or aviation authority having jurisdiction, equivalent) would be an example of appropriately qualified.

Amended 5/23

Section 3 Safety Standards

03.01.00	GENERAL STANDARDS	Compliance
03.01.01	<p>Safety Management System: The aviation unit safety program shall be a Safety Management System (SMS) based program. The SMS Program shall be incorporated into the unit’s Policy Documents and built on a foundation of operational safety management system standards.</p> <p>All personnel shall be required to comply with approved safety standards. These include unit policy and procedures; aircraft manufacturer’s operating procedures and limitations; and government regulations. At a minimum, the SMS manual shall comply with Section 3 of the APSAC Standards. The SMS shall consist of four components: (1) Safety Policy and Objectives; (2) Safety Risk Management; (3) Safety Assurance; and (4) Safety Promotion and Training.</p> <p>Commentary</p> <p><i>The SMS must be integrated into every facet of aviation unit operations. It defines the safety culture to include every member of the aviation unit and their responsibility to operate in the safest manner possible in day-to-day operations. The APSA approved SMS Tool Kit should be used as the primary source document for development of the unit’s SMS Program.</i></p> <p><i>Amended 2/23</i></p>	(M)
03.02.00	SAFETY POLICY & OBJECTIVES	Compliance
03.02.01	<p>Unit Commander’s/Aviation Program Manager’s Operational Policy:</p> <ol style="list-style-type: none"> 1. The unit commander’s/aviation program manager’s operational policy shall mandate safety as the aviation unit’s highest priority. It shall articulate that management is committed to providing safe, healthy, secure working conditions and attitudes with the objective of having an accident-free workplace. 2. The policy shall also clearly articulate that no mission is so critical that would necessitate acceptance of a high risk wherein hazards associated with or causing the higher risk cannot be mitigated or require deviation from safety policies, procedures, training standards or the prudent judgment of the aircrew. 3. It shall promote a “Just Culture” of open reporting of all hazards in which management will not initiate disciplinary action against any personnel who, in good faith, discloses a hazard or safety occurrence due to unintentional conduct. 4. A “Turn Down Policy” shall be incorporated that allows any aircrew member (including qualified non-crewmembers) the opportunity to turn down or terminate a mission task, when an aircrew member determines that the mission is unsafe, and they are unable to negotiate an alternative solution to mitigate risks. Turning down a mission is one possible outcome of managing risks. <p>Management shall specify the following safety principles:</p>	(M)

	<ol style="list-style-type: none"> 1. Always operate in the safest manner possible. 2. Never take unnecessary risks. 3. Recognize that safe does not mean risk free. 4. Hold everyone accountable and responsible for the identification and management of risk. 5. Recognize that familiarity and prolonged exposure without a mishap leads to a loss of appreciation of risk. <p>Commentary</p> <p><i>The unit commander/aviation program manager is the individual who defines the unit’s safety policy and conveys its expectations and objectives to all unit personnel. Safety must be integrated into all facets of the unit’s operation. The Safety Policy and the Operational Policy are the unit commander’s/aviation unit manager’s way of establishing the importance of safety as it relates to the overall scope of operations. Leadership sets the tone for the aviation unit. The unit commander’s/aviation unit manager’s policy statements must be clear, concise, and with positive emphasis to show that it has top- level support.</i></p> <p><i>Amended 5/23</i></p>	
03.02.02	<p>Management Commitment & Responsibilities: The unit commander/aviation program manager is responsible for:</p> <ol style="list-style-type: none"> 1. Clearly defining the safety unit and structure. The structure shall explain the responsibility and reporting relationship for safety functions. 2. Publishing the unit’s goals and objectives for the Safety Management System. Safety objectives shall be reviewed and be updated at least quarterly or as they are accomplished. The goal of the unit’s SMS program is to eliminate accidents and incidents. <p>Commentary</p> <p><i>The unit will define, document, and communicate the safety roles, responsibilities, and authorities throughout its unit.</i></p> <p><i>All aviation unit personnel must understand and be held accountable in achieving the unit’s safety goals and objectives. The documentation of objectives and their accomplishment is a critical piece in measuring the effectiveness of a SMS.</i></p> <p><i>Amended 5/23</i></p>	(M)
03.02.03	<p>Appointment of Key Safety Personnel: The unit commander/aviation program manager shall:</p> <ol style="list-style-type: none"> 1. Appoint an Aviation Safety Officer (ASO) to manage, monitor and coordinate the SMS program throughout the unit. The Aviation Safety Officer shall: <ol style="list-style-type: none"> a. Successfully complete a formal SMS training course, within one year of being assigned. b. Report directly to the aviation unit commander/manager. c. Manage the SMS for the aviation unit commander/manager. d. Facilitate the Safety Committee meetings. e. Manage the unit’s Hazard Reporting Program (HRP). f. Coordinate safety training for unit members. g. Identify and evaluate safety problem areas. 	(M)

	<ul style="list-style-type: none"> h. Provide technical guidance when safety is a factor in unit operations and training. i. Periodic review of the hazards listed on the hazard board. j. Conduct periodic safety inspections. k. Conduct periodic unit safety meetings and briefings. l. Review unit incident and accident reports for the purpose of preventing accidents and incidents. m. Assist management in formulating safe operating practices and policies. n. Develop risk control measures (interventions) based on the SMS process. o. Work with unit training officer to develop training consistent with risk control measures. <p>2. Appoint a Safety Committee: The Safety Committee shall:</p> <ul style="list-style-type: none"> a. Have responsibility for: <ul style="list-style-type: none"> 1) Developing programs to identify and correct hazards. 2) Reviewing incident and accident reports and provide recommendations to the unit commander/manager. 3) Other duties as directed by the unit commander/manager. b. Have representatives from: <ul style="list-style-type: none"> 1) Unit management. 2) Aviation Safety Officer. 3) Pilots. 4) Tactical Flight Officers or other crewmembers. 5) Training. 6) Maintenance. 7) Other unit members as needed. c. Meet at least quarterly. d. Have a written agenda. e. Keep and disseminate the minutes of the meeting. <p>Commentary <i>The Aviation Safety Officer must have credibility, skills, knowledge, training, and experience to effectively manage the aviation unit's SMS.</i> <i>The purpose of the Safety Committee is to provide recommendations to the aviation unit commander/manager on operational and safety issues. In its efforts, the committee is working towards the unit's goal of reducing risks to as low as reasonably practical.</i> Amended 5/23</p>	
<p>03.02.04</p>	<p>Emergency Preparedness and Response: The aviation unit shall have a written plan detailing the procedures and notifications to be followed in the event of a precautionary landing, overdue aircraft, serious incident, or accident. The plan shall be incorporated into the unit's policy mandating compliance in the event of an accident or serious incident involving substantial damage to aircraft, injury or death of crewmembers, passengers, or persons on the ground. The accident plan shall also address aviation ground accidents and incidents not involving aircraft flight operations. The plan shall include, but not limited to:</p>	<p>(M)</p>

