



Atlanta Police Department – Standard Operating Procedure		
	APD.SOP.4040 Special Operations Section (SOS) Effective Date: October 22nd, 2024	
Chief Darin Schierbaum	Signature by: DS	Date Signed: 10/22/2024

SIGNIFICANT CHANGES

APD.SOP.4040 Special Operations Section

Policy revisions and highlights:

1. **Mobile Impaired Driver Testing Vehicle (BAT Mobile) - *Removed***
2. **Traffic Control Inspectors have been removed -*Removed***
3. **Take home Vehicles updated to reflect APD.SOP.3151**

APD Staff,

The Policy and Standards Section has changed the Special Operations Section Policy.

Listed below are some of the notable changes—however, read the entire policy to remain knowledgeable about the department's procedures.

Obsolete sections have been removed or updated in order to accurately reflect the SOS Mission.

Thank you and stay informed!

Policy and Standards Section
Planning, Research, and Accreditation Unit

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1. PURPOSE

The purpose of this policy is to establish procedures and policies for the Special Operations Section (SOS) and to outline the guidelines for daily operations.

2. POLICY

It is the policy of the Atlanta Police Department to identify traffic violators and aggressively enforce traffic laws in the City of Atlanta with particular emphasis on impaired driving, aggressive driving, speeding, passenger restraint, and pedestrian safety laws. It is also the Department's policy to have in place specialized tactical response teams to handle unusual and/or critical incidents that potentially place citizens and employees in grave danger. The teams assigned under SOS will continuously train on the specialized knowledge, skills, and abilities needed to support these policies.

3. RESPONSIBILITIES

- 3.1 The Community Service Division (CSD) Commander will monitor the implementation of this directive.
- 3.2 The Special Operations Section (SOS) Commander will be responsible for the successful implementation of this directive to ensure effective operation of the section and to promote public safety. The commander will monitor the deployment, training, and equipment needs of the section.
- 3.3 SOS supervisors will enforce and ensure compliance with this directive as it pertains to their particular objective. They will monitor the safe and efficient use of equipment used by their employees, including timely training. They are also responsible for the maintenance of documentation and records produced by the enforcement practices, including the documentation of training completed by unit members.
- 3.4 The officers assigned to SOS will adhere to the policy and procedures as they pertain to their unit at all times. They will promote vehicle and pedestrian safety, as well as ensuring the proper care and maintenance of the equipment they use. All officers will stay current on enforcement techniques and maintain the physical and mental conditioning required for an effective response.

4. ACTION

4.1 WORKDAY OPERATIONS

- 4.1.1 All SOS employees will ensure the accuracy and completion of Form APD-607 "Daily Activity Sheet" and/or a sign in log for every tour of duty.
- 4.1.2 Extra jobs are strictly prohibited while an employee is on duty and violations of this policy are subject to disciplinary action.
- 4.1.3 After reporting for duty, SOS officers will not interrupt the workday by using leave time (vacation, compensatory time, etc.) and return to work on the same day without the specific authorization of the unit commander.
- 4.1.4 Each unit in SOS will maintain an authorized leave calendar that will reflect the following:
 - 1. The name of any employee authorized to utilize leave time on that date.
 - 2. The type of leave time approved for use.
 - 3. The initials of the approving supervisor or unit commander.

- 4.1.5 Utilization of accrued leave time, including special circumstances such as medical appointments, etc., require supervisory approval and will be documented on the unit leave calendar.

