

**Aviation
Operations
November**



**Command
Manual
2005**



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The pilot will ensure his hands are on the controls anytime anyone is approaching or departing turning rotor blades or anytime someone is entering or exiting the cockpit. Should the Force Trim fail, the rotor blades will dip decreasing the safety clearance from the personnel. For obvious reasons, controls can be bumped by personnel entering or exiting the cockpit.

IX. WEATHER

A. DEFINITIONS AND ABBREVIATIONS:

1. IFR - means Instrument Flight Rules: rules governing the procedures for conducting instrument flight. Also a term used by pilots and controllers to indicate type of flight plan.
2. VFR - means Visual Flight Rules; rules that govern the procedures for conducting flight under visual conditions. VFR is also a term used to indicate weather conditions that are equal to or greater than the minimum VFR requirements. In addition, it is used by pilots and controllers to indicate type of flight plan.
3. IMC - means Instrument Meteorological Conditions; meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling less than the minima specified for visual meteorological conditions.
4. VMC - means Visual Meteorological Conditions; meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling equal to or better than specified minima.
5. PIC - means Pilot In Command; the pilot responsible for the operation and safety of an aircraft during flight time.
6. Command Authorized Single Pilot IFR – Pilot employed by the Maryland State Police Aviation Command that has received authorization from the Aviation Commander to fly Single Pilot in command Helicopter in IMC conditions intentionally.
7. Inadvertent IMC – Command Helicopter during VFR mission accidentally penetrates IMC conditions and is unable to maintain VFR conditions after entry.

B. WEATHER BRIEFINGS - F.A.R. 91 requires that "each Pilot-in-Command" shall, before beginning a flight, familiarize himself with all available information concerning that flight. To assure that pilots are staying informed on weather conditions, thereby providing the safest utilization of our aircraft, the following procedures will be followed:

1. At the beginning of each shift, the pilot will obtain a full weather briefing, to include current and forecasted weather, all NOTAMS, PIREPS and forecasted winds aloft. In addition to obtaining an overall briefing, the pilot will ensure that he/she gathers all information available to make him/her familiar with the weather situation throughout the state, as well

as adjoining areas of neighboring states.

2. The pilots will obtain, as necessary, sufficient weather information to ensure that the original weather briefing remains valid. The frequency of these additional weather checks will be determined by the severity of existing or forecasted weather. However, if the section is called by call or weather down, a check of the weather should be conducted at a minimum every two hours.
3. Section supervisors will insure that the completed forms are kept for a period of 90 days, and are available for review by the Federal Aviation Administration, National Transportation Safety Board, department personnel and any other authority approved by the aviation commander.

C. AVIATION COMMAND WEATHER MINIMUMS FOR DEPARTMENT AIRCRAFT -

All flights will be made in accordance with Aviation Command weather minimums. No flight should be initiated unless the weather condition (current and forecasted) are such that the mission can reasonably be expected to be completed safely. The safe completion of mission does not require an aircraft to return to home base.

D. No helicopter VFR FLIGHTS will be initiated when the reported or observed weather at the departure, enroute and/or destination is below the following:

1. **Daylight Operations** - Sunrise to Sunset if the ceiling is less than 600 feet A.G.L. and/or the visibility is less than two miles.
2. **Night Operations** - Sunset to Sunrise if the ceiling is less than 800 feet A.G.L. and/or the visibility is less than three miles.
3. In all cases, the helicopter must be capable of maintaining an altitude of at least 500 feet above ground level when operating under VFR, unless otherwise directed by Air Traffic Control or mandated by helicopter route charts.

4. The above minimums are in no way a must respond situation. Each crew will apply the Risk Assessment Matrix as it pertains to Type Mission Requested, Aircraft MEL Status, All Weather Factors, Terrain the Mission is to be flown over (i.e. mountains), and Human Factors of crew on duty. Based on the crews Risk Assessment, visibility and/or ceiling minimums will be increased to the crews comfort level prior to accepting the mission.

E. FINAL AUTHORITY - It shall be the final responsibility of the pilot-in-command to accept or decline a mission on the basis of current and forecasted weather conditions.

1. In the interest of safety, both pilot and flight paramedic must be in agreement with any decision made while working as a crew. Anytime either crew member is in disagreement