	<ol style="list-style-type: none"> 1. Individual actions that shall be taken in the event of an incident. 2. Initiate a log of events and actions. 3. Incident scene management in accordance with the agency’s major incident response policy and evidence collection policy. 4. Current contact information for all unit personnel. 5. Incident response checklist and notification procedures, including telephone numbers for: <ol style="list-style-type: none"> a. Command notification (including unit commander/manager). b. Air Traffic Control facilities. c. NTSB or the aviation authority responsible for investigating aviation accidents. d. Aircraft manufacturer. e. Other equipment manufacturers, if applicable. 6. Procedures to request the NTSB or investigating agency, having jurisdiction, to be a party to the investigation and assign an agency representative to serve in that capacity. 7. Accident/incident investigation kit. 8. Damaged aircraft recovery procedures. 9. All unit personnel shall be trained in the implementation of the unit accident/emergency response plan. There shall be a record of the training in the unit members’ training records. 10. The plan shall be reviewed and updated at least annually. <p>Commentary</p> <p><i>An emergency preparedness and response plan acknowledge the potential for a precautionary landing, over-due aircraft, incident, or accident and defines the roles and responsibilities of members of the unit when responding to and investigating the occurrence. The plan identifies the process for preparing reports, determining the cause(s) of the accident and develops recommendations to prevent similar occurrences. The Emergency Preparedness and Response Plan should be distributed outside the unit, as necessary (communications center, command staff, other agencies, etc.) and exercised as required by SMS. In addition, the plan should be numbered and tracked for accountability and distribution purposes.</i></p> <p><i>Amended 5/23</i></p>	
<p>03.02.05</p>	<p>SMS Documentation & Records: The purpose of SMS documentation and data information management is to ensure that procedures are in place to ensure compliance with SMS policies, procedures, and goals. To accomplish this the unit shall:</p> <ol style="list-style-type: none"> 1. Publicize the unit’s safety policies, objectives, and SMS procedures. 2. Document and publicize the unit’s mission, goals, and objectives. 3. Ensure every employee has access to the SMS Manual. 4. Identify the safety regulations that govern the unit. A copy of these regulations shall be maintained by the unit and made available to all unit personnel. 5. Maintain safety related data, including the minutes of safety meetings, information on hazard and risk analysis, risk management, remedial action, incident and accident investigations, and audit reports. 	<p>(M)</p>

	<p>6. Change control procedures are in accordance with unit procedures for manual and document revisions.</p> <p>Commentary <i>The importance of documenting and maintaining accurate records of all SMS data collection and mitigation efforts cannot be over emphasized. Only through proper documentation and information management can a unit effectively manage, publish, communicate, and evaluate its SMS program in its entirety. Information on precautionary landings, incidents and accidents should be included in the SMS Library.</i> <i>Amended 5/23</i></p>	
<p>03.03.00</p>	<p>SAFETY RISK MANAGEMENT</p>	<p>Compliance</p>
<p>03.03.01</p>	<p>Hazard Identification & Analysis: The unit shall establish procedures to collect data and investigate hazards, incidents, accidents, and instances of potential regulatory non-compliance to identify root cause and recommend risk control measures. Reporting and analysis shall consist of the following:</p> <ol style="list-style-type: none"> 1. Occurrence & Hazard Reporting: Procedures shall include: <ol style="list-style-type: none"> a. Occurrence Reporting: A scheme to report mandatory occurrences. 2. Hazard Identification: A collection system that is available to all personnel to report hazards in any area of the unit. This shall include a Hazard Reporting Form (HRF) and tracking system. 3. Clearly defined responsibilities for personnel, the Aviation Safety Officer, and the Safety Committee to follow in reporting and mitigating hazards. 4. Incident Investigation & Analysis: An investigation shall be conducted into all serious hazards and mandatory occurrence reports. The purpose of the investigation will be to determine root cause and corrective actions. <p>Commentary <i>Every member of the aviation unit must understand their role in identifying, reporting, and mitigating hazards. The reporting system must process hazard reports in a timely manner in order to communicate hazard information to all concerned members of the unit.</i></p>	<p>(M)</p>
<p>03.03.02</p>	<p>Safety Risk Assessment & Mitigation: The unit shall develop and maintain a formal process that ensures analysis, assessment, and control of the safety risks in operations. The unit shall also determine and analyze the risk factors related to the severity and likelihood of potential events associated with known hazards and identifies appropriate risk mitigation strategies. At a minimum, the unit shall:</p> <ol style="list-style-type: none"> 1. Use a risk management strategy that considers the severity and probability of a hazard. 2. Identify, assess, and calculate an overall level of risk associated with the hazard. 3. Determine when to elevate the decision for risk acceptance to a higher level. 4. Analyze the risk and develop mitigation measures (Flight Risk Management Tool, or FRAT) to reduce the risk to as low as reasonably practical (ALARP). 5. Develop a means to track corrective actions and their effectiveness. 	<p>(M)</p>

	<p>Commentary <i>Public safety aviation operations inherently involve risk. In keeping with the aviation unit commander's/manager's operational and safety policy, the unit's Safety Risk Assessment and Mitigation Program is an essential element of the unit's primary safety goal which is the elimination of all accidents.</i></p>	
03.04.00	SAFETY ASSURANCE	Compliance
03.04.01	<p>Safety Performance Monitoring & Measurement: The unit shall monitor operational data from the SMS to ensure the effectiveness of safety risk controls and assess system performance. At a minimum, the aviation unit shall:</p> <ol style="list-style-type: none"> 1. Track and measure the accomplishment of each section's Safety Objectives at least quarterly (Reference 03.02.02, item 2) and ensure they are current. 2. Track and measure the accomplishment of each mitigation method (Reference 03.03.02, item 5). 3. Conduct a periodic external safety audit and an annual Internal Evaluation Process (IEP) consistent with SMS of the entire aviation unit. This audit should be a systems analysis to determine if all areas of the unit are functioning properly and the SMS is effective. <ol style="list-style-type: none"> a. The ASO shall form a team with representatives from each section to conduct the IEP. b. Findings and corrective actions from the IEP will be documented and results given to the aviation unit commander/manager, Safety Committee, and available for all personnel to review. 4. Conduct quarterly safety inspections. <ol style="list-style-type: none"> a. Safety inspections shall be conducted by unit supervisors or his/her designee responsible for applicable areas within the unit. b. The results of these inspections shall be forwarded to the Aviation Safety Officer with corrective actions taken. 5. Contractor Assessments: Contract activities in the unit shall be monitored on a regular basis and inspected annually to ensure compliance with the expected standard. <p>Commentary <i>The most common and effective way of determining the effectiveness of an SMS is to conduct periodic and structured safety audits and inspections. The Aviation Safety Officer is normally responsible for conducting an annual evaluation of unit safety related issues including training, operations, maintenance, equipment, communications, and facilities. This evaluation may be performed internally or by outside sources. The results of these evaluations, including recommendations, shall be provided to the unit commander/manager for his/her disposition.</i> <i>Amended 5/23</i></p>	(M)
03.04.02	<p>Management of Change: The unit shall have a Change Management Policy in order to assess risk associated with changes in operational procedures, processes, training, documentation, equipment, or any other significant change. At a minimum, the unit shall:</p> <ol style="list-style-type: none"> 1. Use a change management form. 	(M)