4.2 MOTORCYCLE UNIT

- 4.2.1 The mission of the Motorcycle Unit is traffic and general citywide law enforcement. The major goal of the unit is to conduct traffic control to promote the free and safe flow of vehicular and pedestrian traffic within the City of Atlanta.
- 4.2.2 Motorcycle Unit officers will utilize all traffic enforcement techniques and policies as outlined in APD.SOP.4010 "Traffic".
- 4.2.3 An officer assigned to the SOS/Motorcycle Unit will have a Georgia motorcycle driver's license (Class M) and within 180 days of assignment to the unit will successfully complete the Department's motorcycle course, if not already qualified. New motorcycle officers who fail the course twice will be reassigned. (CALEA 6th ed. standard 41.1.3b)
- 4.2.4 The Motorcycle Unit will conduct training quarterly as scheduling allows. This training will be documented to include the type of training and officer participation. These training records are to be stored in the SOS administrative files for three years. (CALEA 6th ed. standard 41.1.3b)
- 4.2.5 All motorcycle officers will complete annual re-certification on a city motorcycle. The re-certification documents will be stored in the SOS administrative files for three years. (CALEA 6th ed. standard 41.1.3b)
- 4.2.6 Employees who fail to meet the annual training and re-certification requirements will not be permitted to operate a city motorcycle. Employees are subject to reassignment should they fail to meet established training requirements within prescribed re-training or re-certification period not to exceed three total attempts.
- 4.2.7 A city motorcycle will be issued to each officer assigned to the Motorcycle Unit. In order to ensure rapid recall to duty during off duty times, officers may drive the assigned motorcycle home. A motorcycle that is taken home will be garaged or covered and will have the ignition locked when parked at the officer's residence overnight.
1. The Motorcycle Unit supervisor will provide the SOS Commander, Assistant SOS Commander, or their designee with a list of officers with take-home city motorcycles. These officers will conform to the following:
 - a. Officers must keep their vehicle clean and properly maintained.
 - b. Officers must have had no chargeable accidents within the previous 12-month period and may have their take-home privileges suspended by the SOS Commander, Assistant SOS Commander or their designee.
 - c. Officers must volunteer to take home a motorcycle; and
 - d. Officers must have received a satisfactory or higher on their most recent performance evaluation.
 2. Officers with take-home city motorcycles will adhere to all applicable City and Department rules, regulations, and policies.



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3. Officers with take-home city motorcycles will advise the Special Operations/Detective radio dispatcher of any traffic stops or other police action taken while off duty.
 4. All stops or arrests made off duty will be logged on a “Daily Activity” sheet (APD Form 607). If a physical arrest is made off duty, the arresting officer will request the presence of an on-duty supervisor in the zone in which the arrest is made.
 5. Approval for take-home city motorcycles will be based upon the following criteria:
 - a. Employee’s job performance
 - b. Complaints against the employee
 - c. Employee’s productivity
 - d. Abuse of sick leave
 - e. Any other factors that may adversely affect the employee or the Department.
- 4.2.8 Officers will ensure the timely maintenance, cleaning, and care of their city motorcycle. They will notify the ranking Motorcycle Unit supervisor and make a report of any damage to the motorcycle as soon as possible. (CALEA 6th ed. standard 41.1.3 c)
- 4.2.9 Only the assigned Motorcycle Unit officer is authorized to ride or use the city motorcycle. City motorcycles taken home will not be used for personal use, except for an approved extra job. Approval for use of city motorcycle on extra job is based on criteria as stated above. Any violation of APD.SOP.2060 “Extra Jobs” will result in loss of take-home privilege and use of city motorcycle on extra jobs for a period of not less than 30 days. (CALEA 6th ed. standard 41.1.3 a)
- 4.2.10 All on-duty motorcycle escorts will be approved by the SOS Commander or their designee and follow policy as outlined in APD.SOP.2060 “Extra Jobs” and APD.SOP.4010 “Traffic”.
1. The use of City motorcycles for an approved extra job may be requested for situations involving:
 - a. Oversized or hazardous loads traveling upon the roadways within the City of Atlanta.
 - b. Pacing or slowing down traffic in authorized construction on or in city streets or highways within the City of Atlanta.
 - c. Private persons or groups traveling to or from a venue within the City of Atlanta.
 - d. Persons or groups traveling in a multi-vehicle caravan within the City of Atlanta.
 - e. Other instances when the use of a city motorcycle would promote public safety within the City of Atlanta, as determined by the SOS Commander.
 2. Officers wishing to utilize city motorcycles for a motorcycle escort may request authorization by submitting a completed extra job request and indicating motorcycle escort on APD Form 727 (Extra Job Permit/Request).
- 4.2.11 Officer’s funeral escorts will be provided at the request of the police officer’s family or through request from the Atlanta Police Chaplain. Funeral escorts for retired officers and for active-duty officers other than those killed in the line of duty will be at the direction of the SOS Commander or their designee. Funeral escorts are generally provided only for the officer’s immediate family member, employee or the employee’s immediate family. Units assigned to on-duty funeral escorts of members of officer’s family, employees or employee’s family member will have a minimum of two officers and will not exceed two escort movements. Any escort which does not

meet the criteria as outlined in this paragraph must be approved by the CSD Division Chief or their designee.

