



Dallas Police Department General Order

301.00 Emergency Vehicle Operations

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301.00 EMERGENCY VEHICLE OPERATION

301.01 Purpose

- A. The purpose of this General Order is to describe the authority and to establish guidelines for operating emergency vehicles. It is intended as a broad guide to the application of these procedures during the operation of an emergency vehicle.
- B. Situations exist that require officers to respond quickly to life threatening emergencies and/or engage in pursuit of violators. In any situation, an officer must always base the decision to pursue on probable cause, known facts, and circumstances that can be articulated by the officer.

301.02 Authorized Emergency Vehicles

- A. Vehicles equipped, at a minimum, with a siren and externally mounted red and blue emergency warning lights that have been installed in a manner approved by the Chief of Police will be authorized emergency vehicles. Public Service Officer trucks are not authorized emergency vehicles.
 1. An exception to externally mounted red and blue lights will be made for designated SUV model vehicles equipped with interior red and blue lights mounted at the top, and extending across the width of the windshield. Additional emergency warning lights will be mounted on these vehicles in accordance with specifications approved by the Chief of Police to allow the vehicle to operate as an emergency vehicle.
 2. Public Service Officer trucks are not authorized emergency vehicles
- B. Vehicles equipped with red and blue lights that are not externally mounted are also authorized emergency vehicles, but these vehicles will be used for traffic stops only and will not be used for any other type of emergency response.
- C. Vehicles not equipped with serviceable emergency equipment as provided in section A or B above will not be operated in an emergency manner.

301.03 Levels of Response Defined

- A. Code 1 - The operation of an emergency vehicle in normal traffic without using emergency lights and siren. All departmental personnel operating emergency vehicles in this mode will comply with the posted speed limit and obey all traffic control devices and signals.
- B. Code 3 - The operation of an emergency vehicle using the emergency warning devices, as well as activating the emergency vehicle's headlights. This method of operation is authorized by the State Transportation Code and is outlined in General Order 301.05.
 1. The **general** guideline shall be that officers operating their vehicles in this manner shall not exceed the posted speed limit by more than 20 miles per hour on major streets and freeways and shall observe the posted speed limit in residential neighborhoods and school zones
 2. Officers operating their vehicles in this manner shall come to a complete stop to ensure an intersection is clear prior to disregarding any stop signal or stop sign.
- C. Assist Officer - The operation of an emergency vehicle while utilizing emergency warning devices and headlights to assist another law enforcement officer when an imminent threat to the officer's safety is present. When operating a vehicle in this regard, an officer is not bound by the requirements listed in 301.03 B. 1-2 above, but is not relieved of the duty to operate the vehicle with appropriate regard for the safety of all persons or the consequences of reckless disregard for the safety of others.

301.04 Operation of Authorized Emergency Vehicles

- A. In all operations of emergency vehicles, situations will exist which, in the responding officer's opinion, need an immediate and effective response. In these situations, the responding officer may determine that a delay in response could jeopardize the safety of a citizen or officer and upgrade from a Code 1 to a Code 3 response. When upgrading a response, the responding officer will notify the dispatcher, and upon acknowledgment, immediately activate the emergency equipment and headlights.
- B. When operating Code 3, the operator of the emergency vehicle is responsible for the safe operation of the vehicle. The officer must be able to articulate the facts and circumstances justifying the Code 3 decision.
- C. The authority to drive contrary to regulatory codes when operating an authorized emergency vehicle Code 3 does not relieve the operator of the responsibility of exercising due care. When regulating their speed, officers should give consideration to such things as the nature and seriousness of the offense or suspected offense and be consciously aware of weather conditions, traffic control devices, character of the neighborhood (residential or business), traffic volume, and road and vehicle conditions.
- D. After providing necessary assistance at a Code 3 or Assist Officer incident, the initial responding element will notify the dispatcher when the need for emergency assistance is over.
 1. Dispatcher will immediately sound an alert tone that Code 3 response has ended.
 2. Authorization for all other responses utilizing emergency warning devices will end.
 3. Other officers may proceed to the scene, driving at the posted speed limit and obeying all traffic control devices.
 4. Except when driven Code 3 or to an Assist Officer, no emergency vehicle will be driven faster than the posted speed limit.

