



★ LOS ANGELES AIRPORT PEACE OFFICERS ASSOCIATION ★

ALERT 3

LAX ★ ONTARIO ★ VAN NUYS ★ PALMDALE

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LAAPOA

Past, Present & Future



MARSHALL McCLAIN, PRESIDENT

The Time is Now

Welcome to the Premiere Issue of ALERT3!

Let me start by wishing you all a belated Happy New Year, as well as thanking you for bestowing me the great honor and privilege to lead our association into a new tumultuous yet exciting time. It is exciting because of an undeniable time for change; it is time for this county's fourth largest law enforcement agency and its members to stand up and be recognized. It is time to continue the progress that started some time ago when City Council and the citizens of Los Angeles saw fit to enact a charter stating the Los Angeles Airport Police shall now and always stay antonymous. That same sentiment was echoed when the citizens acknowledged and endorsed our efforts by defeating yet another futile merger attempt a few years ago. Now is the time to recompense the faith those citizens have shown in our abilities to keep them and the traveling public safe.

The time has come for us to circle the wagons and prepare for what lays ahead in our near future. Your newly elected board, I can assure you, stands ready and committed. This is a group of dynamic people who have been meeting frequently since last November, immediately after your voices of change were heard. If the initial changes have not yet become apparent, you will not have long to wait. We knew last year that great challenges were coming; we knew then that radical changes were necessary. The need for constant dialogue and exchange of ideas amongst our membership is crucial to improve and make the changes we desire possible. Some steps to improve our status as an association have already commenced. We have begun meetings with LAWA management, city officials, and, by the time you read this, state officials as well. In order for us to make any changes, we have to change the way we display ourselves as professionals. Too long has our professionalism and capabilities been the quietest kept secret in L.A. Granted, anyone who has ever traveled through any of the four airports we protect has seen it first hand. I promise you, from this day forward there will be no doubt which agency is providing the finest level of protection that rivals that of any police officer or firefighter in the world. But we must first ensure there is one voice, not several different voices, whispering into the wind, in four different directions.

Here we are 25 years since the Olympic Games came to Los Angeles, LAAPOA stepped onto the scene and the name

change to Los Angeles Airport Police began being utilized. Although that is not the true beginning of city service for this agency, some would have you believe that we were born after the fateful events of 9/11/2001; the fact is the spotlight is on homeland security and our skill set of providing our expertise of aviation law enforcement and fire safety services to millions of people each year. The face of aviation law enforcement has changed dramatically during our history and is still changing. We must not just conform to these changes, but instead, as one of the leaders in aviation, we must facilitate and shape these changes. Our city council races will inevitably come down to a run-off in more than one office and we can no longer afford to be bystanders in politics that will affect us. The positions we all now hold are in no small part because of politicians. Then Mayor Tom Bradley and the Department of Airports saw a need to create a specific job classification due to minorities being turned away time and time again for other law enforcement jobs. We now are part of an association which is one of the most diverse of anywhere else in the city. When it comes to more people from different walks of life and speaking different languages, we may be second only to the United Nations, a fact I am quite proud of.

As we approach 65 years of service, your board of directors will make sure that the proud, unblemished tradition of serving the aviation community will no longer go un-noticed. We have lost some great friends and family along the way, and we owe it to their memories to keep a promise that we as an association are better tomorrow than we were yesterday. We have a challenging road ahead with the economy crisis, which will make our upcoming contract negotiations and membership growth complicated but not impossible. These are just some of the reasons why we have retained the services of Lackie, Dammeier and McGill as our general counsel and Freeman Public Affairs; both firms known for being aggressive and unyielding towards those attempting to violate or diminish rights of public safety professionals. In the past few months, your board has been re-establishing the support previously displayed and creating new strong alliances with politicians, citizens groups and other public safety associations throughout the city, county and state. The changes to the logo are just the first step to the unification of LAAPOA. With us coming together as an association as one body with one voice, we will be heard. ✈

ALERT3

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LOS ANGELES AIRPORT POLICE

Serving the Aviation Community Since 1946

The History of the Los Angeles Airport Police

The Los Angeles Airport Police are a Division of the Los Angeles World Airports (LAWA), the City department that owns and operates four airports in Southern California: Los Angeles International, Ontario International, Palmdale Regional and Van Nuys Regional. Although they currently work closely with the Los Angeles Police Department, the Los Angeles Airport Police are separate, primarily due to the Airport Police having specialized training and funding resources.

The roots of the Los Angeles Airport Police trace back to 1946, when the War Department transferred what was then called the Los Angeles Municipal Airport (Mines Field), to the City of Los Angeles. The airport was later known informally as the Los Angeles Jetport, and then was eventually named Los Angeles International Airport, with the three-letter IATA designator of LAX.

Originally, there were only six

armed guards and one supervisor to provide physical security over City property. The number expanded to nine in 1949, the same year that the officers were re-classified as Special Officers of the City of Los Angeles. The Special Officers were armed and worked for the Operations Bureau under the direction of the on-duty Superintendent of Operations. In 1959, the number increased to 12, led by the first Chief of Security, George Dorian, in what was known as the Security Division of the Operations Bureau. The organization was responsible

for general physical security and for patrolling airport areas. In 1961, with the opening of the new "jet age" passenger terminal, a detachment of officers from the Los Angeles Police Department were permanently assigned to LAX, working closely with the airport Special Officers.

In 1968, Special Officers of the Department of Airports were granted peace officer status by the California legislature. Slow growth occurred



HISTORY of LOS ANGELES AIRPORT POLICE

The timeline below of the evolution of Los Angeles Airport Police is approximate, based on documentation and historical recollection. Staffing and authority continue to increase in order to meet the ever-changing aviation security and law enforcement mandates required to secure the dynamic environment at LAX – California's number one terrorist target.

1946

The Los Angeles City Charter creates the Department of Airports. The first six officers hired are originally classified as Airport Guards.

1959

Due to the expansion of commercial air travel, the Airport Security Bureau, the first security force at the Department of Airports, is created. Six additional Airport Guards are hired.

1968

The number of aircraft hijackings increases for political reasons. Airport Guards are reclassified as Special Officers and granted limited peace officer authority to support voluntary passenger screening operations.

1970-74

A separate Boarding Services Bureau is created to support anti-hijacking federal laws, which require airport operators to provide law enforcement services for mandatory passenger screening operations.



over the years until 1973, when approximately 70 officers and sergeants were assigned. A single lieutenant position was added in the early 1970s and in response to world-wide aircraft hijacking concerns, in 1973 a separate organization of peace officers called the Boarding Services Bureau was created. The 82-man force was primarily tasked to provide an armed presence at passenger screening stations. Approximately 30 more unarmed, non-sworn Security Officers were employed in 1975, staffing airfield access control posts. They remain in service today, numbering approximately 200. They have their own supervisory ranks to the second level and their duties have been expanded to include traffic control and parking enforcement. In 1981, the Security Division and the Boarding Services Bureau were merged, becoming the Airport Security Bureau. In 1984, the Airport Security Bureau was renamed the Los Angeles Airport Police. At various times, it has organizationally been a Bureau of LAWA or a Division of LAWA, depending on LAWA organizational structures (the "Bureau" designation is no longer used by LAWA). Other names include LAX Police, LAWA Police, LAX PD, LAXPD, LAWA PD and LAWAPD, in addition to Los Angeles Airport Police. Badges do not have "Los Angeles" included as part of the lettering, other than in very small type on the City Seal. It was felt that the inclusion of the LAX theme building and control tower would be distinctive enough to identify which Airport Police entity was being represented by the badge.

