
Aircraft Landings at the Orange County Great Park

338.1 PURPOSE AND SCOPE

As a former operational airport, the runways at the Orange County Great Park are often used by pilots attempting emergency aircraft landings. This policy describes the responsibility of responding officers when an aircraft makes a successful emergency landing at the Orange County Great Park. If the landing is unsuccessful and the aircraft is damaged or destroyed, officers should refer to the Aircraft Accidents policy.

338.2 RESPONDING OFFICERS' RESPONSIBILITIES

Responding officers' primary responsibility is to ensure the aircraft is safely parked, attend to any injured parties in the aircraft or on the ground, make proper notifications, and document the landing. To accomplish this, responding officers should:

- (a) Take necessary precautions to ensure their own safety and the safety of other persons responding to the scene.
- (b) Determine the nature of the landing and what assistance is needed from additional personnel.;
- (c) Determine if there are injured parties in the aircraft or on the ground and take the appropriate actions to attend to the injured.
- (d) Ensure the aircraft is parked and its engine is shut down.
- (e) Cordon off the aircraft and prevent non-involved persons from interfering in the incident.
- (f) Notify their immediate supervisor of the landing and the circumstances that necessitated the landing at the OCGP.
- (g) Interview the pilot to determine the reason for the landing and complete an incident report to document the landing.
- (h) Make the appropriate notifications as articulated in this policy.
- (i) Not allow the aircraft to taxi or takeoff.

338.3 SUPERVISOR'S RESPONSIBILITIES

Supervisors responding to an aircraft landing at the Orange County Great Park should ensure that all proper notifications of the event are made, including:

- (a) Command Notification
- (b) Great Park Sergeant
- (c) Great Park Operations Manager
- (d) Federal Aviation Administration

Irvine Police Department

Policies

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338.4 AIRCRAFT GROUND MOVEMENT AND TAKEOFF

An aircraft should only be allowed to taxi if the aircraft's position upon the officer's arrival constitutes a significant risk to other persons or property at the Orange County Great Park. If an emergency situation were to require the movement of an aircraft, officers should select a parking location that is:

- (a) Secure from pedestrians and other vehicle traffic on the runways.
- (b) Isolated from combustible materials, such as buildings, vehicles, or foliage.
- (c) Readily accessible to IPD and OCFA.
- (d) Conducive to allowing a mechanic to perform repair work.
- (e) Prepared to handle HAZMAT spillage (not uphill from a storm drain or sewer, etc).

At no time shall an officer allow an aircraft, excluding law enforcement, fire services, or military aircraft not in distress, to take off from the Orange County Great Park. Once an aircraft has landed, it can only take off with the authorization of Orange County Great Park management.

Once a pilot has obtained authorization from Orange County Great Park management to take off from the Park, officers will be requested to secure the runways prior to the take-off. Officers should use their lights and siren and public address system to clear people and vehicles off of the runways in advance of the take off. Officers should then stage in an advantageous position to view the runways and runway access points to intercept any persons or vehicles that may attempt to gain access to the runway while the aircraft is taxiing and taking off. Once the aircraft is safely airborne, officers may clear the runways and allow activity to return to normal.

338.5 DOCUMENTATION

If the responding officer determines that criminal activity has occurred, s/he shall complete the appropriate crime report as articulated in the Report Preparation policy.

If no criminal activity has occurred, the responding officer shall complete an incident report documenting the aircraft landing. The report shall include the details of the landing, the nature of the emergency that necessitated the landing, identification of the aircraft (make, model, color, and registration [tail] number), registered owner of the aircraft, and complete information of the pilot, including the pilot license number, and any passengers. Law enforcement, fire services, and military aircraft not in distress are generally excluded from this documentation requirement, unless, in the opinion of the responding officer and/or her/his supervisor, the landing should be documented.