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- E. Officers requesting a cover element (not an assist officer) will advise the dispatcher if the response needed is Code 1 or Code 3, and the number of elements required. No other terminology will be used.
 - 1. A Code 3 response is appropriate when an officer reasonably believes that a delay in response could jeopardize the safety of a citizen or officer.
 - 2. Officer's responding to a Code 3 cover request will notify the dispatcher, and upon acknowledgement, immediately activate the emergency equipment and headlights.
- F. In all Assist Officer incidents, responding officers will be authorized an emergency response as indicated in 301.03 C without the need to notify the dispatcher of their intent to respond.
- G. Officers will hold Code 3 responses to the essential minimum and terminate a Code 3 response at the earliest possible time. When the emergency warning devices are deactivated, a Code 1 response is in effect.

301.05 Authority to Operate as an Emergency Vehicle

- A. The State Transportation Code permits authorized emergency vehicles to be operated in an emergency manner in response to an emergency call and in immediate pursuit of an actual or suspected violator of the law.
- B. The following will be considered emergencies within the meaning of Section A above:
 - 1. Calls assigned by the radio dispatcher that are designated as emergencies and only when dispatched as emergencies by the designation *Code 3*.
 - 2. Calls or situations wherein the personal knowledge of an officer justifies the reclassification of a Code 1 assignment to an emergency level Code 3.
 - 3. Situations wherein a supervisor directs that response be made Code 3.
 - 4. Routine Traffic Stops
Pursuit of a violator when the use of both emergency warning lights and siren is necessary to alert other traffic and/or to command the attention of the vehicle operator so that the he/she can be directed to stop. Officers may clock speeding traffic violators without using emergency lights and siren when they can do so safely and only for short distances.
 - 5. Chase Pursuit- Pursuit of a violator wherein the violator refuses to stop and the continuing use of both emergency warning lights and siren is necessary in the interest of warning others. The authority to drive contrary to traffic regulations requires the emission of an audible signal and activation of emergency warning lights. At the conclusion of the chase pursuit, all visible emergency warning lights will remain on at the scene.
- C. Authorized Levels of Response - The only authorized levels of response are Code 1, Code 3 and Assist Officer, which are defined in GO 301.03.
- D. Authorized Operators - No Police Department vehicle will be operated with emergency equipment activated unless operated by either:
 - 1. A sworn member of the Police Department.
 - 2. A Reserve Officer of the Police Department when on duty and operating under the immediate order of a sworn officer or sworn supervisor, and only when such operation is essential to the preservation of life.
- E. The law enforcement goal of protection of life may be better served if an in-the-act offender is not alerted to an officer's arrival. When the siren and emergency warning lights are deactivated, the Code 3 or Assist Officer response will cease and a Code 1 response will be in effect, and the officer must begin considering a tactical approach.

301.06 Private Vehicle - Emergency Escort

- A. When an officer in the field is requested to escort a private vehicle carrying an injured or ill person, the officer will determine the severity of the injury or illness. The officer should offer to call an ambulance and offer to administer first aid.
- B. If the driver and patient refuse the officer's offer and want to continue to the nearest hospital or medical facility, the officer may escort the vehicle Code 1. The dispatcher will be notified prior to the escort.
- C. If the situation is not of a life threatening nature, the officer will politely suggest that the driver proceed carefully and obey all traffic regulations, and if appropriate, suggest the quickest and safest route to the hospital. Should the driver not know the way to the hospital, the officer may furnish an escort Code 1.
- D. An officer will not escort a private vehicle Code 3.