Although the Division grew in size and responsibility during the 1980s and 1990s, the terrorist attack on the World Trade Center in September 2001 focused a new element of responsibilities – the protection of global aviation operations. Currently, the Airport Police

Division is the fourth largest law enforcement agency in Los Angeles County, with more than 1,100 law enforcement, security and staff personnel. It also has the largest deployment of canine bomb detection dogs of any airport in the United States. In addition to LAX, Airport Police members are assigned to the other airports in the Los Angeles

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The Los Angeles Airport Police React to World Events

The Los Angeles Airport Police were dramatically affected by many events, each resulting in organizational changes and increased responsibilities, training and personnel. These events included Proposition 13, a 1978 tax measure that severely limited the ability of the Los Angeles Police Department (LAPD) to increase staffing levels at LAX; the 1981-1983 double-deck road construction and terminal addition projects; the 1984 Olympics; the 1991 Gulf War; the 1992 Los Angeles Riots; and, most notably, the September 11, 2001, terrorist attacks. A substantial increase in authorized strength was connected to the 1984 Olympics. The organization more than doubled in size between 1999 and 2005, from slightly over 400 personnel to over 900.

1982

In preparation for LAX expansion to accommodate the 1984 Olympic Games and significant growth in air travel, the Boarding Services Bureau merges with the Airport Security Bureau, becoming the Airport Police Bureau. The Airport Security Bureau assumes more law-enforcement-related duties on airport property due to limited availability of Los Angeles Police Department resources and to prepare for the 1984 Olympics and other external factors. Special Officers attend Rio Hondo Police Academy for six weeks to receive reserve-level police training and the DOA adopts Peace Officer background requirements.

1984-85

Staffing increases due to openings of the Tom Bradley International Terminal and Terminal 1, which doubles the capacity of the airport. Increased security requirements for international flights are implemented due to a rash of hijackings overseas involving U.S. air carriers.

1986

To attract more candidates to meet increasing law-enforcement-related responsibilities, new Special Officers are required to attend a full-length police academy. Existing Special Officers are also required to attend a full-length police academy, if they have not already done so.

1989

The Airport Police Bureau is accepted into the California Peace Officers Standards and Training Commission (POST) Specialized Law Enforcement program.





JULIUS LEVY, VICE PRESIDENT

Vice President's Message

First of all, I would like to take this opportunity to thank each and every one of you for voting for change. I am pleased to say that the election was a tremendous success. The message was loud and clear to all that need to know that enough is enough.

The current board has made a commitment to dedicating themselves to serving you as members and representing themselves in the most professional way possible. I personally would like to say that my reputation is on the line and that my word is my bond. I ask that you as members of LAAPOA hold me accountable for my actions. I also ask that you keep the rest of the board members accountable by challenging us on issues when you are not satisfied with what is going on with you and your union. I TRULY BELIEVE THAT TOGETHER WE STAND AND DIVIDED WE FALL! I want to also emphasize that the board is only as strong as the

members allow them to be when they are fighting for your needs.

I would like to close by saying we have tough times ahead of us, but I truly believe that if we stick together, we will accomplish our mission to put Los Angeles Airport Police and LAAPOA on the map. ✈





ROSE CRUTCHFIELD, TREASURER

A Note from the Treasurer

A new year and new beginning. In Airport Police 63 years of history we are still striding for the respect that we so richly deserve from our peers and community. LAAPOA is only as strong as the membership. We have so many sources in our

membership that we have not begun to tap into. Always remember Office Tommy Scott gave the ultimate sacrifice so that we (Airport Police Officers) may continue to stride for excellence. ✈



LAAPOA Board



Marshall McClain
President

Officer Marshall McClain graduated from the Rio Hondo Police Academy in 1996. He then worked part time as a Park Patrol Officer for the L.A. City Park Rangers. Soon after, he was sworn in with Burbank PD as a full-time Park Ranger for just under 5 years. Later,

Marshall returned back to the city's Rec and Parks Department until being promoted in 2003 to the Airport Police as a Police Officer. During the past five years, his assignments have included the Patrol Services Section as a Field Training Officer and the Office of Intelligence and Emergency Operations as a Canine Handler. Marshall continues to assist both training and recruitment sections as an instructor and mentor and served as a LAAPOA director for two years prior. He also is the current Director of the PORAC LA South Chapter.



Julius Levy
Vice President

Detective Julius Levy started his career with the City of Los Angeles in 1990 working in the Security Access Control Unit (SACU). In November, 1991, he graduated the Los Angeles County Sheriff's Academy in Whittier, California, with honors.

His first two years as a police officer were assigned to uniform patrol. He has had extensive experience in various assignments during his 17 year career and is a proven leader. His exceptional productivity was quickly realized early on by his supervisors which is why he was selected for two different premier details. First, Julius showed his versatility when he was assigned to the Crime Suppression Unit (CSU), where he worked for five years. This plain clothes detail was responsible for targeting the different types of crime trends at and around LAX. The second was in 1999, where he worked with other Detectives on a pilot program. The mission was successful; due to the success, the airport police now have their own Detective Detail.



Rose Crutchfield
Treasurer

Rose Crutchfield is a Police Officer with over 28 Years in Law Enforcement. She started working with the City of Los Angeles in 1977 as a Clerk Typist in Human Resources, where she later promoted to Security Officer. She has the distinction of being the first Security

Officer assigned to the security desk at the Administration East Building. Over the last 28 years, Rose has had several assignments such as an alternate Field Training Officer, Lead Officer, desk officer and often times the primary planner of all movie details, fundraisers, retirements and funeral arrangements for the officers and their families. Rose is an existing LAAPOA Board member and the incumbent Treasurer. She has been an active Union member for over 6 years, and is presently the Lead Officer in the Airport Police Operation Center.



Rupert Staine
Secretary

Officer Rupert Staine brings more than 15 years of law enforcement experience to the table, including supervisory experience, and has served honorably as a past LAAPOA Board of Directors from 2004-2006. Rupert was a Union Shop Stewart 98-00- LADOT, and

contract negotiations team member LADOT 99. Prior to employment with the City of Los Angeles, Rupert was a proud member of the United States Army, retiring at the rank of Staff Sergeant with 12 years of total service, including both active duty and National Guard. He has been assigned to Patrol Services.

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OFFICE OF THE SECRETARY

Inaugural Issue

Greetings from the Office of the Secretary. First of all, I would like to wish the members a Happy and Prosperous New Year. It is an exciting time for your new LAAPOA board. Officer Staine and I have been working night and day in order to provide the most current information to our members. We haven't forgotten that information dissemination rarely occurred in times past; it was one of the reasons our members voted for change.

