

## LAW ENFORCEMENT PILOT II

Employees pilot single engine fixed wing and/or rotary wing aircraft in support of law enforcement operations.

Marine Fisheries pilots enforce the laws and regulations preserving marine fisheries resources and provide aerial support to sea borne and ground units. Work includes numerous take offs and landings at sea, analyzing situations to determine if any laws were broken, conducting surveillance on suspected boats, recognizing illegal catches, maneuvering aircraft against tides and wind to board a suspect boat, and assisting in arrests or the confiscation of boats and catches. Typically an observer accompanies the pilot on enforcement and patrol flights assisting in the detection of illegal activity and in the boarding of boats. Employees determine their flight routes and which areas to patrol, coordinate the patrol with ground and sea borne units, and testify in court on occasion. Flights involve patrol, search and rescue, and occasional drug enforcement and passenger missions, with some night flying. Pilots with the Department of Crime Control and Public Safety fly mission types such as search and rescue, fugitive searches and apprehension, marijuana eradication, emergency/disaster flights, and surveillance of suspects. Work includes enforcing criminal laws by providing aerial support for ground units and by landing and taking part in ground enforcement. Flights often involve night flying, landing in uncharted fields, and remaining at remote landing areas for long periods of time. This class also includes serving as lead pilot in support of wildlife law enforcement. Work includes training other pilots and piloting single engine fixed wing aircraft in enforcing the game, inland fishing, and boating laws and rules by providing aerial support to ground units. All employees in this class conduct pre-flight and post-flight inspections of aircraft and note all discrepancies in a maintenance log, and maintain all other necessary logs and reports related to their flights. Work includes planning flights considering weather, navigational aids, routing, altitudes, alternative routes and destinations, loading and weight distribution, fuel requirements, and the filing of IFR flight plans as necessary. Pilots take off and land in high and low density airports and in literally any place large enough for a helicopter. Flights often involve very low altitudes, tight turns and stressful maneuvers, flying over rugged terrain and mountains, and flying in turbulent air and low visibility conditions. Employees are normally the pilot in command and often assist in maintenance work performed on their aircraft. Employees perform other duties and responsibilities as assigned.

### I. DIFFICULTY OF WORK:

Variety and Scope - Employees normally pilot one general type of aircraft on a variety of missions such as patrol, search and rescue, drug enforcement, fugitive searches, surveillance, and passenger flights.

Intricacy - Employees compute loading and weight distribution considering passengers, equipment and fuel, and perform checks of aircraft systems. Work includes continually analyzing aircraft performance and weather conditions in order to make judgements on whether to reroute or cancel flights. Flights can range in difficulty from clear VFR to hard IFR conditions.

Subject Matter Complexity - Employees apply a full knowledge of piloting, aircraft performance and the appropriate regulations and policies, along with an understanding of weather conditions and communications. Employees also apply a full knowledge of all laws and regulations related to their enforcement duties.

Guidelines - Employees use a variety of standardized guidelines and policies that cover most aspects of work including FAA regulations, aircraft operations and maintenance manuals, laws and regulations, and department policies.

## II. RESPONSIBILITY:

Nature of Instructions - Employees perform continuing piloting assignments as pilot in command and normally do not have any direct supervision available. However, the operations manual usually details the rules and regulations of employee procedures, conduct, training, flight operations, flight crew coordination, operational limitations and maintenance of equipment.

Nature of Review - A significant portion of the employees work is reviewed through pilot logs, flight operations reports, passenger and ground unit feedback, and direct observation by check flights.

Scope of Decisions - Work performed and judgements made normally affect the passengers and ground units connected to the flight, along with the success or failure of the mission/operation being conducted.

Consequence of Decisions - Judgements made while pilot in command could directly affect aircraft operation and lead to the injury or death of passengers and crew, and to the well being and success of the ground units involved with the flight.

## III. INTERPERSONAL RELATIONSHIPS:

Scope of Contacts - The majority of contacts are with ground units, maintenance personnel, aircraft controllers, and the passengers and crew.

Nature and Purpose - Most contacts are to gather, exchange or explain information concerning flight operations, weather, safety, or aircraft maintenance.

## IV. OTHER WORK DEMANDS:

Work Conditions - Working conditions are generally comfortable although some cockpits can be cramped, hot or cold, and have significant sun glare.

Hazards - The greatest hazard involving flight operations is the possibility of equipment failure and/or pilot error which could lead to a fatal crash.

## V. RECRUITMENT STANDARDS:

Knowledges, Skills and Abilities - Thorough knowledge of the Federal Aviation Administration and Federal Communication Commission rules and regulations, and the State Statutes governing the operation and maintenance of aircraft. Thorough knowledge of air navigation and of single engine aircraft capabilities and performances. Thorough knowledge of all appropriate laws and regulations related to enforcement duties. Considerable knowledge of flight planning, meteorology and aircraft maintenance requirements. Ability to pilot single engine aircraft in all weather conditions. Ability to communicate effectively and to establish and maintain pleasant working relationships.

Minimum Training and Experience Requirements - Graduation from high school and three years of experience in law enforcement work related to the area of assignment and 250 hours of flight time in a closely related type of aircraft and/or type of mission.

Necessary Special Requirements - Certification as a Law Enforcement Officer under the provisions of the NC Criminal Justice Training and Standards Council. Certification as a FAA commercial pilot in airplanes and/or rotorcraft, and possession of an FAA Class II Medical Certificate. May also require ratings in seaplanes, instrument flying or others as designated.

Special Note - This is a generalized representation of positions in this class and is not intended to identify essential functions per ADA. Examples of work are primarily essential functions of the majority of positions in this class, but may not be applicable to all positions.