4.2.12 The Motorcycle Unit will not operate motorcycles in severe storm conditions or when conditions are unsafe as defined by the ranking motorcycle supervisor on duty.

4.2.13 City motorcycles will be properly equipped for traffic enforcement and escort use. This includes, but not limited to: (CALEA 6th ed. standard 41.1.3d)

1. Proper Atlanta Police Department decals and motorcycle inventory number.
2. Flashing emergency lights and sirens.
3. Three storage areas on the rear of the motorcycle.

4.2.14 Motorcycle inspections will be conducted quarterly by the on-duty supervisor. This will be documented as required by department policy and a copy will be stored in SOS administrative files for three years.

4.3 HIGH INTENSITY TRAFFIC TEAM (HITT)

4.3.1 General Deployment

1. Officers assigned to the High Intensity Traffic Team (HITT) will conduct traffic enforcement throughout the City of Atlanta in an effort to reduce traffic-related injuries and fatalities.
2. Officers assigned to the HITT will actively seek to reduce alcohol and drug related traffic offenses by focusing on traffic enforcement related to alcohol and/or drug-impaired drivers.
3. Officers assigned to the HITT will be specially trained and equipped to detect and process alcohol and/or drug-impaired drivers. Officers will receive specialized and continued training with an emphasis on developing their skills in detecting those persons who are under the influence of alcohol and/or drugs.
4. Officers assigned to the HITT will adhere to all traffic enforcement techniques and policies as outlined in APD.SOP.4010 "Traffic."
5. Officers assigned to the HITT will be utilized to respond to calls in progress throughout the City of Atlanta which require a tactical response. Officers will be permitted to carry a Department-approved patrol rifle and/or shotgun in accordance with APD. SOP. 3040 "Weapons" and will also be permitted to attend training in order to become active Tactical Field Operators in accordance with APD. SOP. 4044 "Tactical Field Operator".
6. The City of Atlanta recognizes the importance of Passenger Restraint. Officers should make it a priority to educate motorists on the importance of Seat Belt use as well as Child Restraint Laws while enforcing Passenger Restraint Laws.
7. The City of Atlanta recognizes the importance of Distracted Driving Enforcement. Officers should make it a priority to educate motorists to the dangers of Distracted Driving while enforcing Distracted Driving laws.

4.3.2 DUI Related Offenses

The City of Atlanta recognizes the importance of Impaired Driving Detection and enforcement. Officers should make it a priority to educate motorists to the dangers of Impaired Driving while enforcing Impaired Driving Laws.

1. Officers assigned to the HITT will adhere to all traffic enforcement techniques and policies as outlined in APD.SOP.4010 "Traffic" for making DUI-related traffic stops and detection.
2. Arrestees who submit to a state administered breath test will be transported to the nearest testing facility where the breath test will be administered by a licensed operator of the Intoxilyzer 9000.

4.3.3 DUI Call-Outs

1. Officers assigned to the High Intensity Traffic Team (HITT) may respond to DUI call-outs from other police units at the officer's discretion unless directed otherwise by the HITT commander or supervisor.
2. When HITT officers respond to DUI call-outs, it will be at the HITT officer's discretion to either handle the DUI, or to assist the requesting officer with field sobriety detection and testing in the capacity of a field training officer's role; unless directed otherwise by the HITT commander or supervisor. This will be done in an effort to educate a broad base of officers in DUI detection, testing and processing.

4.3.4 DUI and/or Vehicle Checkpoints

1. The High Intensity Traffic Team may conduct DUI Checkpoints within the City of Atlanta at the request of an executive level supervisor. The Special Operations Section (SOS) commander will approve all operations prior to the DUI checkpoint taking place.
2. An executive level supervisor will be responsible for pre-planning all DUI and/or vehicle checkpoints, as well as providing evidence of how the date, time and location were selected. DUI and/or vehicle checkpoints will NOT be conducted for the sole purpose of crime reduction.
3. The executive level supervisor will be responsible for completing APD Form 694A and forwarding it to the SOS commander for approval.
4. The HITT commander will be responsible for ensuring that all officers participating in the DUI and/or safety checkpoint adhere to departmental policies and procedures outlined in APD.SOP. 4010 "Traffic".
5. The HITT commander will be responsible for obtaining APD. Form 694B and maintaining all records as it pertains to the DUI and/or vehicle checkpoint. The HITT commander will forward the necessary documentation to the SOS commander in accordance with APD. SOP. 4010 "Traffic".