In reference to the Airport Police Manual section 2/1.3 and the Airport Police Department's core values, I am reminded of the line "service before self." To me, that means placing the needs of the members above my own. By taking this position, I have agreed to document and pass on critical information that our LAAPOA members rely on to make informed decisions. I pledge to do my best to continue our efforts to have one of the

most informed associations around.

Rest assured, once we've proofed the information you need, it will be passed onto you. As always, I remain your humble Assistant Secretary. Be careful and stay safe. ✈



LAAPOA Board

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Shawn Smith
Assistant Secretary

Officer Smith applied to The City of Los Angeles Department of Airports in August of 1999 and went through numerous steps prior to his hire date January 07, 2001. He attended Rio Hondo Police Academy from January through May of 2001, then completed both the orientation and training phases of his law enforcement career. Shawn worked in patrol until August of 2004, and was then accepted as one of five full time personnel assigned to the CSI unit. Although Shawn ran unsuccessfully for LAX Director in 2005, he was determined to represent our union's members and in 2008 was successful in running for the office of LAAPOA Assistant Secretary.



Luis Alejandro
Director LAX

Before beginning his law enforcement career, Officer Alejandro actively participated in the Air Force R.O.T.C. program and the Sheriff's Explorer Academy. This led to several years with the LAPD as an assistant advisor for the police explorers, before becoming a Deputy Sheriff's Reserve Officer for the Los Angeles County Sheriff's Department and a drill instructor for the Sheriff's Reserve Academy. He has been an LAX Airport Police Officer for the last five years, and for three of those years he has been a POST academy training instructor.



Richard C. Andrade
Director LAX

Officer Andrade is a graduate of the Rio Hondo Police Academy, and joined the Los Angeles Airport Police in 2001. He started his career as a Patrol Officer in 2003 and was called to serve on the department as a Field Training Officer in Patrol. Officer Andrade trained future Los Angeles Airport Police Officers for 4 years while assigned to the Patrol Services Division. During his career, Officer Andrade has been assigned to the Dignitary Protection Unit and enjoys collateral duties such as Terrorism Liaison Officer and Defensive Tactics Instructor. He is also a member of the Special Flights Cadre. Officer Andrade also assisted in the creation of the Department's Gang Intelligence Detail and is currently assigned to the Patrol Services Division.



Bruce W. Autry
Director LAX

Officer Bruce Autry has been a Police Officer for approximately 8 years. He started his law enforcement career with the Burbank Airport Police Department in 2000 and joined the Los Angeles Airport Police in 2001. Bruce promoted to Field Training Officer in 2003, and has had the opportunity and satisfaction of training numerous officers. He was appointed to the Gang Intelligence Detail in 2006, due to his knowledge and experience in the criminal street gang culture. Bruce is currently assigned to the newly resurrected Crime Suppression Unit, where his primary function will be investigating gang related crimes within the Los Angeles World Airports. He was selected for the Department's Drug Recognition program in 2007 and is currently in the final stages of becoming a certified Drug Recognition Expert. Bruce also takes an active role in the Department's Post Academy by teaching new police academy graduates Gang Awareness, Deadly Force Policy and Arrest Report Writing.

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OFFICER RICHARD ANDRADE - LAAPOA DIRECTOR (LAX)

The Legal Edge

Airport PD officers receive roll call information that a grand theft suspect has an outstanding warrant and is currently employed at an airport area cargo facility. Officers go to the location where the suspect is employed, and are directed to the suspect's wife (seated in a vehicle) who is waiting for the suspect to leave his place of work for the day. The officers advise the wife of the warrant and wait near the car for the suspect to arrive.

The suspect arrives and the officers present the warrant info. to the suspect, and then take him into custody. Pursuant to the arrest, the officers ask to search the vehicle belonging to him and his wife. The suspect refuses, but the officers advise the suspect that on the basis of a lawful arrest warrant, they have the authority to search the vehicle because it belongs to him.

The wife is then ordered to open the vehicle's trunk and several lap top computers, believed to be stolen, are recovered.

On the basis of the arrest of the suspect, is the recovery of the laptop computers valid?

NO. The recovery of the lap top computers,

subsequent to the arrest warrant only, is INVALID. The case law regarding this is found in *Chimel v. California*, 395 U. S. 752 (1969). In the *Chimel* case, a wanted burglary suspect was served an arrest warrant at his residence after he had arrived home. Officers, believing they had "probable cause" to search pursuant to arrest, searched the suspects' residence and recover potential evidence linked to his arrest warrant. The Supreme Court ruled that in *Chimel*, the search violated both the 14th amendment and 4th amendment.

The Supreme Court overturned Chimel's conviction by stating that searches "incidental to arrest" were limited to the area under immediate control of the suspect. While police could reasonably search in, around or on the suspect's person, they were forbidden from opening and rummaging through his home without a search warrant. The court deferred and overturned Chimel's conviction, citing that immediate area of control could only be that area near, around or on the suspects person where a suspect could recover a weapon or take possession of contraband or exculpatory evidence and destroy it. ✈



LAAPOA Board

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Jose Luis Lozano

Director LAX

Officer Jose Lozano started his career in Law Enforcement in 1994, and has been employed with the Airport Police for over 5 years now. He previously worked with the Department of General Services Police Division and the Department of Water and Power, where he was an active member of each

agency's bargaining committee. Officer Lozano is currently assigned to Patrol Services Section and has worked previous assignments as a Field Training Officer and Rangemaster.



Michael Johnson

Director Ontario

Officer Mike Johnson enlisted in the Air Force as an Aerospace Crash/Rescue Firefighter immediately after graduating high school. After his service in the Air Force, Michael worked for 14 years as a Burbank Airport Fire Department Firefighter. In 2005, Michael was hired as an Airport Safety

Officer for Ontario Airport, and is currently active in the Department's Haz-Mat and USAR (Urban Search and Rescue) programs.



Frank Santiago

Director Ontario

Officer Frank Santiago enlisted in the Air Force in 1981 as a Fire Fighter, where he received training in both Aircraft and Structural firefighting. After separating from active duty in 1988, he was hired at Long Beach Naval Station as a Fire Inspector, and shortly thereafter was hired by Lockheed as a firefighter, which

also included Aircraft Fire Rescue for Burbank Airport, where he received his Haz-Mat Certification. Frank was called back to active duty for Operation Desert Storm, and upon his release from active duty in 1991, he obtained the position of an Airport Safety officer at Ontario Airport. He is now serving his second term as a Union Director for LAAPOA.



Joseph Ponce

Director Van Nuys

Officer Joe Ponce served 4 years with the United States Marine Corps as a Corporal. He later spent 5 years with the U.S. Marshals Service as a Special Agent and part of their Special Response Team. He is coming up on 6 years of service with the LAXPD where Joe has worked patrol and the Emergency Services Unit.



Rodney Rouzan

Director Palmdale

Officer Rodney Rouzan has been a police officer with the LAXPD for eight years. His career has included assignments at LAX, Palmdale and Van Nuys airports, in the patrol and bicycle units. This is Rouzan's second term as LAAPOA board member and is currently assigned to Van Nuys Airport.