	<ol style="list-style-type: none"> 2. Include all individuals affected by the change and ensure they have an opportunity to review the change and provide their comments. 3. Conduct appropriate risk assessments of the recommended changes. 4. Determine who is responsible for approving the change and put the change into effect. 5. Maintain a change log that is available in the SMS library. <p>Commentary <i>The evolutionary process of change in law enforcement aviation is inevitable. Therefore, it is incumbent upon the unit to establish a process by which changes that take place within the unit, whether related to command, operations, personnel, or equipment, are managed in a way that risks are identified and mitigated, and the overall effectiveness and safety of the unit are not compromised.</i></p> <p><i>Amended 5/23</i></p>	
03.04.03	<p>Continuous Improvement of the SMS: The unit will promote continual improvement of its SMS through recurring application of Safety Risk Management and Safety Assurance, and by using safety lessons learned and communicating them to all personnel. To accomplish this, the unit shall conduct an annual review of the SMS program. The SMS program review shall include, but not be limited to:</p> <ol style="list-style-type: none"> 1. Safety Audits. 2. Safety Surveys. 3. Safety Inspections. 4. The Aviation Safety Officer shall provide the Aviation Program Manager with an annual update on the accomplishments of the SMS. 5. This shall include: <ol style="list-style-type: none"> a. Accomplishment of performance objectives. b. Results of actions taken following the annual safety audit. c. Results of actions taken following routine safety inspections. 6. Review of the SMS manual. <p>Commentary <i>The Aviation Safety Officer shall be responsible for conducting an annual evaluation of unit safety related issues including training, operations, maintenance, equipment, communications, and facilities. This evaluation may be performed internally or by outside sources. The results of these evaluations, including recommendations, shall be provided to the unit commander/manager for his/her disposition.</i></p> <p><i>Amended 5/23</i></p>	(M)
03.05.00	SAFETY PROMOTION AND TRAINING	Compliance
03.05.01	<p>Training & Education: At a minimum, safety associated training shall be conducted annually and shall be provided to all members of the aviation unit. The training shall address the purpose of the SMS, individual responsibilities, and general hazards associated with unit operations. The training shall:</p> <ol style="list-style-type: none"> 1. Be completed within 30 days following the implementation of the unit's SMS. 	(M)

	<ol style="list-style-type: none"> 2. Be completed prior to assuming their duties within the unit. 3. Be documented. <p>Commentary <i>Safety training and education is a team effort between the unit ASO and the person responsible for training within the unit. SMS Indoctrination Training and Safety Orientation Training for new personnel are intended to familiarize new personnel with the purpose and process of SMS as well as hazards associated with unit operations.</i></p> <p><i>Amended 5/23</i></p>	
<p>03.05.02</p>	<p>Risk Control Measures: The Aviation Safety Officer shall develop a training component for every risk control measure (intervention) that is developed during the Risk Management Process. As an example, this training can include, but is not limited to required readings, one-on-one or group classroom training, flight training, contractor training or similar training.</p> <p>Commentary: <i>Risk controls will only be effective if they are implemented properly. For this to occur, employees must understand what the original problem was, how the proposed risk control measure was developed, what the goal is, and what is expected of each person for the implementation. The type of training will vary based on the risk control being addressed.</i></p> <p><i>Amended 5/23</i></p>	<p>(M)</p>
<p>03.05.03</p>	<p>Safety Communications: The unit shall have a Safety Communications System. The Safety Communications System shall be accessible to all unit personnel and shall include, but not be limited to the following internal and external aviation mission, and special mission related documents:</p> <ol style="list-style-type: none"> 1. Safety bulletins. 2. Safety reading file including precautionary landing advisories, incident, and accident histories, and change notices. 3. Safety Committee Meeting minutes. 4. SMS library. 5. Safety/Hazards bulletin board. 6. Hazardous material list. <p>Commentary <i>There shall be a system in place to ensure that members of the aviation unit receive timely information on safety issues. The Aviation Safety Officer shall be responsible for the creation and maintenance of all safety communications. Management shall also communicate the output of the SMS program to all personnel.</i></p> <p><i>Amended 5/23</i></p>	<p>(M)</p>

Section 4

LE Training Standards

04.01.00	AVIATION UNIT COMMANDERS, MANAGERS AND SUPERVISORS	Compliance
04.01.01	<p>Aviation Unit Commander/Manager and Supervisor(s) Initial Training: Unit commanders/managers and supervisor(s), shall successfully complete a formal training program, to include:</p> <ol style="list-style-type: none"> 1. Fundamentals of Airborne Law Enforcement and Aviation Unit Management. 2. Applicable Federal Aviation Regulations (FAR's) or Canadian Air Regulations (CARs) or applicable regulations issued by an aviation authority with jurisdiction. 3. Public Aircraft Operations (Public laws affecting airborne law enforcement). 4. Aviation Safety, specifically the role of the Safety Management System (SMS) 5. Liability and Legal Issues <p>Commentary <i>Aviation unit commanders directly assigned to the air unit and all unit managers and supervisors must have specific training on aviation related topics. The training is necessary to acquaint unit managers with management issues that affect the safe and efficient operation of the aviation unit. (The APSA Unit Manager Course fulfills this requirement.)</i> <i>Amended 5/23</i></p>	(M)
04.01.02	<p>Completion of Training: The unit commander/manager and supervisor's training program shall be completed within one year after being assigned to the unit.</p> <p>Commentary <i>Supervisory/management personnel assigned to an aviation unit must be familiar with the fundamental operation of the unit. This familiarization should be accomplished as soon as possible after being assigned to the unit. Formal aviation management training should immediately follow as a building-block method of training.</i></p>	(M)
04.01.03	<p>Unit Management and Supervisor Continuing Education: Continuing professional development in aviation subjects should be provided and documented for all unit managers and supervisors. At a minimum, there should be annual specific training appropriate to the unit's mission statement and scope of service.</p> <p>Commentary <i>Continuing education is an important part of any profession. Aviation unit commanders/managers oversee personnel, mission, training, maintenance, and safety issues, which require specific training to be effective.</i></p>	(R)

04.02.00	TACTICAL FLIGHT OFFICERS & QUALIFIED NON-CREWMEMBERS	Compliance
04.02.01	<p>Tactical Flight Officer (TFO) Initial Training: Tactical Flight Officers (TFO) assigned to the aviation unit in a full time or part time capacity shall, within six-months of being assigned to the unit, successfully complete a formal and documented TFO training program. The training can be conducted in-house or by an outside entity. There must be documented and objective performance standards for the training. The training shall include, but not be limited to:</p> <ol style="list-style-type: none"> 1. <u>Aircraft Issues:</u> Normal operating procedures relevant to the TFOs duties, including: <ol style="list-style-type: none"> a. Aircraft pre-flight procedures. b. Aircraft re-fueling procedures. c. Aircraft fire guard/safety watch starting procedures. d. Proper use of aircraft checklists. e. Sterile cockpit procedures. f. Passenger briefing, including, but not limited to: <ol style="list-style-type: none"> i. Loading and unloading of passengers while the aircraft is operating and not operating. (With specific attention on the hazards associated with rising terrain). ii. Seatbelt and shoulder harness operation. iii. Hazards associated with loose objects in the cabin. iv. Carrying/Securing firearms or hazardous materials (Mace/CS/OC gas, lithium batteries (beyond personal devices), etc....if permitted). v. Passenger door operation. vi. Passenger inter-communications systems (ICS). g. Unit Standard Operating Procedures. h. Terrain and weather. i. Tactical and aircraft navigation systems. j. Orientation to airports. k. Flight Risk Assessment. l. Environmentally appropriate survival training. m. Operational Risk management. n. Multi-Aircraft Operations. o. Ability to assist pilot with navigation and communications. p. Aeronautical decision making (ADM). q. Crew resource management (CRM). r. Safety Management System (SMS). 2. <u>Mission Training:</u> The following shall apply to all full time and part time TFOs: <ol style="list-style-type: none"> a. All TFOs shall be trained in the proper use of all mission equipment in the aircraft that he/she is expected to operate. (This includes, but is not limited to, tactical equipment, rescue equipment and communications equipment. b. Patrol tactics. c. Training shall be provided on the legal aspects, including Public Aircraft operations. 	(M)

