



Florida Fish and Wildlife Conservation Commission  
Division of Law Enforcement

## DIVISION AIRCRAFT

GENERAL ORDER	EFFECTIVE DATE	RESCINDS/AMENDS	APPLICABILITY
24	June 10, 2020	July 21, 2008	All Sworn Members

IMPP 5.3; CFA 14.02

### 1 POLICY

- A** It is the policy of the Division that agency owned aircraft are to be used primarily to:
- (1) Protect the fish and wildlife resources of the state through airborne patrol;
  - (2) Protect human life and property, respond to search and rescue requests, assist other agencies, and promote boating safety;
  - (3) Provide flights for the purpose of providing expedient transportation in situations of an urgent or emergency nature; or to
  - (4) Provide aviation support as directed by the Division.

### 2 RESPONSIBILITIES

- A** It is the responsibility of the Aviation Administrator to conduct Aviation Unit Operations in accordance with Federal Aviation Regulations (FAR), state laws, and Commission policy.
- B** Any person on board a Division aircraft, regardless of rank or stature, shall follow the pilot-in-command's instructions and orders at all times.
- C** Pilots of the Division aircraft are responsible for the safe and efficient operation of assigned aircraft at all times, and have the final authority for initiation, continuation, and/or termination of the flight based on his or her concern for flight safety.

### 3 PROCEDURES

#### A Scheduling of Aircraft

- (1) Scheduling of law enforcement aircraft shall be coordinated with the regional law enforcement staff and the respective pilot or the regional aviation supervisor where the requested flight will originate. The Aviation Flight Request should be used to request flights, except in an emergency.

- (2) Requests may be verbal or written depending on the complexity of the mission. The requestor should provide the pilot with a copy of the Targeted Enforcement Action (TEA), or Operational Plan, or other detail form prior to and following the mission, if one was developed.
- (3) Requests for aviation services shall include at a minimum:
  - (a) Time and date of proposed aircraft use;
  - (b) Type of mission;
  - (c) Special equipment needs (if any);
  - (d) Area of operation; and
  - (e) Identity of surface/ground unit being supported, if applicable.
- (4) Request for non-law enforcement flights shall be submitted to the Operational Support Section Leader for consideration.
- (5) Emergency requests such as search and rescue or "officer needs assistance" requests take precedence and should be made in the most expeditious manner.
- (6) Pilots shall make every effort to fly all requested flights, but shall accommodate unscheduled law enforcement flights based upon the critical nature of the mission.
- (7) If a schedule conflict exists it shall be resolved by the Regional Commander in conjunction with the Regional Aviation Supervisor.

## **B Passengers**

- (1) Division aircraft shall only be used for transportation with the Division Director's or a Deputy Director's approval.
- ~~(2)~~ The Aviation Administrator may approve to carry any Commission or sworn law enforcement personnel onboard Division aircraft and shall coordinate approval through the appropriate Deputy Director to carry personnel other than sworn law enforcement personnel onboard Division aircraft except in emergency situations.
- (3) Sworn members shall be on duty and have approval from their immediate supervisor prior to accompanying any flight.
- (4) OC spray shall not be carried aboard Division aircraft.

## **C Regulations**

- (1) The pilot-in-command of a Division aircraft shall be an appropriately certificated pilot assigned to the Division's Aviation Unit Section. The pilot-in-command shall meet all pilot qualifications as outlined in the Aviation Unit Standard Operating Procedures. Exceptions are maintenance test flights conducted by vendors performing maintenance on the aircraft.
- (2) Division aircraft shall be operated and maintained in compliance with all applicable Federal Aviation Regulations and the Division's Aviation Unit Standard Operating Procedures.
- ~~(3)~~ Pilots shall not operate aircraft under conditions that would be hazardous for flight. The pilot-in-command shall have the final authority for initiation, continuation, and/or termination of the flight based on his or her concern for the flight safety.
- (4) Aircraft shall not to be used to transport personnel for the sole purpose of meeting attendance or other non-law enforcement missions unless preapproved. Examples of possible exceptions would be transportation to disaster sites, or to a meeting concerning the disaster, or expedient transportation to the area of an incident requiring immediate management or legal attention.
- (5) All policies and procedures as outlined in the FWC's IMPP 5.3, *Use of Commission Vehicles, Vessels, Equipment and Aircraft* shall be followed.

## 4 FORMS

FORM NUMBER	FORM TITLE
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