Officer Safety: Off-Duty Officer Survival is a 24-Hour a Day Job

Whether you work eight, ten or twelve hour shifts, you're off-duty more than on. For a variety of reasons, you should avoid becoming involved in incidents off-duty. Firearms and tactics trainer Massad Ayoob has pointed out that on duty you have: body armor, a full-size duty pistol with two spare magazines and possibly a back-up gun, access to a shotgun or patrol carbine and a partner or the ability to call on the radio for assistance. While off-duty, it is quite possibly just you and whatever off-duty firearm/ammunition you're carrying on your person. You probably have a cell phone but certainly not the quick response communication that a radio affords.

Mind-Set

The stressors of law enforcement are huge and oftentimes the last thing you want to do is put that off-duty gun on or stay as dialed in off shift as on, but you must. When Officer Ken Hammond from the Ogden Utah Police Department was at the Trolley Station Mall treating his wife to a Valentine's Day dinner in 2007, the last thing that he wanted to do was get involved in a gunfight. But thank God Officer Hammond had his head in survival mode on that day when miscreant Sulejman Talovic entered the mall with a shotgun and a .38 as well as a backpack full of ammo. It was only Officer Hammond's dedication to duty that led him to investigate the sound of gunfire and to exchange shots with the gunman, stopping the suspect's murderous assault. Being off-duty means that sometimes the trouble comes to you – whether you are ready or not. Being armed as well as mentally prepared puts you at a huge advantage versus being un-armed and caught off-guard.

What to Carry

I would advise you that carrying a decent sized pistol with spare ammunition in a holster that is close to your duty mode of carry would be more tactically sound than carrying a small caliber "mouse gun" where you can't get to it. Yes, carrying a decent sized pistol means that your wardrobe is affected and carrying spare ammo is one more thing to lug around, but the alternative of a five-

shot revolver with no spare ammo means that if you hit with only 20% of your shots, one .38 Spl. hits your suspect (hardly a wise bet...). Quickly blast through those five shots and you're left with a short club or a bad boomerang.

Identifying Yourself

Remember that on-duty officers may be responding to a "man with a gun" call and cannot readily identify you as a good guy. For that reason, anticipate that on-duty coppers may point their pistols at you and give you orders to put your gun down and get face down on the deck. It might be advantageous to have your pistol holstered for this reason but regardless, be ready and follow commands so you don't get shot by the good guys. This is also another reason why you should not pursue when off-duty in plainclothes (or while on-duty in plainclothes – avoid or put out a "plainclothes officers in pursuit" to advise patrol officers).

Have a Plan

Talk to your family about what to expect if an armed encounter happens while you're off-duty. Work through tactics such as: moving away from you (bullets might be coming in your direction); communicating to dispatch who you are and what you're wearing (Ken Hammond's dispatcher wife had to do this); and maybe come up with a code word that means *Trouble! Get away and call help*. Go over with your family or significant other that when you give instructions such as "Get down!" or "Run!" they shouldn't question you but rather respond immediately.

Transitioning from Off-Duty to On-Duty

When you say the magic words "You're under arrest," or "I'm a police officer," you go from off-duty status to on-duty and have all the same arrest powers that your state law allows while operating in or out of your jurisdiction. You also must follow agency policies on use of force, reporting and other procedures. This doesn't

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LOS ANGELES AIRPORT POLICE

Serving the Aviation Community Since 1946

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World Airports system: Ontario, Palmdale Regional and Van Nuys Regional. Some of the officers at Ontario Airport are Airport Safety Officers, who are cross-trained in fire, emergency medical services and law enforcement.

The Airport Police field over 25 explosive detection and police service (EDK9 and PSD) dogs at both of its international airports. The LAX K9 Unit, which consists of Los Angeles Airport Police combined with the Los Angeles Police Department, maintains the largest TSA canine explosive detection program in the country in an aviation environment.

The Airport Police also have a Dignitary Protection Unit, which works closely with the United States Secret Service and U.S. State Department to protect high security risk government protectees. It participates as a key member of the LAX Airport Security Advisory Committee (ASAC). It has representatives assigned to the Los Angeles Joint Terrorism Task Force (JTTF) and Los Angeles County Joint

Regional Intelligence Center (JRIC). The Los Angeles Airport Police is a founding member of the International Association of Airport and Seaport Police (IAASP) and the Airport Law Enforcement Agencies Network (ALEAN).

Today, the primary duty of the Airport Police Division is to enforce the provision of its Airport Security Plan, a document that supports the efforts of the Transportation Security Administration at the Los Angeles International, Ontario, Palmdale Regional and Van Nuys airports. However, the expertise of the organization includes a much wider variety of duties. These include traffic control, ground transportation regulations, airfield safety enforcement, specialized

units that deal with cargo theft and an emergency response unit. The Division is also on the forefront of intelligence and planning to mitigate the possibility of any major disruption (natural or man-made) to airport operations and passenger safety.

The Airport Police Division is structured under the Executive Director of Los Angeles World Airports and the Deputy Executive Director of Law Enforcement and Protection



HISTORY of LOS ANGELES AIRPORT POLICE

1990-91

In response to the first President Bush's Commission on Aviation Security and Terrorism, staffing increases to support the airport-specific identifications and access control procedures. Security requirements increase for the airfield due to tensions in the Mid-East leading up to the first Gulf War.

1992

Due to the L.A. Riots, LAPD resources are redeployed from LAX to handle events unfolding in other parts of the City. Based on the realization that LAPD resources, although assigned to LAX, could be called away at anytime to respond to a situation in the City, additional Special Officers are hired to ensure adequate law enforcement and security services are dedicated to the airport at all times.

1993-97

Due to increased terrorist threats both at home and abroad, Los Angeles World Airports (LAWA) increases the number of law enforcement and security personnel.



1999-2001

The Los Angeles Airport Police receive authority from the voters of the City of Los Angeles through a City Charter Amendment in June 1999 to ensure adequate law enforcement and security resources would remain solely dedicated to the airport. Due to the foiled threat to place a luggage bomb in the baggage claim area of the Tom Bradley International Terminal during the "Millennium," LAWA expands the K-9 program to include non-FAA explosive-detection and patrol dogs. The Airport Police Division more than doubles due to additional security mandates brought about by the events of September 11, 2001.

Services. Divisional management is provided by one chief, three assistant chiefs and a deputy chief. Together they administer the Division's four offices of operation: Administrative, Patrol Services, Traffic & Security and Intelligence & Emergency Operations.

Airport police are peace officers under the authority of 830.33(d) of the California Penal Code, whose authority extends to any place in the state for the purpose of performing their primary duty or when making arrests.

Uniforms

The original uniforms were worn from 1946 to approximately 1966. Because they were slate gray, they were sometimes referred to by officers as "Confederate Gray." They were also sometimes augmented by blue-gray uniforms when gray uniforms were not available. The uniforms changed in 1966 to tan shirts and forest green trousers, jackets and caps.

The Boarding Services Bureau uniforms were worn from 1973 to 1981 and consisted of white shirts and midnight navy trousers, jackets and caps. Supervisors wore gold colored accessories, such as tie bars, nameplates, etc. In 1981, along with the merger of the Security Division



and the Boarding Services Bureau, the uniform was changed to black jackets and dark navy trousers, caps and shirts. All accessories were made in gold color for all ranks. The unarmed, non-sworn Security Officers wore the same uniforms as the sworn officers until 1999, when they reverted to the green/tan combination, partly as an identification measure during emergency situations. Black NOMEX uniforms are worn by officers assigned to K-9 duties. Additionally, blue BDUs are issued

to all sworn officers and are worn as a work/utility uniform; but are also the uniform of the Emergency Services Unit (ESU) with some additional insignias.