4.3.5 Intoxilyzer 9000

1. The High Intensity Traffic Team (HITT) commander or supervisor will be responsible for maintaining the departmental approved and owned Intoxilyzer 9000 breath test device.
2. Only state certified officers may operate the Intoxilyzer 9000 breath test device.

4.3.6 Tire Deflation Devices (Stop-sticks)

1. All HITT officers will be trained in the use of tire deflation devices. HITT officers will be familiar with and adhere to policies and procedures as outlined in APD.SOP.4010 "Traffic".
2. High Intensity Traffic Team (HITT) officers may respond to all vehicle pursuits within the City of Atlanta in order to deploy a departmental approved tire deflation device "stop stick", in an effort to bring the vehicle pursuit to a safe end.
3. Upon the successful deployment of a departmental approved tire deflation device the High Intensity Traffic Team (HITT) commander or supervisor will complete APD. Form 809 "Supervisor's Use of Force Incident Supplement" in accordance with APD. SOP. 3010 "Use of Force" and will forward it through the chain of command. The High Intensity Traffic Team commander will also ensure that a Damage to Property incident report is completed by the HITT Officer and/or officers who deployed the tire deflation device, IF the deployment is successful.
4. The HITT supervisor and officers will conduct yearly refresher training in the field with the department approved tire deflation training devices.

4.3.7 HITT officers will be equipped with metered window tint readers and will be authorized to use the department approved Enforcer II Tint Meter.

4.3.8 Speed Measuring Devices

The City of Atlanta recognizes the importance of Speed Enforcement and Officers should make it a priority to educate the motorists to the dangers of Speeding while enforcing Speed Limits.

1. HITT officers will be equipped with department approved speed measuring devices and will be permitted to operate the devices in accordance with APD. SOP. 4010 "Traffic".
2. HITT officers will adhere to department policy and procedure, as well as State of Georgia and City of Atlanta motor vehicle traffic laws when operating the department approved speed measuring devices.

4.3.9 The HITT Unit will be uniformed in accordance with SOP 2130 "Dress Code" while on duty.

4.3.10 High Intensity Traffic Team Vehicles

1. HITT members may be assigned take home vehicles at the discretion of the Special Operations Section (SOS) commander.
2. The SOS Commander and/or HITT supervisors may suspend an officer's take home vehicle privileges at any time for any reason.

4.4 ACCIDENT INVESTIGATION UNIT (AIU) (CALEA 6th ed. standard 61.2.1.)

4.4.1 On a 24/7 basis, the AIU is responsible for responding to, investigating, and providing necessary emergency services at traffic collisions in the City of Atlanta when called upon. Furthermore, they will render assistance to other Metro Atlanta traffic safety agencies when requested and approved by the unit supervisor.

