

Oakland County Sheriff's Office
General Order # 56



SUBJECT: Aviation Unit		NUMBER: 56
EFFECTIVE DATE: April 24, 2024 REVIEW DATE: TBD		MACP Standard Impact: N/A
RESCINDS AND REPLACES: Policy and Procedure 199 dated 11/20/2006	DISTRIBUTION: M, PSD - Technical Services Group	NUMBER OF PAGES: 3

This order rescinds all previously issued orders, procedures, rules and regulations, notices and/or practices in conflict with this General Order.

I. PURPOSE

To provide Sheriff's Office personnel with the guidelines for safe operation of Aviation Unit assets and to clarify the authority of the Aviation Unit pilots assigned to fly missions for the Sheriff's Office.

II. POLICY

It shall be the policy of the Oakland County Sheriff's Office to provide an Aviation Unit to serve the community and assist public safety and law enforcement activities through day and night operations, including, but not limited to, search and rescue, airborne patrols, overwatch, major incident response, SWAT operations and special events.

III. DEFINITIONS

- A. Pilot – Sheriff's Office Pilots are selected sworn personnel who maintain commercially-operated aircraft licenses and are trained to operate a Sheriff's Office aircraft.
- B. Pilot-In-Command (PIC) – To act as the PIC of a Sheriff's Office owned or operated aircraft, the pilot must meet all Federal Aviation Administration (FAA) and Sheriff's Office requirements for the aircraft and be current in the category, class and type of aircraft to be flown.
- C. Tactical Flight Officer (TFO) – Sheriff's Office Tactical Flight Officers are sworn personnel selected and trained to operate Sheriff's Office aircraft equipment. TFOs may also be pilot-rated but will not act as PIC while performing TFO duties. Sheriff's Office TFOs that are pilot-rated will act as Second in Command (SIC) during night operations.

IV. PROCEDURES

- A. General Provisions
 - 1. The Aviation Unit is a subordinate component of the Patrol Services Division, serving under the Technical Support Group (TSG).

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2. All Sheriff's Office Pilots:
 - a. Shall be sworn Deputies.
 - b. Shall maintain pilot currency in category, class, and type of aircraft.
 - c. Shall maintain a valid Class II Medical Certificate.
 - d. Are required to successfully pass a semi-annual flight review conducted by the Aviation Sergeant or designee.
 - e. Are required to attend factory recurrency training on an annual basis at the factory or authorized commercial facility, utilizing their aircraft.
 3. All Sheriff's Office TFO's:
 - a. Shall be sworn Deputies.
 - b. Shall maintain a valid Basic Medical Certificate.
 - c. Are required to successfully pass the Sheriff's Office TFO training.
 4. PTNE Pilots must possess a commercial helicopter pilot license with a minimum of 500 hours total time and 250 hours PIC and maintain the above current requirements.
- B. Responsibilities of the Pilot-in-Command (PIC)
1. In accordance with Federal Aviation Regulation (FAR) 91.3(a), "The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft."
 2. The assigned PIC (regardless of rank) shall be responsible for the safe operation of that aircraft, to include modifying or canceling any scheduled aircraft missions or accepting or denying any call-out missions.
 3. The pilot's decision to operate, modify or cancel missions shall include, but is not limited to, the following factors.
 - a. Aircraft condition and performance limitations
 - b. Availability of fuel sources
 - c. Individual pilot training and experience
 - d. Known or anticipated hazardous weather conditions at the point of departure, enroute or at the destination.
 - e. Crew rest and/or availability
 - f. Number of and weight of passengers and/or cargo
 - g. Tactical considerations
- C. Utilization of the Aviation Unit
1. The Aviation Unit will conduct daily patrol flights to assist deputies and local agencies in the performance of their duties.
 2. During patrol flights the TFO will be monitoring police radios and responding to calls for service in which an aerial response may enhance the successful handling of the call, giving **lifesaving missions priority**. Those calls should include but are not limited to:
 - a. Pursuits
 - b. Fleeing Suspects on Foot
 - c. Deputy Needing Assistance
 - d. Missing Persons
 - e. Search and Rescue
 - f. B & E Alarms

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3. During normal scheduled hours, requests for the Aviation Unit should be made directly to the Unit Commander or the PIC on duty via radio or telephone.
4. Requests for the Aviation Unit to respond to jurisdictions outside of Oakland County shall receive approval from Division Captain or Duty Captain.

D. Utilization of the Aviation Unit During Non-Scheduled Work Hours

1. All requests for the Aviation Unit are routed through the Sheriff's Operations Center Command Sergeant.
 - a. The Command Sergeant will contact the Duty Captain for approval to activate the Aviation Unit during off-duty hours.
 - b. The Aviation Unit Sergeant will be notified of the callout, which will include the location and nature of the incident.
 - c. The Aviation Unit Sergeant will notify unit members of the callout with any pertinent information.
2. Upon receiving an emergency callout request, the following information shall be evaluated prior to initiating a response:
 - a. Nature of Incident
 - b. Location of Incident
 - c. Weather Conditions
 - d. Performance Expectations
 - e. Special Equipment Required.
3. Responding Deputies (Pilot and TFO) will respond to the airport and contact the Operations Sergeant or the OIC on scene and receive a briefing of the incident.
4. Upon conclusion of the mission, a flight log shall be completed and reflect all relevant information regarding the incident.
5. At any time prior to or during the mission, the PIC or TFO may elect to terminate the flight operations based upon their evaluation of flight safety conditions.



ISSUED BY: Sheriff Michael J. Bouchard