Rank Structure

As is the case with most uniformed law enforcement agencies, the Los Angeles Airport Police have a paramilitary organizational structure. The rank structure has changed over the years.

As of August, 2006, the highest rank is Deputy Executive Director of Law Enforcement and Safety Services, a non-uniform executive position

continued on page 16

2002

LAWA seeks additional authority within the California Penal Code to meet the increased security and law enforcement requirements mandated by the Transportation Security Administration (TSA). The City Council and State Legislature order a POST study, as mandated by law, to ascertain whether the authority is needed.

2004

Civil Service Classification is changed from the Special Officer series to the Airport Police Officer series to attract more candidates and to reduce confusion in hiring practices, policies and procedures associated with the Special Officer class.



2005

A City Charter Amendment to remove the Charter protection of the Airport Police and pave the way for an LAPD take-over was placed on the ballot and Los Angeles City voters defeat it 65% to 35%. POST releases its findings supporting the need for additional authority within the Peace Officer classifications in the California Penal Code.

2006

In support of the POST recommendation for additional authority, Assembly Bill 1882 is introduced in the California state legislature to redesignate Airport Police from Penal Code Section 830.33 to 830.1. In May, AB 1882 is approved by the Assembly and will be voted on in the Senate. As recommended by the POST study, LAWA appoints James T. Butts, Jr., to head law enforcement and security services LAWA-wide.



LOS ANGELES AIRPORT POLICE

Serving the Aviation Community Since 1946

continued from page 15

equivalent to a Police Commissioner. The first and current incumbent of this position is James T. Butts, Jr., who retired after serving 15 years as Santa Monica Chief of Police and after 19 years with the Inglewood Police Department at the final rank of Deputy Chief of Police.

Other positions, in rank order, are Chief of Police (four gold stars), followed by Assistant Chief of Police (three gold stars), Deputy Chief

(two gold stars), Captain (two gold bars), Lieutenant (a single gold bar), Sergeant (three blue-on-gold, black-bordered chevrons, pointing upwards) and Police Officer (no rank insignia for line and staff officers; two chevrons for Field Training Officer; and two chevrons with "lozenge" diamond for officers assigned as Detectives). Detectives are not assigned as a permanent rank, but wear Detective insignia and badges while assigned to Detective duties. Field Training Officers, Detectives and K9 officers receive a 5.5% bonus for those duties.

The LAWA Airport System

Los Angeles International Airport (LAX) is the world's #1 origination/destination airport, ranking fifth overall in passenger traffic and sixth overall in air cargo tonnage handled. In 2005, more than 61 million people traveled through LAX. A commerce leader, its air cargo system handled more than two million tons of goods. LAX handled about 70 percent of the passengers, 75 percent of the air cargo, and 95 percent of the international passengers and cargo traffic in the five-county Southern California region.

Ontario International Airport (ONT) is a medium-hub, full-service airport with commercial jet service to major U.S. cities and through-service to many international destinations. ONT is located in the Inland Empire, approximately 35 miles east of downtown Los Angeles in the center of Southern California. The airport is the centerpiece of one of the fastest-growing transportation regions in the United States.¹

Van Nuys Airport (VNY) is located in the heart of the San Fernando Valley and ranks as the world's busiest general aviation airport. VNY averages nearly one-half million takeoffs and landings annually. More than 100 businesses are located on the 730-acre airport, including six major fixed-base operators and numerous aviation service companies.

Palmdale Regional Airport (PMD) is located in the Antelope Valley, in the northeast portion of the City of Palmdale on a 70-acre site on U.S. Air Force Plant 42. The airport features a newly refurbished 9,000-square-foot terminal, capable of handling up to 300,000 passengers annually. PMD is approximately 35 air miles north of downtown Los Angeles.

¹ Officers assigned to ONT may be Airport Police Officers who perform law enforcement functions only or Airport Safety Officers who conduct law enforcement and aircraft rescue and fire-fighting functions.

HISTORY of LOS ANGELES AIRPORT POLICE

TODAY

The expansion of Los Angeles Airport Police and its requisite duties have been measured and support the additional aviation law enforcement, security and counterterrorism mandates that an ever-changing global environment requires. Today, Los Angeles Airport Police is a first responder organization that has evolved into a bona fide law enforcement agency of over 1,000 highly trained sworn and civilian employees. Providing law enforcement and security services at all four of LAWA's airports in two counties is Airport Police's primary concern.



Security Officers have their own rank structure for first and second level supervisors. Senior Security Officer is considered to be the functional equivalent of a sergeant and Principal Security Officer is considered to be the functional equivalent of a lieutenant. Neither has any operational authority over sworn officers.

Other civilian (non-sworn) employees have their own supervisory ranks, depending on position and job classifications. Senior Communications Operators supervise Communications Operators, for example.

In 2000, the first civilian commanding officer was assigned when the Airport Police took over the LAX security credentialing function. A second civilian commanding officer was added in 2005 to manage the administrative support functions. Both civilian commanding officers (in the Civil Service classification of Senior Management Analyst II) are considered to be full members of the command staff and are the functional equivalents of captains. They have assignment and supervisory authority over civilian employees and sworn officers assigned to their respective commands.

Selection and Training Standards

The Los Angeles Airport Police is a member of the California Commission on Peace Officer Standards and Training (POST) and all officers meet or exceed POST selection standards. All officers hired after 1986 meet full POST training standards. Prior to 1986, training was accomplished locally to federal standards. The majority of officers hired prior to 1986 were sent to in-service training to complete the POST standards. The last of those officers completed training in 1996.

Selection and training standards for the Los Angeles Airport Police officers are virtually identical to those of LAPD. In 2004, the written tests were merged and the application process streamlined. It is now possible to apply for LAPD, Los Angeles Airport Police, Los Angeles Port Police and Los Angeles Office of Public Safety Police on one application, taking one written exam.

Airport Police officer candidates are sent to the LAPD Academy, Los Angeles Sheriff Academy or the Rio Hondo Regional Police Academy. Training site selection has been largely based on course availability. In 2006, a decision was made to send as many candidates as possible to the Los Angeles Police Academy.

Supervisory training for sergeants has been held at the Los Angeles Police Academy since the late 1980s. Training for Airport Police detectives takes place at the LAPD academy. Training for lieutenants, captains and higher takes place at various locations in partnership with other California law enforcement agencies. ✈

Chiefs

It is interesting to note that the Airport Police has a history of long periods where an acting chief has been in place. This is partially due to lengthy examination and selection processes, but also due to various re-structuring efforts that have taken place over the years in response to airport development, world events and political changes. Between January 1983 and November 2007, an elapsed time of over 23 years (287 months), acting chiefs have been in place for 85 months, nearly one-third of the total time. In the longest interim period, a total of 27 months elapsed between the retirement of Chief Bernard J. Wilson (August 2005) and the appointment of Chief George R. Centeno (November 2007), with two acting chief's serving in the interim.