	<p>3. <u>Emergency Procedures Training:</u> TFO's shall be trained on the following emergency procedures:</p> <ul style="list-style-type: none"> a. Passenger briefing for in-flight and ground emergencies. b. Emergency egress training. c. Water egress training for all occupants (if applicable). d. Location and use of aircraft emergency/survival equipment. e. Emergency tactical and aircraft radio communications operations and procedures. f. In-flight fire considerations. g. <u>Inadvertent IMC recognition and recovery.</u> h. Crew resource management (CRM). i. Crew member responsibilities during an in-flight emergency. <p>4. <u>Interpersonal communications between crewmembers, to include:</u></p> <ul style="list-style-type: none"> a. <u>Delegation of responsibilities.</u> b. <u>Prioritization and crew coordination.</u> c. <u>Workload management.</u> d. <u>Situational awareness.</u> <p>5. <u>Maintenance Distractions</u></p> <p>Commentary <i>A comprehensive and objective TFO training program is essential to the safe and effective operation of unit aircraft. The duties and responsibilities of the TFO have become significantly more difficult as more advanced technology has been integrated into the cockpit. Six months is a reasonable amount of time to expect TFO candidates to successfully complete a TFO training program.</i></p> <p><i>Amended 5/23</i></p>	
<p>04.02.02</p>	<p><u>Tactical Flight Officer (TFO) Continuing Education:</u> In addition to successfully completing an in-house TFO training program, the TFO should attend a formal training program from an organization not directly associated with the unit. <u>This training should occur throughout the individual's tenure within the unit.</u></p> <p>Commentary <i>In-house training programs are cost effective and valuable methods of training TFOs for duties within an agency. In-house training programs, however, do not necessarily provide the TFO candidate with new ideas, lessons learned or new industry standards like a formal, external TFO training program.</i></p> <p><i>Amended 5/23</i></p>	<p>(R)</p>
<p>04.02.03</p>	<p><u>Tactical Flight Officer Recurrent Training:</u> On an annual basis TFOs shall receive formal recurrent training, relevant to the TFO's duties.</p> <p>Commentary <i>Continuing education is an important part of any profession. Tactical equipment and training continually evolve requiring TFOs to participate in on-going training to remain safe and effective, and familiar with industry standards.</i></p>	<p>(M)</p>

<p>04.02.04</p>	<p>Qualified Non-Crewmember: Qualified non-crewmembers shall receive a formalized briefing prior to flight. The briefing shall include:</p> <ol style="list-style-type: none"> 1. Personal Protective Equipment (PPE) 2. Approach and departure from aircraft. 3. Smoking prohibitions. 4. Tools, items, and equipment. 5. Aircraft door usage and locations. 6. Use of aircraft seatbelts & ICS. 7. In-Flight discipline. 8. In-Flight emergency procedures & fire extinguishers. 9. Carrying/Securing firearms or hazardous materials (Mace/CS/OC gas, lithium batteries (beyond personal devices), etc....if permitted). <p>Commentary <i>The transportation of qualified non-crewmembers to complete the public safety mission is a frequent occurrence. As such, prior to any qualified non-crewmember entering an aircraft they must receive an appropriate safety briefing or training to protect personnel and mitigate agency liability.</i></p> <p><i>Amended 5/23</i></p>	<p>(M)</p>
<p>04.03.00</p>	<p>PILOT-IN-COMMAND</p>	<p>Compliance</p>
<p>04.03.01</p>	<p>Pilot-in-Command (PIC) Initial Training: In addition to the requirements of the Federal Aviation Regulations, Transport Canada, and/or the aviation authority with jurisdiction, before a pilot may act as pilot-in-command (PIC) or second-in-command (SIC) of any aircraft performing law enforcement missions, they shall receive training and demonstrate proficiency in no less than the following training subjects:</p> <ol style="list-style-type: none"> 1. Terrain and weather considerations specific to the unit’s geographical area. 2. Orientation to airports, heliports, Heli-spots, or any approved landing zones in the local operating area. 3. Orientation to the controlled airspace in the local operating area. 4. Risk Management. 5. Hazard mitigation techniques. 6. Judgment and decision making. 7. In-flight risk assessment. 8. Aeronautical decision making. 9. Crew resource management. 10. Recognition and recovery from Inadvertent Instrument Meteorological Conditions (IIMC) (NTSB Recommendation A-11-57). 11. Aviation human factors. 12. Stress management for all phases of flight. 13. Maintenance Distractions. 14. Interpersonal communications between crewmembers, to include: <ol style="list-style-type: none"> a. Delegation of responsibilities. b. Prioritization and crew coordination. c. Workload management. 	<p>(M)</p>

	<p>d. Situational awareness.</p> <p>15. Pilots shall successfully complete a training program on safe and effective flight profiles while performing missions that are relevant to the unit's mission statement and scope of service (i.e., patrol operations, thermal imagery search missions, SAR, etc.).</p> <p>16. In all cases, the following shall apply:</p> <ol style="list-style-type: none"> a. The safe operation of the aircraft throughout all phases of flight shall be the primary concern of the pilot in command during all missions. All other mission requirements shall be secondary in priority. b. An in-house training program should be coordinated with an external training program, if available, to ensure, to the greatest possible extent, the most up-to-date training. <p>Commentary</p> <p><i>In the course of their duties, law enforcement pilots will be exposed to missions that require specific training to be as safe and effective as possible. Many of the training anchors listed in this section are essentially part of a Crew Resource Management program unique to airborne law enforcement. Additionally, specialized equipment requires specialized training. Law enforcement pilots should receive internal and external training for the missions they perform.</i></p> <p><i>It is highly recommended that units refer to the APSA approved Training Tool Kit developed by the International Helicopter Safety Team as a primary source document for development of the unit's pilot training program.</i></p> <p><i>Amended 5/23</i></p>	
<p>04.03.02</p>	<p>Pilot-in-Command (PIC) Recurrent Training: In addition to the Federal Aviation Administration, Transport Canada or the aviation authority having jurisdiction mandated check rides and flight reviews, units shall have an annual formal evaluation program to evaluate the practical performance of PICs for unit missions. The program shall include documented and objective performance standards relevant to the duties of the PIC, the unit's mission statement and scope of service. The following shall apply:</p> <ol style="list-style-type: none"> 1. The safe operation of the aircraft throughout all phases of flight shall be the primary concern of the PIC during all missions. All other mission requirements shall be secondary in priority. 2. Pilots shall demonstrate proficiency by successfully completing a recurrent flight evaluation at least once each year administered by an appropriately rated Federal Aviation Administration, Transport Canada or the aviation authority having jurisdiction Certified Flight Instructor (CFI) in each aircraft for which the pilot is qualified to fly and perform unit missions. 3. The recurrent flight evaluation will include, but not limited to, the following: <ol style="list-style-type: none"> a. The proper and effective use of aircraft checklists b. Effective cockpit communications c. Effective crew coordination d. Demonstrated proficiency in tasks associated with the missions performed by the unit for which they are qualified. e. The safest and most effective flight profile when mission equipment is being used. 	<p>(M)</p>

