



# Colorado Springs Police Department

## General Order

### 1087 Airport Security

#### Section 1000 – Patrol Functions

Effective Date: 5/21/2021

Supersedes Date: 2/25/2013

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## **.01 Purpose**

The purpose of this directive is to outline the special requirements when responding to the municipal airport.

## **.02 Cross Reference**

[CSPD All Hazards Plan](#)

## **.03 Discussion**

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## **.04 Policy**

CSPD personnel will comply with federal/state and local regulations regarding armed law enforcement officers (LEOs) while in the sterile area of the Colorado Springs Airport (COS) and aboard commercial aircraft, when providing assistance.

## **.05 Definitions**

*Alert I:* An aircraft that is known or suspected to have an operational defect. (No CSPD Response needed:

*Alert II:* An aircraft that is known or is suspected to have an operational defect that affects normal flight operations to the extent that there is danger of an accident. (Possible CSPD response, likely limited to Airport Unit).

*Alert III:* An aircraft accident/incident has occurred on or in the vicinity of the airport. (CSPD Patrol will likely respond)

*Federal Aviation Administration (FAA):* A Governmental body of the United States that regulates all aspects of civil aviation in that nation as well as over its surrounding international waters. Its powers include the construction and operation of airports, air traffic management, and the certification of personnel and aircraft.

*Sterile Concourse Area:* Includes all parts of the airport terminal that must be reached by passing through the security checkpoint.

*Transportation Security Administration (TSA):* The United States federal department that institutes and coordinates national transportation programs and regulates the procedures for armed law enforcement officers transitioning through airport security checkpoints and flying while armed on commercial aircraft.

## **.10 Being Armed in the Sterile Concourse**

On-duty officers, with a legitimate law enforcement need, may be armed while in the sterile concourse area of the COS terminal. However, unless exigent/emergency conditions exist, the officer will first contact an officer assigned to the CSPD Airport Unit due to the constantly changing security procedures.

## **.15 Off-Duty Officers**

Off-duty officers will not be allowed to carry weapons while in the sterile concourse area.

## **.20 Flying While Armed**

On July 15, 2009, the National Law Enforcement Telecommunications System (NLETS) message requirement for state, local and territorial law enforcement officers flying while armed became effective. The Original Letter of Authority will no longer be accepted as authorization for state, local or territorial law enforcement officers to fly while armed. The NLETS message requirement was implemented to provide a more secure means of confirming the identity of state, local, and territorial law enforcement officers flying armed.

State, local, and territorial law enforcement officers will be required to submit a request to the Transportation Security Administration (TSA) via NLETS ORI VAFAM199 in order to fly armed. After automated validation of the NLETS request, a return message will be sent to the requesting department indicating that the officer is approved to fly with their weapon and a unique eight character alphanumeric identifier will accompany the return message. This alphanumeric identifier will be checked in order to verify the law enforcement officer's identity when they arrive at the airport on the day of travel.

CSPD officers demonstrating a need to fly armed will submit a memo through their chain of command to the deputy chief of their respective bureau a minimum of ten (10) days prior to their flight date, unless the officer gets last minute notice to fly. The memo will include the officer's flight itinerary and detail the "operational need" for flying while armed. Upon approval by the deputy chief, the memo will be forwarded to CSPD NCIC, where an NLETS message will be generated to TSA.

When the TSA return approval message is received by NCIC, they will forward the eight character alphanumeric identifier to the officer who will be flying while armed. That officer will be required to provide his/her unique identifier at the airport security checkpoint on his/her travel date to confirm authorization to fly armed.

Officers should be reminded of the current requirements and procedures for state and local law enforcement officers (LEOs) flying while armed, to include:

- Officers must have the operational need to fly armed. This involves an on-duty law enforcement related assignment.
- The officer has completed the TSA Law Enforcement Officers Flying Armed training program.
- The officer's employing agency transmits a properly formatted message, via NLETS, to ORI VAFAMO199.
- An NLETS receipt, with Unique Alphanumeric Identifier, is transmitted from the TSA to the officer's employing agency.
- On the day of travel, the officer checks-in with the airline ticket counter, identifies themselves, and confirms that they are in possession of a Unique Alphanumeric Identifier number received via NLETS. The officer receives the armed traveler paperwork provided by the airline and proceeds to the Armed LEO Screening Checkpoint.
- At the Armed LEO Screening Checkpoint, the officer provides the Unique Alphanumeric Identifier from the NLETS message and displays their badge, credentials, boarding pass, and a second form of government identification.
- The officer completes the LEO Log book and proceeds to the boarding gate.

## **.30 Response Considerations**

There are a variety of reasons why CSPD patrol personnel could be dispatched to the Colorado Springs Airport. Any officer dispatched will need to have an understanding of the special circumstances that they may face at the airport and limited access that may create challenges.

Any officer dispatched to airport terminal should make every attempt to first come into contact with an officer assigned to the CSPD Airport Unit if the incident is within the building. In the event of an emergency situation inside the sterile area and initial contact cannot be made with a CSPD Airport Officer, responding officers can enter in the sterile area in order to handle the emergency situation and make contact with a CSPD airport officer as soon as practical to satisfy FAA requirements for an escort.

CSPD Officers may be dispatched onto airport property for an in-flight emergency or an aircraft accident ("Alert II or Alert III"). In these cases, responders should follow the lead from the CSPD airport sergeant and/or officers or airport operations personnel. In these cases, patrol officers may be dispatched to "stand by" at an Access Control Point (ACP) see figure 1.0

Any CSPD responder dispatched to an ACP should switch their radio to C-8 in order to communicate directly with the PAFB Fire Department, CSFD as well as Airport Operations who will be moving to that channel as well. Officers will need to wait at the gate for airport operations personnel or CSPD airport officers prior to entry into the flight-line area.

Officers working near the Colorado Springs Airport are encourage to be familiar with the locations of the ACP's and the airport terminal.

Figure 1.0



## COLORADO SPRINGS AIRPORT

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Radio Frequency	C8 – Point of Contact – Airport 10 (Operations)	Alert I	Stand-by at post
Phone Number	719.550.1919 – Point of Contact – Airport Dispatcher	Alert II	Respond to requested ACP – Standby outside Air Operation Area
Medical	Respond to Requested Staging Area	Alert III	Respond to accident scene – unless released