Chiefs of the Los Angeles Airport Security Division

George Dorian

Chief Security Officer, 1959–1979

Albert Reed, Jr.

Chief Security Officer, 1979–1981

Chiefs of the Los Angeles Airport Security Bureau (after merger with Boarding Services Bureau)

Albert Reed, Jr.

Chief of Security, 1981–1983

George C. Howison

Assistant Chief of Security and Acting Chief of Security, 1983–1983

Frank C. Costigan

Chief of Security, 1983–1984

Chiefs of the Los Angeles Airport Police (after the 1984 name change)

Frank C. Costigan

Chief of Police, 1984–1984

George C. Howison

Assistant Chief of Police and Acting Chief of Police, 1984–1986

Bernard J. Wilson

Captain and Acting Chief of Police, 1986–1987

Gilbert A. Sandoval

Chief of Police, 1987–1997

John W. Bangs III, Captain

Acting Chief of Police, November 1997–April 1999

Bernard J. Wilson

Chief of Police, April 1999–August 2005

Gary T. Green

Captain and Acting Chief of Police August 2005–September 2005

Brian A. Walker

Captain and Acting Chief of Police, September 2005–November 2007

George R. Centeno

Chief of Police, November 2007–Present



To Protect and Preserve

BY OFFICER SHAWN SMITH (CSI)

The preparation for the protection of a crime scene and the preservation of evidence begins at the start of each officer's watch. When you clear roll call, check your trunk for the following: police tape, disposable gloves, cones and flares, fingerprint kit and Polaroid camera. If an officer has all the above mentioned items, he or she can protect and preserve almost any scene.

If you're wondering why you'll need this equipment, here's a breakdown: In order for a scene to be properly processed either by CSI or detectives, it has to be taped off. If you as a first responder fail to do this, crucial evidence may be moved, compromised or lost. Without evidence you have no case.

So upon arrival to your scene, tape it off. Start large; you can always reduce it later. If police tape isn't practical, use cones or additional personnel. If your scene is in an intersection at night, flares would be a good option if no flammables are present.

If your scene has an injured victim and LAFD arrives before CSI, take a Polaroid of the victim's injury prior to FD transporting. Be sure to wear disposable gloves when handling injured victims or evidence. You don't want their blood on you and you don't want your prints on the evidence.



Once you've protected the scene and CSI has come and gone, pick up any police tape, cones or debris so that persons or cars are not in danger.

After finishing your report, be sure to replace any depleted equipment so that the next watch will be ready for a shift like the one you just finished.

Remember, being properly prepared will allow you to deal with almost any crime scene/accident you may respond to. Take care and be safe. ✈

Lozano *continued from page 13*

mean that when you get involved in a drunken brawl off-duty and are losing, you then try to arrest the other half. But if the action is such that you are clearly operating under color of law, you have agency legal protection and workman's compensation coverage. Once again, I strongly recommend against off-duty enforcement activity, but if trouble finds you or you must act to save another, you do have legal protection.

Here are the lessons I've learned and I will pass them on to you: avoid, if possible; carry a gun because you never know; carry enough gun; carry spare ammo; and Talk and Plan with your family about what you'll do and what they should do *before it happens* and pay attention to what's going on around you. On-duty or off the mission is clear – plan and train for it and then WIN it! ✈

When is a Drug Recognition Expert Needed?

BY ANDREI SOTO — DRUG RECOGNITION EXPERT

Now that we have certified drug recognition experts (DREs), I have received a lot of questions about when to request a DRE. I have also seen some incidents when a DRE should have been called but wasn't. The following will hopefully help explain the role of a DRE in your investigation.

A DRE has two basic functions:

- To evaluate persons who may be under the influence of drugs or alcohol
- To help with the identification of illegal, prescription or over-the-counter drugs



Whenever you are talking to or detaining someone and you think that person may be under the influence of an intoxicant, contacting a DRE is always a good idea. However, how do you know if someone is under the influence vs.

5150 WIC, – or maybe a mixture of both? This is much more difficult to do, so again, requesting a DRE is a good idea.

To determine if someone is under the influence, be on the lookout for signs of physical and mental impairment, as opposed to just mental impairment. One way to find this out is to ask questions. For example, are they diabetic or do they have any other medical problems? (Just know that some people may lie to you because they know that you will take them to the hospital rather than to jail if they say they have

medical or mental problems.)

You can also look for signs of ingestion, like injection sites on the arms or burned finger tips. You should also listen to their speech. Is it slurred? Is it fast or slow? What do you smell? Some drugs have strong chemical odors. Is the person extremely nervous or extremely relaxed? Are they sweating profusely? Do they have some sort of drugs or substance that you cannot readily identify? And finally, use your training, experience and judgment. If it doesn't add up, there is probably something wrong and it's time to call a DRE to assist you in your investigation.

One example that you will probably run into is a person who does not complete the SFSTs as you demonstrated during a traffic stop.

So you arrest him for DUI and find out when you take him to the station that he has a BAC of less than .08%. This person may be under the influence of both drugs and alcohol, which is common. This is where your observations out on the field become extremely



important and will help a DRE evaluate your arrestee.

Always remember, if you have questions or you need help, don't be afraid to ask. A DRE is another resource to help you with your investigations. ✈

Ontario Airport Safety Officers

BY MATT PATRICK — AIRPORT SAFETY OFFICER

In 1970, the City of Los Angeles purchased Ontario Airport (ONT) from the City of Ontario. This endeavor was a move to support Los Angeles International Airport's (LAX) increasing passenger volume and to act as a satellite airport to the Inland Empire.

In the same year, retiring 30 year veteran of the Los Angeles Fire Department Battalion Chief Dave Nave assumed the position as the first Chief Airport Safety Officer to ONT. Nave directed daily fire and security operations in conjunction with the City of Ontario Fire Department and eight of his own firefighters for response to airport and aircraft emergencies.

Today, the role of an Ontario Airport Safety Officer's (ASO) position encompasses two major careers: one as a Firefighter and one as a Police Officer. Within a twenty-four hour shift, Safety Officers are assigned to both positions, 16 hours as a Crash Rescue Firefighter and eight hours as a Police Officer. Although this program is quite unique, it is not uncommon. Agencies such as the city of Sunnyvale, California, Daytona Beach Shores, Florida and Dallas Fort Worth Airport are a few to implement the Safety Officer concept.

Prior to being hired, Safety Officers must have had at least two years experience in either firefighting or law enforcement and must be certified as an Emergency Medical Technician (EMT). Aircraft Rescue fire fighting is a specialized function that a majority of the Safety Officers learned from their training in the U.S. military. Some

Safety Officers were hired from municipal fire departments. These Officers were sent to a Police Academy to obtain their law enforcement training and POST Certifications. In some cases, Safety Officers came from law enforcement agencies and were sent to a Fire Academy to acquire their California State Fire Marshal approved training. Each receives on the job training to become proficient in Aircraft Rescue Fire Rescue (ARFF).