	<ul style="list-style-type: none"> f. Unit policies and procedures <p>4. Hazard identification & risk management which includes:</p> <ul style="list-style-type: none"> a. Judgment and decision making b. Fatigue Management c. Human factors d. Stress management in all phases of flight e. Interpersonal communications between crewmembers, to include prioritization and crew coordination. f. Workload management g. Cockpit distractions <p>5. Situational awareness</p> <p>6. Inadvertent Instrument Meteorological Conditions (IIMC) recognition and recovery procedures (NTSB Recommendation A-11-57)</p> <p>7. Emergency Procedures/Recurrent Training:</p> <ul style="list-style-type: none"> a. Shall be conducted annually. However, it is strongly recommended that emergency procedures training be conducted at least twice annually. b. Includes an oral exam on the aircraft limitations and emergency sections of the aircraft’s pilot operational manual. <p>Commentary</p> <p><i>Recurrent check rides are pilot proficiency and mission-oriented check rides. Recurrent check rides are an effective method of ensuring that unit pilots are flying and performing missions in accordance with unit standard operating procedures and the applicable Pilot Operating Handbook. It is recommended that units maximize the use of flight simulators and flight training devices whenever possible.</i></p> <p><i>Amended 5/23</i></p>	
<p>04.03.03</p>	<p><u>Unit Flight Instructor Requirements:</u> Aviation unit flight instructor(s) shall, at a minimum, be a qualified and current Certificated Flight Instructor (CFI), check pilot, authorized instructor, or designated examiner for the appropriate flight discipline, licensed or authorized by the Federal Aviation Administration, Transport Canada or the aviation authority having jurisdiction. The flight instructor shall be designated by the unit manager as a training pilot and qualified in the appropriate category, class, and type (if applicable) of aircraft in which instruction will be conducted.</p> <p>Commentary</p> <p><i>Management should thoroughly assess a unit flight instructor’s abilities prior to assigning him/her the responsibility to conduct flight instructor duties. Special emphasis should be given to the unit flight instructor’s demonstrated ability to teach, in addition to his/her knowledge, skills, judgment, experience and ability to conduct emergency procedures training.</i></p> <p><i>The Vertical Aviation Safety Team Training Tool Kit provides excellent guidance relative to selection and training of qualified CFI’s. It is highly recommended that units refer to this APSA approved Training Tool Kit as a</i></p>	<p>(M)</p>

	<p><i>primary source document for development of the unit's CFI Training Program.</i></p> <p><i>Amended 5/23</i></p>	
04.04.00	NIGHT VISION GOGGLES (NVG)	Compliance
04.04.01	<p>Night Vision Goggles (NVG) Training: If NVGs are utilized by unit pilots, aircrew members and/or qualified non-crewmembers they shall successfully complete an NVG training program and demonstrate their proficiency in NVG operations prior to performing mission duties in unit aircraft under night vision goggles. At a minimum, the training shall include:</p> <ol style="list-style-type: none"> 1. NVG missions, applications, and limitations. 2. Weather and environmental conditions (including recognition and recovery from inadvertent IMC). 3. Emergency procedures training. 4. NVG emergencies (goggle failures, exposure to bright lights and/or laser strikes). 5. Physiological factors. 6. Navigation. 7. Annual recurrent training and evaluation. 8. Periodic currency requirements. 9. Care, maintenance, inspection, and security requirements of NVGs. 10. Auxiliary equipment and aircraft lighting. <p>Commentary</p> <p><i>Pilots and Aircrews and/or Qualified Non-Crewmembers authorized to use night vision goggles require specific initial and recurrent training. It is strongly recommended that the training received certifying NVG qualifications be in accordance with appropriate FARs, military specifications or equivalent training standards of other regulatory authorities.</i></p> <p><i>Amended 5/23</i></p>	(M)
04.05.00	TRAINING RECORDS	Compliance
04.05.01	<p>Training Records: The aviation unit shall, for each person required to receive initial and recurrent training, establish, and maintain a record of all training received. These training records shall include the following information:</p> <ol style="list-style-type: none"> 1. Name, pilot certificate number and a listing of all ratings, if applicable. 2. For pilots, a record of the current medical certificate, class, and expiration date. 3. The training records indicating successful completion and date of initial qualification training as unit pilot and Aircrews and/or Qualified Non-Crewmembers training or certifications. 4. The documentation or checklist used to record at a minimum the last three pilot proficiency check flights or examinations and Aircrews and/or Qualified Non-Crewmembers evaluations and certifications, where applicable. 5. Documentation related to any training failures or inability to successfully complete any required training, including check flights, and what remedial action was taken to satisfactorily complete the required training. 	(M)

6. The make, model and type of aircraft or flight training equipment used to conduct the training.
7. The unit shall retain these records and copies of all pilot proficiency check flights, crewmember evaluations and certifications for a minimum of five years after the individual leaves the agency or longer if required by law or policy. The records shall be kept in written or electronic form.
8. Records shall be maintained and documented in accordance with any regulations issued by the Federal Aviation Administration, Transport Canada or the aviation authority having jurisdiction.

Commentary

Retaining training records for all assigned personnel who are required to undergo initial and/or recurrent training is essential to proper unit management and protection against claims of negligence in personnel hiring, retention and training. The FAA's Pilot Records Improvement Act (PRIA) of 1996 is still in effect and is expanded on by 14 CFR Part 111- Pilot Records Database (PRD) to include agencies that conduct public aircraft operations as defined in 49 U.S.C. 40102(a)(41) on any flight that meets the qualification criteria for public aircraft status in 49 U.S.C. 40125.