- 4.4.2 The policy of the AIU is to provide for complete, concise, and professional investigation of motor vehicle collisions involving hit and run drivers, as well as collisions resulting in a fatality or serious injury.
- 4.4.3 The AIU will track the frequency with which fatalities occur in repeat geographic locations throughout the City of Atlanta as well as contributing factors involved in fatalities (speed, alcohol, drugs, seatbelt, texting, and crosswalk). The AIU will forward enforcement recommendations and or traffic control recommendations to the SOS Section Commander and use these factors to develop educational programs. (CALEA 6th ed. standard 61.1.1 b & c)
- 4.4.4 Cases assigned to Accident Investigators are subject to review by the unit supervisor to ensure that proper investigative procedures have been followed. Assigned cases will be investigated in a prompt manner when investigative leads exist. The unit supervisor will assist Accident Investigators as needed when assistance of other agencies and jurisdictions is necessary.
- 4.4.5 The AIU may assume the primary investigative role in an officer involved on-duty or off-duty accident fatality or serious injury involving City of Atlanta personnel within City limits.
- 4.4.6 The AIU maintains a Memorandum of Understanding (MOU) with the Georgia State Patrol (GSP), that the AIU may ask the GSP to handle potentially controversial investigations, an investigation that is a conflict of interest, or conduct a simultaneous investigation for comparison purposes. The GSP will not automatically assume investigative control of an investigation involving on-duty or off-duty City of Atlanta personnel involved in fatal or serious injury motor vehicle collisions.
- 4.4.7 Qualifications of Accident Investigators
1. Prior to being assigned to the Accident Investigation Unit, the officer will complete, On-scene Traffic Accident Investigation Levels 1 and 2, at the Georgia Public Safety Training Center (GPSTC) or the Atlanta Police Academy.
 2. Upon assignment to the Accident Investigation Unit, Officers will attend Accident Reconstruction training within 2 years of their assignment to the Accident Investigation Unit and complete Traffic Accident Reconstruction Levels 1 through 5 to become a POST Certified traffic accident reconstructionist.
- 4.4.8 Hit and Run Collisions
1. Hit and run collision reports will be sent to the unit supervisor via current Departmental RMS. The cases will then be reviewed by the unit supervisor for solvability factors. If solvability factors are present, the unit supervisor will assign the case to an Accident Investigator via current Departmental RMS.
 2. If the report contains a complete license plate number of the hit and run vehicle, the Accident Investigator will secure the registration information and contact the registered owner by phone, e-mail, or mail.
 3. If the Accident Investigator is unable to make contact with the registered owner of a vehicle, the Accident Investigator will proceed to the registered address for follow-up within the City limits of Atlanta or close proximity.
 4. If the registered owner is not at the address but still resides there or the Accident Investigator is unable to make contact with anyone at the location, the Accident Investigator will leave their contact information.



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5. If the address of the registered owner is not in the City of Atlanta or within close proximity, the Accident Investigator may contact the appropriate jurisdiction for assistance in notifying the registered owner to advise that their vehicle was reported to have been involved in a collision and left the scene.
6. If the registered owner has not been located within 30 days of the date the case was assigned to the investigator, the collision report will be suspended. The case will be reopened whenever additional information is received at a later date.

4.4.9 Contact with Registered Owner:

1. If contact with the registered owner is made, the Accident Investigator will do the following:
 - a. Verify ownership of the vehicle.
 - b. Schedule an interview with the owner.
2. On the date of the interview, the Accident Investigator will:
 - a. Listen to the vehicle owner's account of the collision incident.
 - b. Inspect the vehicle for any damage caused by the collision and take photographs of vehicle damage (Photographs will be uploaded and attached to the current Departmental RMS and traffic crash report.)
 - c. Appropriately charge the owner/driver once probable cause is established that the vehicle and driver were involved in the collision.
3. The victim will be notified by phone, e-mail, or mail of the charges being made and the court date and time for appearance.
4. In the event that a case is cleared by reason of copy of charges or physical arrest, the Accident Investigator will complete a supplemental traffic accident report on current Departmental RMS and update Case Management to reflect that the case is cleared.

4.4.10 No Contact with Registered Owner or Inadequate Solvability Factors:

1. The victim will be notified by the Accident Investigator when:
 - a. They are unable to identify the suspect.
 - b. No contact can be made with the registered owner.
 - c. The alleged perpetrator is located and charged.
2. All cases with solvability factors will remain open for a period of two years or until cleared through:
 - a. Arrest of the offender.
 - b. A determination that the vehicle in question was stolen at the time of the collision.
 - c. Want of prosecution by the victim.
 - d. If the case is unfounded.

4.4.11 Fatal or Serious Injury Collisions:

1. The Accident Investigator will make contact with the Zone supervisor on the scene to receive a briefing of the incident and verify that Incident Command has been established. The Accident Investigator, or designee, will physically follow-up with the medical facility and inquire on the condition of serious injury (low) victims. (CALEA 6th ed. standard 61.2.2a)
2. Every employee of the Department has the responsibility for the protection and preservation of a crime scene. Any employee who purposefully contaminates or destroys evidence may be subject to disciplinary actions. (CALEA 6th ed. standard 61.2.2e)