With this level of training and the type of schedule worked by the Safety Officers, many have taken additional classes, both through the department and on their own, to further advance the ASO program. ONT offers the airport, the surrounding city of Ontario and the State Hazardous Materials Response with Technicians and Specialists (Specialist being the highest certification the State Fire Marshal has to offer), a Decontamination Unit, Mass Casualty Incident (MCI) for large scale incidents and Urban Search and Rescue (USAR) and a newly developing tactical medic program. But, "The largest benefit to this program," said Mike Johnson, Union Director for ONT, "is that within minutes we can more than triple the size of our police force into the field if an incident were to arise."

51 Safety Officers provide ONT with aircraft crash rescue response and fire protection for all airport facilities and complete police services 24 hours a day, 365 days a year. ✈





Jim Freeman of Freeman Public Affairs Speaks Out for Police Associations

BY JIM FREEMAN - POLITICAL CONSULTANT

Many of you may already know me through my work for police associations across California. My firm, Freeman Public Affairs, represents over 60 state law enforcement organizations – more than any other consulting agency in California.

During these unprecedented tough economic times plagued by tight budgets, strained resources and vulnerable pension plans, public safety associations are increasingly looking for a strong advocate to fight for their interests in City Councils, County Boards and State Legislatures. Freeman Public Affairs was established to make sure police officers are heard and that their services are recognized and appreciated.

My goal is to put every elected official on notice that voters care about public safety and that they will only support candidates who take this issue seriously and respect the role of police officers in their communities. It is also important for elected officials to respect your PAC and its possible influence on any election in L.A., including their own.

Police Officer Associations can't control the economy, legal system, natural disasters or surging population, but they can exercise more clout in local and state governments in determining which candidates get elected, how community priorities are set and budgets spent.

My team and I know California – the players, issues and demographics. We're keenly aware of how political leaders respond to the crisis of the moment and often fail to recognize the need for constant vigilance, better technology, more specialized training, professional development programs and recognition of perils avoided and jobs well done.

The Los Angeles Airport Police provide critical security for a high-profile target in the war against terrorism. Even without this constant threat, protecting one of the nation's busiest airports requires experienced, alert and well-trained professional officers. Their jobs are highly specialized and their responsibilities very different from the duties of L.A. Police Department officers. The people of L.A., Burbank, Ontario, Van Nuys and Palmdale need to know that they are being protected by a specialized group of law enforcement officers that will not be reassigned on a moment's notice into the bureaucratic machine of a larger organization.

One of my goals for the Los Angeles Airport Police is to explore affiliations with other Police Associations like the L.A. Port, L.A. General Services and L.A. School Police to find ways to stop the ever-growing encroachment by bigger, more powerful agencies hungry for additional federal funding and expanded control of vital city gateways. While forming alliances, I will also find advocates and evaluate political opportunities to get your case the public awareness it deserves. From a

labor standpoint, our firm is here to fight union busting in any shape or form!

Freeman Public Affairs believes in specialized policing, where one size does not fit all, but where law enforcement organizations in Los Angeles can find common ground and work together toward mutually beneficial goals. We have fought for local policing and saved community police departments while finding new ways for state, county and local law enforcement agencies to coordinate policies.

Keeping public safety at the top of the political agenda is what Freeman Public Affairs will continue to do. Police officer associations have an obligation to increase government awareness and responsiveness, not only for the people they serve, but also for their own safety and security. Our mission is to make sure their efforts have a lasting impact on public policy now and in the future. ✈



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Court of Appeal Settles Debate on Whether Cities are Required to Meet and Confer Prior to Contracting Police Services

BY DIETER C. DAMMEIER - LACKIE, DAMMEIER, & MCGILL, APC

As many of you recall, back in 2005 the Rialto City Council approved by a four to one vote a contract for police services to be taken over by the San Bernardino County Sheriff's Department. This was done with the minimum 24-hours notice required to hold a Special Council meeting. The next day, Sheriff's personnel were taking inventory of equipment and moving quickly to take over operations.

Rialto POA's attorneys, Lackie & Dammeier, took swift action to lay the groundwork for what would be a two-year legal and political battle over the survival of the Department. A Temporary Restraining Order was sought and obtained in San Bernardino County Superior Court, immediately putting a halt to the Sheriff's takeover. Superior Court Judge Bob Krug agreed with the Rialto POA's position that contracting out police services was subject to the meet-and-confer requirements. Accordingly, a Preliminary Injunction and later a Permanent Injunction was issued instructing the City to not implement a Sheriff takeover until it had fully complied with its meet-and-confer obligations. Given these requirements – which included Court ordered meet-and-confer sessions, an impasse fact-finding procedure and potential binding interest arbitration – this was a significant delay for the City to implement its plan. This delay allowed the POA to garner the public support needed to overturn the City Council's Decision. Although moot for Rialto, the City backed by the League of Cities appealed the case to get a decision on this long-debated topic. The debate is over.

The Court of Appeal published a Decision dated October 3, 2007, and in what the Court described as "an issue of first impression," held that a City must first meet and confer with the applicable bargaining unit prior to contracting out police services. The Court concluded in its well reasoned opinion that "without question, the City's decision to enter into a contract with the Sheriff's Department for law enforcement services affects wages, hours and conditions of employment of the City's police officers." The City's arguments in this case primarily focused on other meet-and-confer cases that allowed management to eliminate a work force or close a plant without having to meet and confer. The Court recognized the City's argument as not being applicable in this case. While the City would be allowed to simply close its doors without meeting and conferring (such as going bankrupt) the City was not doing so in Rialto. The City had entered into a contract to provide specific levels of police services for which it was paying. In other words, it was outsourcing its law enforcement services and not discontinuing them. The Court relied on prior significant case law that requires a meet-and-confer when transferring work outside of the bargaining unit, which it explained Rialto was doing in this case.

The Court's opinion concluded in stating, "In sum, as stated in the City's own staff report, the City's decision was motivated by the desire to reduce costs as well as issues involving employee morale, level of service and management conflicts. These issues are eminently suitable for resolution through collective bargaining."

The RPOA should be proud of its success in this case. This is the first case in California in which a contract was entered into (approved by City Council) for police services to be contracted out and the Association was able to reverse the tide and come out triumphant. They could not have done it without the support of fellow police associations from throughout the state and PORAC, which rallied behind the Rialto POA in its time of need. Now, with the published Appellate Court Decision, RPOA's fight will help other POAs throughout the State if they ever have to face a similar situation. ✈

THE POWER OF ONE VOICE

IF ONE VOICE CAN CHANGE
ONE MIND
THEN IT CAN CHANGE
ONE GROUP

IF IT CAN CHANGE
ONE GROUP
THEN IT CAN CHANGE
ONE ASSOCIATION

IF IT CAN CHANGE
ONE ASSOCIATION
THEN IT CAN CHANGE
ONE DIVISION

IF IT CAN CHANGE
ONE DIVISION
THEN IT CAN CHANGE
ONE DEPARTMENT

MARSHALL McCLAIN,
PRESIDENT, LAAPOA 2009

2009 Calendar of Events



March 14-15

25th Challenge Cup Relay Race

(Baker, California to Las Vegas, Nevada)

March 19

LAAPOA Board Meeting

(LAAPOA Headquarters)

April 8-11

Arizona Police & Fire Games

(Visit www.azpolicegames.com)

April 12*

Easter

April 23

LAAPOA Board Meeting

(LAAPOA Headquarters)

May 10

Mother's Day

May 10-16

National Police Week, Washington, DC

(Visit www.nleomf.com)

May 21**

LAAPOA General Membership Meeting

(Proud Bird Restaurant)

May 25*

Memorial Day

* ARTICLE 7.13 HOLIDAY PREMIUM PAY

Effective July 1, 2007, employees who work on these holidays in the prescribed watches shall receive time-and-one-half premium pay in lieu of their regular salary.