Amended 5/23

Section 5

Maintenance Standards

05.01.00	STANDARDS FOR AIRCRAFT MAINTENANCE	Compliance
05.01.01	<p>Certificated Aircraft Maintenance Standards: Aviation units operating certificated aircraft shall maintain them in accordance with applicable Federal Aviation Administration, Transport Canada or the aviation authority having jurisdiction and OEM maintenance requirements.</p> <p>Commentary</p> <p><i>In order to maintain the airworthiness of certificated aircraft, units must maintain them in accordance with FAR Parts 43, 65, 91 and Part 135, CAR Part V or the aviation authority having jurisdiction regulations where applicable. Aircraft shall also be maintained in accordance with the airframe manufacture's maintenance requirements.</i></p> <p><i>Amended 5/23</i></p>	(M)
05.01.02	<p>Non-Certificated or Military Surplus Aircraft: Aviation units operating non-certificated or military surplus aircraft shall, at a minimum, maintain them in accordance with the OEM maintenance requirements, appropriate military continued airworthiness program for the specific aircraft or the Interagency Committee for Aviation Policy (ICAP) Planning and Inspection Guidelines for the particular aircraft (not applicable to non-US units) and/or other approved maintenance standard from a recognized aviation authority having jurisdiction.</p> <p>Commentary</p> <p><i>Maintenance standards are essential in operating a safe aviation unit. There are no Federal Aviation Administration maintenance regulations for non-certificated military surplus aircraft. However, it is imperative that units identify to what standard of maintenance their aircraft are being maintained and follow that standard.</i></p> <p><i>Amended 5/23</i></p>	(M)
05.01.03	<p>Continued Airworthiness Program: For all certificated aircraft, there shall be a written policy that outlines the unit's continued airworthiness program to include manufacturers' maintenance requirements and applicable Supplemental Type Certificates and/or Field Approvals from an applicable national aviation authority having jurisdiction.</p> <p>Commentary</p> <p><i>The policy shall identify the specific acceptable maintenance program being utilized for particular aircraft and require that it be strictly followed with documented evidence of compliance. This includes all applicable Type Certificates, Supplemental Type Certificates and Field Approvals.</i></p> <p><i>Amended 5/23</i></p>	(M)
05.01.04	<p>Federal Aviation Administration (FAA), Transport Canada (TC) or the Aviation Authority Having Jurisdiction (AHJ) Directives and/or Military Safety of Flight Bulletins: There shall be a system in place to ensure that the unit is in compliance with all applicable Federal Aviation Administration,</p>	(M)

	<p>Transport Canada or aviation authority having jurisdiction Airworthiness Directives and Military Safety of Flight Bulletins. Additionally, compliance with Service Bulletins or Military Advisory Bulletins should be accomplished in a timely manner.</p> <p>Commentary</p> <p><i>Airworthiness Directives and Military Safety of Flight Bulletins require mandatory compliance on or before their due date. Service Bulletins and Military Advisory Bulletins are issued when a potentially hazardous condition may exist, and compliance is strongly recommended. Since they are not issued on a scheduled basis, it is particularly important that a tracking mechanism exists to ensure compliance.</i></p> <p><i>Amended 5/23</i></p>	
<p>05.01.05</p>	<p>Pilot Authorized Maintenance: In accordance with applicable regulations, there shall be a written policy that outlines what maintenance, if any, pilots may perform. Pilots shall receive instruction from a maintenance technician/engineer on authorized maintenance procedures and a record kept of this training. The pilot shall also receive an annual review of this training.</p> <p>Commentary</p> <p><i>The Federal Aviation Administration, Transport Canada or the aviation authority having jurisdiction regulations are specific as to what maintenance can be performed by pilots.</i></p> <p><i>Amended 5/23</i></p>	<p>(M)</p>
<p>05.01.06</p>	<p>Outsourced Maintenance: If the unit outsources aircraft maintenance, the unit shall have a written policy assuring that the contractor operates under a valid 14 CFR Part 145 Repair Station Certificate (or equivalent repair station certification issued by the aviation authority having jurisdiction), or, if not so certified, the contractor complies with all applicable maintenance standards in this section at any facility at which it conducts maintenance on unit aircraft.</p> <p>Additionally, the unit shall appoint a unit member to be responsible for oversight of the maintenance contractor. This individual shall conduct quarterly audits of the maintenance performed by any contractor not holding a valid 14 CFR Part 145 Repair Station Certificate (or equivalent certification issued by the aviation authority having jurisdiction) and annually submit the findings of the audits to the Aviation Unit Commander/Manager.</p> <p>For the purpose of accreditation, the unit shall provide documentation verifying the contractor maintains and operates under a valid 14 CFR Part 145 Repair Station Certificate (or equivalent certification issued by the aviation authority having jurisdiction) or that the contractor adheres to the Standards as mandated by this section.</p> <p>Commentary: <i>It is recommended that the agency include compliance with the Standards in this section (Section 5, Maintenance) as part of the terms and conditions of their maintenance contract. Assigning a knowledgeable unit member to have oversight of the maintenance provider is one way of assuring compliance. An annual review of the repair station certification and/or acceptable quarterly audits (where required) of their outsourced maintenance provider’s facility and services will verify compliance with this standard. The agency’s findings shall be documented and kept on file.</i></p> <p><i>Amended 5/23</i></p>	<p>(M)</p>

05.01.07	<p>Operational Check Flights: An operational check flight or return to service test flight shall be performed by a pilot appropriately trained to validate the maintenance that was performed and ensure that all results of the operational check flights are documented in the appropriate maintenance records.</p> <p>Commentary</p> <p><i>Operational check flights, when required, are intended to ensure that maintenance performed has been properly completed and the aircraft is ready to be returned to service. Appropriately trained may include factory training or training conducted under the supervision of a qualified maintenance technician.</i></p>	(M)
05.02.00	AIRCRAFT MAINTENANCE TECHNICIANS/ENGINEERS	Compliance
05.02.01	<p>Aircraft Maintenance Technician/Engineer Requirements: Maintenance technicians shall meet the following minimum requirements:</p> <ol style="list-style-type: none"> 1. Maintenance technicians/engineers, not operating under a Federal Aviation Administration, Transport Canada or the aviation authority having jurisdiction Repair Station Certificate, must possess at least a current Airframe and Powerplant (A&P) certificate (or equivalent in countries outside the United States). An Inspection Authorization (IA) certificate is strongly encouraged. 2. Maintenance technicians/engineers shall be trained to install, maintain, remove, and replace any specialized equipment in accordance with the manufacturer’s maintenance standards. 3. Maintenance technicians/engineers shall receive annual formal training on human factors, maintenance error reduction and recurrent training on aircraft specific maintenance requirements. 4. Maintenance technicians/engineers should be factory trained (or equivalent) in an approved program on each type of aircraft they are required to maintain. <p>Commentary</p> <p><i>Operational safety begins with a highly proficient and properly trained maintenance staff. These qualifications will instill confidence in the aircrews and enhance professionalism throughout the aviation unit. The need for specialized equipment is dictated by the specific mission, which often changes from flight to flight.</i></p> <p><i>Amended 5/23</i></p>	(M) (M) (M) (R)
05.03.00	MAINTENANCE FACILITY	Compliance
05.03.01	<p>Maintenance Facility: The aircraft maintenance facilities shall be appropriately maintained and adequate to meet the maintenance needs of the unit. All of the following shall be verified:</p> <ol style="list-style-type: none"> 1. Appropriate ventilation shall be installed to clear the maintenance facility of hazardous fumes, such as solvents, oils, adhesives, and cleaners, which are common to the aviation environment. 2. The hangar shall be maintained in a clean and orderly manner. 	(M)