4.4.12 The first Accident Investigator on the scene will ensure. (CALEA 6th ed., Standard 61.2.2g)

1. The scene has been made safe and secure. (CALEA 6th ed., Standard 61.2.2e)
2. Necessary medical assistance has been rendered. (CALEA 6th ed., Standard 61.2.2b)
3. The suspect has been detained, if present.
4. A lookout has been broadcast, if available, when the suspect is not present.
5. A Crime Scene unit has been called to the scene.
6. The first responding officer(s) is standing by to brief the Accident Investigator on the circumstances of the collision. A written statement should be obtained from the officer(s) and included in the investigative folder.
7. Witnesses have been identified and detained or interview notes have been taken if not present. No one should be overlooked as a potential witness.
8. The actual area of the collision has been identified and adequate precautions to preserve the integrity of the evidence have been made. Nothing should have been moved, destroyed, altered, or rearranged; (CALEA 6th ed., Standard 61.2.2e)
9. The collision scene has been roped off, taped off, or otherwise marked. (CALEA 6th ed., Standard 61.2.2e)
10. A log of any officer or citizen entering the collision scene has been completed and obtained from the first responding officer(s).
11. A field unit is available to assist the Accident Investigator as needed, as well as collect and securing any property belonging to the collision victims. (CALEA 6th ed., Standard 61.2.2f)

4.4.13 Supervisors responding to a traffic fatality scene will ensure the following:

1. That the scene is secure and that the preliminary investigation has begun.
2. An Accident Investigator has been contacted.
3. Witnesses have not been released without officers collecting information. (CALEA 6th ed., Standard 61.2.2.d)
4. All drivers and occupants of all vehicles have been identified



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- a. Do not release any occupants unless they are being transported by MEDICAL personnel. If a juvenile is being transported, allow the parents or guardians to ride with injured children in the EMS vehicle. Identification is required of the parents or guardians prior to transport. **IF ANY SUSPECT IS SUSPECTED OF DUI THEY MUST BE TRANSPORTED TO GRADY HOSPITAL FOR TREATMENT.**
5. Secure the scene with Caution tape and a lane closure (if necessary) to restrict all traffic from traveling through the scene. Ensure other traffic can safely get around the scene. (CALEA 6th ed., Standard 61.2.2.e)
6. An ID Unit has been started to the scene.

4.4.14 Traffic Collision Investigative Report

1. The Accident Investigator will conduct a thorough investigation, complete all relevant reports, and submit them in a timely manner.
2. The Traffic Collision Investigative Folder Checklist will be a guide to ensure that the following is included in the investigative file:
 - a. The date and case number is recorded
 - b. Investigative folder index list is completed
 - c. Investigative folder checklist is completed
 - d. A copy of the Uniform Accident Report
 - e. The rough sketch of the collision scene
 - f. Measurement log (prosecutable cases only)
 - g. Offense report (all applicable attachments)
 - h. Fatality/serious injury checklist is recorded
 - i. The fatality is reported to FARS (Fatal Accident Reporting System)
 - j. Witness statements (if any)
 - k. Officer statements
 - l. Any supporting documents (lab reports, medical examiners report, etc.)
 - m. Any field notes
 - n. Photographs of the scene
 - o. A copy of the significant incident report (as e-mailed to the Command Staff, Public Affairs, and the Accident Investigation Unit).

4.4.15 If the next of kin is in the City of Atlanta or close proximity, the Accident Investigator will notify them in coordination with the Medical Examiner's Office. If next of kin is not within the City of Atlanta or within close proximity, coordination will be made with the appropriate law enforcement jurisdiction for assistance in the notification by telephone or other electronic means.

4.4.16 If the victim(s) is stable and their wounds are not life threatening, the Accident Investigator will turn the investigation over to the Zone units. (CALEA 6th ed. standard 61.2.2a)

4.4.17 The Accident Investigator will contact their supervisor with details of the incident as soon as possible.

4.4.18 A significant incident report will be e-mailed to the Command Staff, Public Affairs and the Accident Investigation Unit detailing the incident, injuries, death, and notification of next-of-kin.

4.4.19 Processing of Evidence/Property at the scene will be done in accordance with APD.SOP.3081 "Crime Scene Investigation." (CALEA 6th ed. standard 61.2.2.f)

1. All seriously injured person(s) will be removed from the scene as soon as possible for treatment, but the first responding officer will note their body position or location after the collision.
2. Fatalities at the scene will not be removed until the Medical Examiner's approval and photographs of the victim's position have been taken in relation to the collision.

