

ILLINOIS STATE POLICE DIRECTIVE OPS-032, AIRCRAFT OPERATIONS

RESCINDS: OPS-032, 2014-042, revised 05-23-2014.	REVISED: 12-20-2018 2018-043
RELATED DOCUMENTS: None	RELATED CALEA STANDARDS: 41.1.3, 42.2.1, 43.1.5, 46.2.5, 61.1.6, 61.1.9, 70.1.7

I. POLICY

The Illinois State Police (ISP) will:

- I.A. Use ISP aircraft, when weather conditions permit, unless unavailable or unsuited for a particular mission.
- I.B. Establish standards that will promote safe and efficient operations.
- I.C. Monitor requests for use of the Illinois Department of Transportation and Illinois National Guard helicopters.

II. AUTHORITY

- II.A. 620 ILCS 5/1 et seq., "Illinois Aeronautics Act"
- II.B. 14 C.F.R. § 61 – Certification: Pilots, Flight Instructors, and Ground Instructors
- II.C. 14 C.F.R. § 91 – General Operating and Flight Rules
- II.D. 92, Ill. Adm. Code 14.100 et seq., "Aviation Safety"

III. DEFINITIONS

- III.A. Aircraft - except where specifically noted, the use of the term "aircraft" refers to helicopters as well as fixed-wing aircraft.
- III.B. Night flights - flights made during the period beginning one hour after sunset and ending one hour before sunrise.

IV. PROCEDURES

The Division of Operations, Air Operations Bureau is dedicated to providing safe, reliable, and professional air support to all local, state, and federal agencies and the citizens of the state of Illinois.

IV.A. Qualifications

To operate an aircraft in the performance of state police duties, ISP personnel must:

- IV.A.1. Have a current instrument rating to operate under Instrument Flight Rules conditions.
- IV.A.2. Have a current Pilot Certificate with a classification for the aircraft to be flown and a valid medical certificate.

NOTE: Only the Air Operations Bureau Chief, Chief Pilot, Safety Officer, Aircraft Crew Chief, Aircraft Pilot, contractual pilots, and maintenance personnel who are properly certified in accordance with 14 C.F.R. § 61 and authorized by the Bureau Chief, Chief Pilot, or their designee, may manipulate the flight controls of any departmental aircraft.

IV.B. Use of Aircraft

IV.B.1. Requests for enforcement use of ISP aircraft may be made to the pilot operating the aircraft locally or to the Air Operations Bureau Chief or their designee. The caller should provide the following information:

- IV.B.1.a. Agency, name, and, if appropriate, district or division
- IV.B.1.b. Type of incident
- IV.B.1.c. Location of incident
- IV.B.1.d. Indicate if the incident is of an emergency or non-emergency nature
- IV.B.1.e. If an observer is needed, where the observer will be picked up
- IV.B.1.f. What radio frequency is to be used
- IV.B.1.g. Radio call number to contact at the scene
- IV.B.1.h. The date and time the aircraft is needed
- IV.B.1.i. Any other pertinent information deemed necessary

IV.B.2. Maintenance personnel under contract with the ISP may be transported on department aircraft with the approval of the Bureau Chief, Chief Pilot, or their designee, to:

- IV.B.2.a. Observe and diagnose mechanical or electronic problems with the aircraft or avionics.
- IV.B.2.b. Be relayed to an aircraft that is not airworthy to be flown to a repair facility.

IV.C. Safety Maintenance

IV.C.1. Aircraft Crew Chiefs will ensure:

- IV.C.1.a. Their respective aircraft is properly maintained in an airworthy condition.
- IV.C.1.b. Compliance with the various requirements, such as periodic inspections, airworthiness directives, service bulletins, etc.
- IV.C.1.c. The aircraft contains a current Airworthiness Certificate, a Pilot's Operating Handbook, F.C.C. Radio License, and possess weight and balance information.

IV.C.2. Pilots will:

- IV.C.2.a. Operate the aircraft in accordance with the flight operations limitations as outlined in the Pilot's Operating Handbook.
- IV.C.2.b. Make intersection takeoffs only when extraordinary circumstances exist.

IV.D. Weather Conditions

IV.D.1. ISP personnel will operate an aircraft in the performance of ISP duties:

- IV.D.1.a. Under Visual Flight Rules (VFR) conditions only when the take-off, en route, and landing weather conditions are equal to or better than the VFR minimum specified for that location.
- IV.D.1.b. Under VFR conditions-on-top only when the take-off and landing weather conditions are equal to, or better than, the minimum specified.

IV.D.2. Except in an emergency, single-engine, fixed-wing aircraft will not begin an operation if the sustained wind velocity is greater than 30 knots.

IV.D.3. The weather at an airport must be equal to or better than the instrument landing minimums for that airport for the Department's aircraft to depart that airport.

IV.D.4. The Pilot in Command (PIC) is responsible for making the final determination regarding weather, airworthiness, and the initiation or termination of a mission.

IV.E. Night operations

IV.E.1. ISP personnel must have a current instrument rating to operate an aircraft in the performance of official duties at night. This does not apply to flights for training purposes.

IV.E.2. ISP personnel will not operate a single-engine, fixed-wing aircraft on night flights in the performance of official duties unless the pilot has operational and immediately accessible night vision equipment on board.

IV.F. Equipment

In addition to equipment/documents required by 14 C.F.R. § 91, a flashlight and police scanner will be carried aboard the ISP aircraft and/or by the crewmembers.

IV.G. Searches

The policy of the Air Operations Bureau is to assist any law enforcement agency throughout the state with any law enforcement related search using available department aircraft.

IV.G.1. Weather minimums

IV.G.1.a. Airplane - no search will be conducted with less than VFR conditions at the specific location.

IV.G.1.b. Whenever the area of the search has adequate weather to conduct the search, and the en route weather is below VFR minimums, the airplane pilots should travel to the detail under instrument conditions.

IV.G.2. Aircraft responsibilities

IV.G.2.a. Since most searches are time critical, the pilots should expedite within safety parameters. If the thermal imager and/or spotlight may be needed, pilots should prepare the plane with no delay.

IV.G.2.b. The pilot(s) will:

IV.G.2.b.1) Obtain the type of search being requested, especially if time critical (e.g., escaped prisoners, missing persons, fleeing crime scene, etc.).

IV.G.2.b.2) Gather all pertinent information about the subject, such as the person's description, clothes last seen wearing, direction of travel, etc.

IV.G.2.b.3) Obtain a precise location of the search area, such as city/town names, if possible, or any well-known landmarks.

IV.G.2.c. Pilots should be aware of their surroundings in the search area and note any ground obstacles in that area. Pilots should also locate any possible landing areas in case of an emergency.

IV.G.2.d. The PIC of the aircraft will determine the search pattern. The pattern will vary based on weather conditions, terrain, and equipment used.

| Indicates new or revised items.

-End of Directive-