	<p>3. Hand cleaners, disinfectants, latex or latex free gloves, eye wash bottles/station and a well-equipped first aid kit shall be readily available. All unit members will know their locations.</p> <p>4. A fire suppression system or an adequate supply of certified and current fire extinguishers, suitable for the types of fire hazards the unit is likely to encounter shall be readily available.</p> <p>Commentary</p> <p><i>The intent of this standard is to ensure that maintenance technicians are not exposed to hazardous chemical vapors during maintenance. Foreign Object Debris/Damage hazards are much less likely to occur if the maintenance area is maintained in a clean and orderly manner. Additionally, adequate lighting for all maintenance procedures should be considered.</i></p>	
05.03.02	<p>Maintenance Distractions: There shall be a written policy to reduce the likelihood of interruptions and distractions to the maintenance technician, including cellphone usage.</p> <p>Commentary</p> <p><i>When a technician is performing maintenance on an aircraft, any interruptions and/or distractions could very easily lead to human error. There are many examples in which accidents were caused by maintenance technicians being distracted. This includes leaving tools in critical areas or not completing assigned tasks.</i></p> <p><i>Amended 5/23</i></p>	(M)
05.03.03	<p>Organizational Equipment, Parts, Tools, and Specialized Tool Storage: Storage of equipment, parts, tools, and specialized tools shall be secure, orderly, and clear of fire hazards and in compliance with Occupational Safety and Health Administration (OSHA), Environmental Protection Agency (EPA), appropriate national and local regulations. There shall be a written policy that covers inventory control procedures of equipment, parts, and tools. All flammable materials shall be stored in a flameproof cabinet.</p> <p>Commentary</p> <p><i>Federal, state, international and local regulations are intended to ensure, to the greatest possible extent, that workers are not exposed to hazardous conditions. A formal written policy is one method of ensuring a level of awareness and compliance for all unit personnel.</i></p>	(M)
05.03.04	<p>Inventory and Parts Control: There shall be a system in place to track time limited parts and expiration dates on shelf items.</p> <ol style="list-style-type: none"> 1. All parts shall be properly tagged and environmentally protected. <ol style="list-style-type: none"> a. Parts shall be wrapped or boxed in a manner that prevents damage or contamination. b. Open ends of fabricated or bulk lines and hoses shall be capped or covered. c. Serviceable parts shall be kept in a separate area from unserviceable parts and tagged appropriately. d. A system shall be in place to segregate SAE and metric parts. 2. Parts shall be inspected to ensure that an approved vendor provided them and that the required certification documentation is included. 	(M)

	<p>3. Parts shall be inspected for airworthiness acceptance prior to entering them into inventory.</p> <p>Commentary</p> <p><i>The intent of this standard is to ensure that non-serviceable parts are never installed on aircraft. Additionally, many parts (like braided hoses or sharp-edged components) can cause serious injury if not properly stored. Some units operate aircraft from different manufacturers; therefore, it is extremely important to ensure that components/parts of similar size and shape are never installed on the wrong aircraft.</i></p>	
05.03.05	<p>Tool Control Policy: There shall be a written tool control and inventory policy that ensures proper accountability of all special tools and individual technician tools.</p> <p>Commentary</p> <p><i>The tool control policy is intended to ensure that all tools and loose hardware have been removed from the aircraft before it is returned to service. Each individual technician should be consciously aware of the tools used on each job and be sure to make an inventory upon completion.</i></p>	(M)
05.03.06	<p>Tool Calibration: There shall be a method to maintain and track tool calibration status consistent with the tool manufacturer's requirements and Federal Aviation Administration, Transport Canada or the aviation authority having jurisdiction regulations. The policy shall include, but not be limited to:</p> <ol style="list-style-type: none"> 1. Tools which require calibration shall have documentation or tags on the tools that list the last calibration date and the next calibration date. 2. A system to ensure that employee-owned tools are currently calibrated. 3. Tools not in calibration shall be segregated from all other tools to ensure that they are not utilized for aircraft maintenance. <p>Commentary</p> <p><i>Tool calibration ensures that tools requiring calibration meet manufacturer's specifications.</i></p> <p><i>Amended 5/23</i></p>	(M)
05.04.00	AIRCRAFT MAINTENANCE RECORDS	Compliance
05.04.01	<p>Aircraft Maintenance Records: There shall be a written policy that assigns responsibility for maintaining aircraft maintenance records. Logbook entries shall be made in accordance with the Federal Aviation Administration, Transport Canada or the aviation authority having jurisdiction regulations.</p> <p>Commentary</p> <p><i>Accurate aircraft record keeping is essential to safe operating practices and ensures compliance with Federal Aviation Administration, Transport Canada or the aviation authority having jurisdiction regulations and/or military standards. Without such a policy, the airworthiness of the unit's aircraft cannot be verified.</i></p> <p><i>Updated 5/23</i></p>	(M)
05.04.02	<p>Maintenance Discrepancy Reporting: There shall be a written policy that outlines procedures for reporting aircraft discrepancies or "squawks," taking</p>	(M)

	<p>aircraft out of service, tracking repairs, operational limitations and providing feedback to reporting persons. The policy must also mandate that discrepancy reporting comply with Federal Aviation Administration, Transport Canada or the aviation authority having jurisdiction regulations and/or applicable military maintenance standards.</p> <p>Commentary</p> <p><i>Often a pilot verbally reports a discrepancy to a maintenance technician, and it gets overlooked. The discrepancy and how it was addressed, along with any corrective action taken must be recorded in the aircraft's maintenance records. A status board available to all pilots is an additional method of providing aircraft status information.</i></p> <p><i>Amended 5/23</i></p>	
05.04.03	<p>Deferred Maintenance: There shall be a procedure to track and complete all deferred maintenance.</p> <p>Commentary</p> <p><i>When any maintenance has been deferred, it is critical to have a procedure in place to track and ensure completion of the deferred maintenance at the next 100-hour inspection or before it becomes a safety of flight issue.</i></p>	(M)
05.05.00	<p>REQUIREMENTS FOR SPECIALIZED MISSION EQUIPMENT</p>	Compliance
05.05.01	<p>Specialized Mission Equipment Maintenance: Units shall have a policy that ensures that all special mission equipment is inspected and maintained in accordance with the prescribed guidance issued by the manufacturer, Federal Aviation Administration, Transport Canada, or the aviation authority having jurisdiction. The following are examples of special mission equipment:</p> <ol style="list-style-type: none"> 1. Hoists, including all components (cable, hook, etc.). 2. Cargo Hooks and redundant/secondary systems. 3. Multi-Sensor Cameras and Mapping Systems. 4. Night Vision Goggles. 5. Night Vision Imaging Systems, including aircraft lighting. 6. Life Safety Equipment (short haul, ropes, and rappel equipment; restraint straps, flotation devices, etc.) 7. Firefighting “Bucket” or Fixed Tanks. 8. Medical Installations (such as litter kits, oxygen, or suction systems) <p>Commentary</p> <p><i>Inspection and maintenance of specialized equipment are critical to safe operations and requires a record keeping process that ensures compliance with OEM and regulatory requirements. Failure of these systems is known to have been the cause of fatal accidents.</i></p> <p><i>Amended 5/23</i></p>	(M)