4.5 SPECIAL WEAPONS AND TACTICS (SWAT)

The Atlanta Police Department maintains a highly skilled and trained police tactical unit for deployment in high-risk situations involving barricaded gunmen, hostage situations, violent felons, and potential hazardous materials. Their presence of has been shown to substantially reduce shooting incidents as well as the risk of injury and loss of life to citizens, police officers, and suspects.

(See APD.SOP.4043 "SWAT" for detailed procedures regarding the Atlanta Police Department SWAT Team and their operations.)

4.6 MOUNTED PATROL

The Atlanta Police Department provides trained mounted police teams for the purpose of providing a highly visible police presence for managing large crowds in the City of Atlanta in accordance with state and federal laws.

(See APD.SOP.4080 Mounted Patrol for detailed procedures regarding the Atlanta Police Department Mounted Patrol and their operations)

4.7 AVIATION UNIT

The Atlanta Police Department employs the Aviation Unit as a major tool to address the problems of crime and calls for service. The Aviation Unit will provide aerial support to the Field Operations Division, Criminal Investigations Division, and other department employees

(Refer to APD.SOP.4041 Aviation Unit for the unit's policies and procedures.)

4.8 STRATEGIC RESPONSE UNIT (SRU)

4.8.1 SRU is responsible for coordinating the planning and implementation of police operations at designated major events.

4.8.2 SRU is responsible for overseeing sworn personnel working in an extra job capacity at the Mercedes – Benz Stadium.

4.8.3 SRU manages the collective response and resource capabilities of the following:

1. Civil Disturbance Unit (CDU),
2. Bicycle Response Team (BRT),
3. Field Force Extrications Team (FFE),
4. Unmanned Aircraft Systems Unit (UAS) and
5. Joint Operations Center (JOC) resources.



Refer to APD.SOP.3186 Strategic Response Unit for the unit's policies and procedures.

4.9 MOBILE COMMAND POST

- 4.9.1 The Mobile Command Post will be deployed for Critical Field Events as well as for Non-Critical Field Events where large crowds gather, and/or when requested for display purposes. (CALEA 6th ed. standard 41.1.3a)
- 4.9.2 The Mobile Command Post will be positioned at a safe distance away from an incident scene, but close enough to allow for immediate response and deployment of personnel, if necessary.
- 4.9.3 A driver and one other employee will be with the Mobile Command Post at all times while it is deployed. Generally, a supervisor will be in the Command Post during deployments.
- 4.9.4 The Mobile Command Post is not an emergency response vehicle. In the event the vehicle is required to respond with the emergency blue lights operational, the driver will proceed with due regard, obeying the rules of the road.
- 4.9.5 The field commander at a critical field event will deploy the mobile command post. (CALEA 6th ed. standard 41.1.3a)
- 4.9.6 The SOS Commander will designate the person responsible for maintaining the operating condition of the command post and ensuring that the vehicle undergoes the required maintenance. A city approved auto shop specializing in the maintenance of oversized trucks will perform the required maintenance and repairs to the Mobile Command Post. (CALEA 6th ed. standard 41.1.3c) The SOS commander or a designee will ensure the Mobile Command Post is thoroughly cleaned after each deployment, e.g., all interior areas of the vehicle.
- 4.9.7 The Mobile Command Post will, at all times, have up-to-date maps of the City, beat maps, zone maps, venue maps, a functional fax machine, telephone, radio base stations, television and video recorder. (CALEA 6th ed. standard 41.1.3d)
- 4.9.8 The SOS Commander will designate Mobile Command Post operators. Each city employee authorized to operate the vehicle will comply with Georgia Code Sections 40-5-142; 40-5-146, and 40-5-150. (CALEA 6th ed. standard 41.1.3b)
- 4.9.9 The field commander will restrict access to the Command Post while it is deployed:
1. Only Communications (911) personnel, the field commander and the driver are permitted in the cockpit area of the vehicle.
 2. Public access to the vehicle is restricted to an area between the galley door and communications door.
 3. The command post facilities and equipment are only for use by authorized personnel assigned to the command post.
 4. Command Staff personnel assigned to the Command Post will have access to all areas within the vehicle.
- 4.9.10 Critical Field Events