*** If you need to present something before the Board prior to a regularly scheduled General Membership Meeting, please contact the LAAPOA office so you can be accommodated.*

EDITORIAL POLICY

Got something to share? LAAPOA's new website and magazine, *ALERT3*, is now accepting articles, photos and stories. Contact your LAAPOA representative for further information if you are interested.

1. Opinions expressed in LAAPOA *ALERT3* are not necessarily those of the Los Angeles Airport Peace Officers Association.
2. No responsibility is assumed for unsolicited material.
3. Letters or articles submitted shall be limited to (500) words and must be accompanied by writer's name and address, but will be reprinted without them at writer's request.
4. Freedom of expression is recognized within the bounds of good taste and limits of available space.
5. The Board of Directors reserves the right to edit submissions and/or include editor's notes to any submitted material.
6. The deadline for submissions to LAAPOA *ALERT3* is 30 days prior to the issue date.

Send your articles to LAAPOA *ALERT3* Editor, 6080 Center Drive, 6th Floor, Los Angeles, CA 90045 or e-mail them to marshallmcclain@sbcglobal.net.

THE LEO DINOSAURS

The LEO Dinosaurs is an organization of retired airport police and security officers, commonly referred to as “The Dinosaurs.”

The Dinosaurs’ mission and purpose are to promote and maintain a close personal relationship with fellow law enforcement officers, retired and active, while sustaining and perpetuating the growth, stability and well being of the group through various initiatives and undertakings.

We, The Dinosaurs, have adopted some goals and objectives, as indicated below, that we plan to implement:

1. Research and document the history of the Los Angeles World Airports’ Police for the benefit of present and future officers, retired and active. The airport police have a rich history, beginning in the 1940s.
2. Establish and develop a counseling program and make it available to the airport police personnel, both retired and active.
3. Establish and develop a counseling program and make it available to the airport police personnel, both retired and active, and to their children and grandchildren.
4. Develop procedures to locate retired airport officers, establish communication and provide relevant information regarding The Dinosaurs and other related information.
5. Develop and maintain programs (i.e., seminars and lectures) which will provide assistance to the Dinosaurs’ members that may need information and assistance relating to the items such as estate planning and health care issues.
6. Reach out to officers of other law enforcement agencies and establish a relationship between them and the Dinosaurs.

The goals that we have adopted are in various stages of development and will be implemented as we complete each project.

Lest we forget, The Dinosaurs are committed to provide support to the airport police family.



IN THE LINE OF DUTY

2009 HONORED OFFICERS

Officer Randal D. Simmons

Los Angeles Police Dept.
EOW: February 7, 2008

Officer Aaron G. Garcia

Union Pacific Police Dept.
EOW: May 7, 2008

Deputy James E. Throne

Kern Co. Sheriff's Dept.
EOW: May 23, 2008

Deputy Jose "Tony" Diaz

Yolo Co. Sheriff's Dept.
EOW: June 15, 2008

Deputy Juan A. Escalante

Los Angeles Co. Sheriff's Dept.
EOW: August 2, 2008

Sergeant Paul A. Starzyk

Martinez Police Dept.
EOW: September 6, 2008

Officer Bradley A. Moody

Richmond Police Dept.
EOW: October 5, 2008

Deputy Randy J. Hamson

Los Angeles Co. Sheriff's Dept.
EOW: October 24, 2008

Deputy Lawrence W. Canfield

Sacramento Co. Sheriff's Dept.
EOW: November 12, 2008

Officer Joseph P. Sanders

CHP - Santa Fe Springs
EOW: December 15, 2008

❧ HONORED OFFICERS ENROLLED FROM PRIOR YEARS ❧

Officer George C. Chapman

Sacramento Police Dept.
EOW: April 27, 1858

Officer Leonard Harris

Union Pacific Police Dept.
EOW: May 16, 1894

Constable Preston V. Swanguen

Riverside Co. Sheriff's Dept.
EOW: December 24, 1907

Constable Walter Reed

Inyo Co. Sheriff's Dept.
EOW: April 14, 1912

Deputy Marshal Perman C. Calderwood

Los Angeles City Municipal Court
EOW: December 22, 1930

Deputy David S. Larimer

Los Angeles Co. Sheriff's Dept.
EOW: December 24, 1941

Officer George R. Kebort

Union Pacific Police Dept.
EOW: July 8, 1949

Deputy William J. Litz

San Bernardino Co. Sheriff's Dept.
EOW: May 23, 1959

Officer Brice L. Woody

Union Pacific Police Dept.
EOW: July 23, 1965

CALIFORNIA PEACE OFFICERS' MEMORIAL CEREMONIES

MAY 7 & 8, 2009 ❧ 10TH STREET AT CAPITOL MALL ❧ SACRAMENTO
www.camemorial.org

NPSFL 2009 Schedule

Please come out and support the LA Heat Football Team as they head towards victory!



LA HEAT @ Orange County Lawmen

March 7, 2009 - 3:00 pm

Segerstrom High School

2301 W. Segerstrom, Santa Ana, CA 92704



LA HEAT @ Houston Gunners

April 4, 2009 3:00 pm

Crump Stadium

4214 Cook Road, Houston, TX 77072



FDNY @ LA HEAT

May 9, 2009

Location & Time TBD



Los Angeles Centurions @ LA HEAT

May 16, 2009

Location & Time TBD

TBD

NPSFL Championship Game!!



**PLEASE HELP US SUPPORT
TEAM LAX AS THEY RUN
CARRYING WITH THEM
THE HOPES OF A DEPARTMENT
AND RETURNING HOME
WITH THE RESPECT OF
A NATION.**



LAAPOA REPRESENTATION

It's time to call your LAAPOA Rep when...

1. Named as a suspect in an IA or Divisional Investigation.
2. Interviewed as a witness, and you have a reasonable belief that you may be subjected to disciplinary action as a result of being interviewed.
3. Questioned by a supervisor regarding conduct or instructed by a supervisor to sign any document that alleges you were involved in conduct that may be interpreted as a violation of law or department policy.

LAAPOA's reps are available

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7

24 hours a day – 7 days a week

*Regardless of whether you believe there is nothing to worry about (because you've done absolutely nothing wrong), it is **never** in your best interest to submit to an interview without representation.*

*Based on the record of numerous members interviewed as witnesses, who as a result of their interview became subjects themselves, all prudent **LAAPOA** members should have a reasonable belief that they might be accused of misconduct, and as such may be subjected to discipline.*

1) Don't wait until it's too late! Call your LAAPOA rep: (310) 242-5218

2) PORAC Legal Defense Fund (800) 255-5610 *(24 Hour Emergency Number)*

3) Lackie Dammeier & McGill APC (909) 985-4003 ext 101



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