Cobb County Police Department

Policy 5.26

AIRPORT OPERATIONS

Effective Date: October 1, 2019	**Issued By:** Chief C.T. Cox
Rescinds: Policy 5.26 (January 6, 2019)	**Page 1 of 3**
The words "he, his, him," which may appear in this policy, are used generically for clarity and ease of reading. These terms are not meant to imply gender and relate to all employees of the Department.	

The purpose of this policy is to establish procedures for Cobb County Police personnel responding to a situation at/near the Cobb County International Airport (CCIA) – McCollum Field.

I. DEFINITIONS

As used in this policy, the following words and terms shall have the meaning ascribed:

A. **Air Traffic Control Tower (ATCT):** The ground based personnel stationed in the control tower concerned with monitoring and directing the movements of aircraft traffic within a particular area of the airport.

B. **Aprons/Ramps:** Areas where aircraft park, maneuver, load, and unload.

C. **Hold Lines:** Markings that separate non-movement areas and movement areas, as well as, taxiways and runways. These markings are considered to be an airport stop sign. Authorization from the ATCT is needed to cross hold lines.

1. Hold lines that separate non-movement areas and movement areas consist of one solid yellow line followed by one dashed yellow line.

2. Hold lines that separate taxiways and runways consist of two solid yellow lines followed by two dashed yellow lines.

D. **Movement Areas:** Areas closed to the general public that are used for landing, taking off, and surface maneuvering of aircraft. Movement areas include runways and taxiways. Authorization from the ATCT is needed to enter movement areas.

E. **Non-Movement Areas:** Areas closed to the general public but accessible to persons/vehicles with airport access cards. This area includes aprons/ramps, aircraft storage facilities, and service roads.

F. **Runways:** A leveled strip of smooth ground along which aircraft take off and land. Runways have white numbers on each end, white centerline stripes down the middle, and have white lights along the edges.

G. **Runway Incursion:** Any occurrence at an airfield involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for

the landing and takeoff of aircraft.

H. **Taxiway:** Areas used by aircraft to get from apron/ramps to runways. Taxiway markings are yellow, use letter combinations, have blue lights along the edges, and look similar to runways but are usually not as wide.

II. PROCEDURES

In the event of an incident or other emergency on CCIA property (aircraft crash, vehicular/foot pursuit, etc.), the following procedures should be followed.

A. Responding units will use the designated channel for communications (Fire Ground #8) unless otherwise directed.

B. Responding units should enter the airport through the primary gate (Gate D - Cobb County/GSP hanger 1900 Airport Rd. Kennesaw, Ga. 30144) unless otherwise directed.

C. The incident command system will be utilized. Depending on the nature of the incident, at least one fire or police official should respond to the ATCT with a portable radio.

D. Responding units should always consider movement areas to be active unless the ATCT advises otherwise. Responding units must remain behind hold lines, and clear of movement areas, until authorization has been obtained from ATCT.

1. If the ATCT does not suspend air traffic, responding units should set up a perimeter in non-movement areas until the ATCT authorizes units to proceed.

2. If responding units at any time become uncertain of their location on CCIA property, they should stop and immediately contact the ATCT for assistance.

E. Responding units will follow the instructions from the ATCT on how to proceed to the incident.

F. If available, a responding unit should be place at the gate to assist with entry and gate security.

G. If the ATCT is closed, (operating hours 0700-2300 daily) then any movement within the Movement Area will be conducted only as necessary and with extreme caution. The responding units should request that an emergency contact for the airport be notified.

H. If the activity is self-initiated, responding units should notify dispatch and advise them of a possible active incident on CCIA property. Notification should include their location and any pertinent information relating to the incident.

I. Authorization is not needed from the ATCT to enter non-movement areas. However, if an incident poses a threat of a runway incursion or passing of hold lines into secured movement areas, the ATCT will be notified.