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1. The Mobile Command Post is a forward planning and command location for the Command Staff and other supervisors during critical field events.
2. At a critical field event, the field commander will determine the need for the Mobile Command Post and request its deployment to the scene through Communications.
3. Guidelines for deployment, location, and staff functions for the Mobile Command Post are in APD.SOP.3180 “Unusual Occurrences”.
4. Once the field commander has requested deployment of the Mobile Command Post, the driver/operator on call will be notified by Communications. Specifically, the driver will be told the location of deployment and the nature of the incident for proper approach. The driver will give Communications an estimated time of arrival to the critical field incident.
5. The Mobile Command Post driver will notify Communications upon arrival at the critical incident and meet with the field commander to determine an appropriate location for the Mobile Command Post.
6. A qualified Mobile Command Post driver will remain with the vehicle throughout the entire incident and assist with use of its equipment and facilities. The field commander will advise when the Mobile Command Post is no longer needed, and when it can be returned to its storage location.
7. The driver of the Mobile Command Post will have a valid Georgia Commercial Driver’s License as stipulated by O.C.G.A. 40-5-142, 40-5-146, and 40-5-150. (CALEA 6th ed. standard 41.1.3.b)
8. The Mobile Command Post driver will complete the pre-operations checklist prior to deployment. Upon completion of deployment, the driver will complete the post-operations checklist and submit it before the end of their tour of duty.
9. Two copies will be made of each checklist. One copy of the pre-operations checklist and the post-operations checklist will be maintained at the SOS office, and the other copy will remain with the Mobile Command Post.
10. The Mobile Command Post driver will participate in the after-action assessments conducted by the Safety Officer, and or the Emergency Management Officer. After-action assessments are critical to improving logistical procedures for future field events.
11. Requests for use of the Mobile Command Post by other jurisdictions will be governed by the guidelines in APD.SOP.3180 “Unusual Occurrences,” Section 4.13 (Mutual Aid).

4.9.11 Use of Command Post during Non-critical Field Events

1. The Mobile Command Post may be used in scheduled non-critical field events with approval from the SOS commander or their designee.
2. Requests for such use will be submitted in writing to the SOS commander. It must state the following: date, time, location (full address), nature of event, reason for request, anticipated duration of event, and approximate number of attendees. After the SOS commander’s review, he/she will forward a copy of the approval/disapproval to the requesting agency. A copy will be kept on file for one year in the SOS Administrative Office.



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3. All requests should be submitted far enough in advance of the non-critical field event to prevent scheduling conflicts. However, critical field events will take precedence over any non-critical field events if an incident occurs on the same date.

5. DEFINITIONS

Barricaded Person: An individual who resists being taken into custody by using (or threatening the use of) firearms, other weapons, explosives, etc. This person may or may not have taken a hostage or made a threat to do serious bodily injury to others or themselves. Generally, the barricaded person is behind some type of cover or inside a fixed structure.

Tactical Critical Incident: An unlawful incident that is of such severe nature that the lives and safety of others are in immediate jeopardy and may require specialized assistance from the SWAT Team.

Crisis Critical Incident: Any event with sufficient impact to produce significant emotional reactions now or later. It is generally considered extremely unusual in the range of ordinary human experiences.

Current Videotape: A videotape that is in use by an officer with their name, assignment number, beginning date of use and ending date of use.

Preliminary Breath Test (PBT): A field sobriety test, utilizing a small handheld breath meter, used as an aid in determining if an officer has probable cause to make a DUI arrest.

6. CANCELLATIONS

APD.SOP.4040 "Special Operations Section" Issued August 17th, 2020

7. REFERENCES

APD.SOP.3081 Crime Scene Investigation
APD.SOP.4010 Traffic
APD.SOP.4041 Aviation Unit
APD.SOP.4043 SWAT
APD.SOP.4044 Tactical Field Operator
APD.SOP.4080 Mounted Patrol

Commission on Accreditation for Law Enforcement Agencies (CALEA) 6th edition, standards 41.1.3, 61.11, 41.3.8, 61.1.13, 61.2.1-4, 46.2.2-3, 33.6.2

APD Form 607 Daily Activity Report
APD Form 694A Checkpoint Supervisor Initiation Approval Form
APD Form 727 Extra Job Permit/Request
APD Form 809 Supervisor's Use of Force Incident Supplement

O.C.G.A. 40-5-142, 40-5-146, and 40-5-150