APPENDIX A

Glossary

1. **Accident** – Any occurrence associated with the operation of an aircraft, which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which any person suffers fatal or serious injuries as a result of being in or upon the aircraft or anything attached thereto or the aircraft receives substantial damage.
2. **Accountable Executive** – The agency department head (e.g., Fire/Police Chief, Sheriff, or his/her designee)
3. **AC** – Advisory Circular
4. **AD** – Airworthiness Directive
5. **ADM** – Aeronautical Decision Making
6. **AHJ** – Agency Having Jurisdiction
7. **Aided Flight** – The use of Night Vision Goggles while flying in night-time environments
8. **Aircrew** – (See Crewmember)
9. **A & P** – Airframe and Powerplant Mechanic
10. **ANSI** – American National Standards Institute
11. **ASO** – Aviation Safety Officer
12. **ASTM** - American Society for Testing and Materials
13. **ATC** – Air Traffic Control
14. **Aviation Program Manager** – Individual who has command responsibility of the unit on a day-to-day basis whether directly assigned to the unit or remotely assigned and having overall responsibility for several units
15. **CAMTS** – Commission on Accreditation of Medical Transport Services
16. **CAR** – Canadian Air Regulations
17. **CFI** – Certified Flight Instructor
18. **CRM** – Crew Resource Management
19. **Crewmember** – Person assigned to perform duties in an aircraft during flight time (e.g., Pilot/Co-Pilot, Tactical Flight Officer, Crew Chief, Search & Rescue Technician, Flight Medic/Nurse) - the terms Aircrew and Crewmember are interchangeable
20. **ELT** – Emergency Locator Transmitter
21. **EMS** – Emergency Medical Services
22. **EPA** – Environmental Protection Agency
23. **FAA** – Federal Aviation Administration
24. **FAR** – Federal Aviation Regulations

25. **Flight Crewmember** - means a licensed pilot, flight engineer, or flight navigator assigned to duty in an aircraft during flight time
26. **FLIR** – Forward Looking Infrared
27. **FOD** – Foreign Object Debris, or Foreign Object Damage
28. **FRAT** – Flight Risk Assessment Tool
29. **FRMS** – Fatigue Risk Management System
30. **HAZMAT** - Hazardous Material
31. **HMS** - Helmet Mounted System
32. **HRP** – Hazard Reporting Program
33. **HEMS** – Helicopter Emergency Medical Services
34. **HLCO** – Helicopter Coordinator
35. **IA** – Inspection Authorization
36. **IAT** – Interagency Aviation Training
37. **IAW** – In accordance with
38. **ICS** – Incident Command System
39. **IHOG** – Interagency Helicopter Operations Guide
40. **IEP** – Internal Evaluation Program (see FAA AC 120-59 for further definition of IEP).
41. **IFR** - Instrument Flight Rules
42. **IIMC** – Inadvertent Instrument Meteorological Conditions
43. **IMC** – Instrument Meteorological Conditions
44. **Incident** – An aircraft occurrence, not classified as an accident, in which a hazard or potential hazard to safety is involved
45. **(M)** – Compliance is mandatory.
46. **Mishap** – A general term used to include both accidents and incidents
47. **MOU** – Memorandum of Understanding
48. **NAA** – National Aviation Authority. The governmental entity regulating aviation operations in the respective country.
49. **NFPA** – National Fire Protection Association
50. **NTSB** – National Transportation Safety Board
51. **NVG** – Night Vision Goggles
52. **NVIS** – Night Vision Imaging Systems
53. **OIC** – Officer-in-Charge
54. **OSHA** – Occupational Safety and Health Administration
55. **PFD** – Personal Flotation Device
56. **PIC** – Pilot-in-Command
57. **POH** – Pilot Operational Handbook

- 58. **PPE** – Personal Protective Equipment
- 59. **PRIA** – Pilot Records Improvement Act
- 60. **Qualified Non-Crewmember** – An individual, other than a member of the aircrew, aboard an aircraft operated by a governmental agency *whose presence is required to perform or is associated with the performance of a governmental function*. This may include volunteer search and rescue teams, firefighters, agricultural engineers, biologists, SWAT, and auxiliary members.
- 61. **(R)** – Compliance is recommended
- 62. **SAE** – Society of Automotive Engineers
- 63. **SAR Crew Chief** – an individual responsible for all operations and equipment starting from behind the flight deck with the helicopter and under the supervision of the PIC*.
- 64. **SAR Technician** – a member of the aircrew that conducts tasks as planned and assigned by the helicopter SAR Crew Chief*. This includes all flight medical personnel.
- 65. **Sensor Operator** – An appropriately trained crewmember whose primary duties are associated with the operation of the on-board sensors (e.g., Thermal imager, camera, or other sensor equipment).
- 66. **Shall** – Requires mandatory compliance with the standard
- 67. **Should** – Compliance is recommended
- 68. **SMS** – Safety Management System
- 69. **STDS** – Standards
- 70. **TC** – Transport Canada
- 71. **TFO** – Tactical Flight Officer. An appropriately trained crewmember whose primary duties are typically associated with the law enforcement mission functions of the aircraft
- 72. **Unaided Flight** – Flights during the hours of darkness without night vision goggles
- 73. **Unit Commander** – The individual having overall responsibility for command of the aviation unit and may or may not be directly assigned to the aviation unit.
- 74. **Unit Manager** – Individual directly assigned to the unit who has managerial responsibility for the aviation unit but may answer to an aviation unit commander/aviation program manager who is remotely assigned.
- 75. **Unit Supervisor** – Individual(s) directly assigned to the unit who oversee the day-to-day operation of the aviation unit.
- 76. **VFR** – Visual Flight Rules

* As defined by ASTM F2958 – 14.

APPENDIX B

Flight Operations Section of the Unit Manual

Examples of Operational Standards for the Flight Operations Section of the Unit Manual of Policy and Procedures may include, but not be limited to:

1. Aircraft Deployment Policy
2. Flight following procedures
3. Aircraft logbook completion procedures
4. Weather minimums
5. Safety Equipment
6. Inadvertent IMC procedures
7. Use of Checklists
8. Flight authorization policy
9. Qualified pilot at the controls or unattended running aircraft policy. (This does not prevent a trained and qualified person to be at the controls)
10. Foreign object damage or debris
11. Head, eye, and ear protection
12. Carrying of weapons and irritant agents
13. Crew rest policy
14. Static display and public relations
15. K-9 transportation
16. External load operations
17. Special events site inspection and landing procedures
18. In-flight firearms shooting policy
19. Vehicle pursuit policy involving aircraft
20. Ride-a-long policy (written and signed liability waiver; not to be carried in the aircraft)
21. Passenger briefing
22. Safety rules for approaching and departing aircraft
23. Out of area flights
24. Helicopter missions
25. Fixed-wing missions
26. Off-Airport landings

27. Aircraft re-fueling procedures
28. Prohibitive/Restrictive maneuvers
29. Practice emergency procedures shall be restricted to approved training flights, wherein, a designated unit flight instructor is on-board and dual controls are installed.
30. TFO emergency flight training procedures
31. Policies and procedures for EMS, special operations, and firefighting missions.
32. Formation flights
33. Smoking policy