301.07 Vehicle Pursuits

- A. Purpose - The purpose of this policy is to establish guidelines for making decisions with regard to vehicular pursuits.
- B. Philosophy - General Order 906.01 B., states "Protection of human life is a primary goal of the Police Department; therefore, police officers have a responsibility to use only the degree of force necessary to protect and preserve life." Initiating or participating in a vehicular pursuit presents a danger to the officers involved, the suspect, and the general public. Accordingly, the decision to initiate a pursuit must be based on the pursuing officer's conclusion that the immediate danger to the officer, public and suspect created by the pursuit is less than the immediate or potential danger to the public should the suspect remain at large.
- C. Definition - A Pursuit is defined as an active attempt by an officer in an authorized emergency vehicle to apprehend a fleeing suspect in a motor vehicle who is attempting to elude the officer. A suspect is considered to be fleeing upon making any overt action intended to avoid arrest. For the purpose of this order, violators who follow all traffic regulations after an officer initiates a traffic stop and are merely failing to yield to the authorized emergency vehicle are not considered to be fleeing. The term "Chase" will be considered synonymous with "Pursuit".
- D. Decision to Initiate Pursuit
 - 1. The decision to pursue must be based upon facts and circumstances known to the officer.
 - 2. In deciding whether to pursue, an officer must take the following pursuit risk factors under consideration:

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- a. road, weather and environmental conditions,
 - b. population density, vehicle and pedestrian traffic,
 - c. relative performance capabilities of both the authorized emergency vehicle and the suspect's vehicle,
 - d. seriousness of the offense,
 - e. presence of other persons in the police vehicle,
 - f. age of offender,
 - g. whether or not the offender's identity is known, and
 - h. any circumstance under which the pursuing officer will be unable to maintain control of the emergency vehicle.
3. An officer may initiate a pursuit under the following circumstances:
- a. when the officer has probable cause to believe that a felony involving the use or threat of physical force or violence has been, or is about to be, committed, or
 - b. to assist another law enforcement agency that has initiated a pursuit under the same circumstances, or
 - c. an outside agency has initiated a pursuit which has entered the City of Dallas and there is only one police vehicle involved, or
 - d. an officer on-views a suspect discharge a firearm in a public place or displays a firearm in a public place in a threatening manner, and
 - e. the officer reasonably believes that the immediate need to apprehend the offender outweighs the risk to any person of collision, injury or death.
 - f. all other pursuits are prohibited.
4. Officers will not pursue a motorist whose only offense is driving while intoxicated if the actions of the driver escalate beyond merely failing to yield to the emergency vehicle.
- E. Manner of Operation While in Pursuit
1. The emergency warning lights, siren, and emergency vehicle headlights will be used at all times while operating Code 3.
 2. Only police vehicles equipped with operable emergency warning lights and sirens will participate in the pursuit of a fleeing vehicle.
 3. Unmarked vehicles without roof mounted emergency warning light systems will not become involved in a pursuit. Supervisors in unmarked vehicles will follow the chase using a Code 1 response.
 4. If a pursuit is initiated by a motorcycle, the motorcycle will abandon the pursuit when a four-wheel unit with roof mounted emergency warning light systems joins the pursuit.
 5. Vehicles with passengers (prisoners, witnesses, suspects, complainants or other non-police personnel who have not signed a waiver of liability) will not become engaged in pursuits.
 6. Paddy Wagons will not become engaged in pursuits.
- F. Pursuit Termination
1. Pursuing officers shall continually assess the pursuit risk factors and terminate the pursuit when the danger to the officer, public or suspect becomes greater than the immediate need to apprehend the suspect.
 2. If visual contact is lost other than momentarily, officers will discontinue the pursuit.
 3. Officers will terminate a pursuit when directed to do so by a supervisor.
 4. Once the decision has been made to terminate a pursuit, officers will immediately disengage emergency warning lights and siren and reduce to Code 1.
- G. Prohibited Practices
1. Setting up roadblocks to stop violators.
 2. Attempting to force the vehicle from the roadway by driving alongside or in front of the fleeing vehicle.
 3. Bumping or ramming the fleeing vehicle in an attempt to force it from the road.
 4. Discharging weapons at a moving vehicle unless an occupant of the vehicle is using or attempting to use deadly force on an officer or other persons.
 5. Pursuing violators the wrong way on any freeway, one-way service road, one-way street, or divided roadway. This order is not intended to prohibit pursuit on an adjacent roadway where the officer is driving with the traffic flow.
 6. Following so closely that adequate reaction and braking time is insufficient to prevent collision with any leading vehicle.
- H. Responsibilities of Pursuing Elements
1. Any element initiating a pursuit will immediately notify the police dispatcher of the following information:
 - a. Element number.
 - b. Direction of travel.
 - c. Reason for pursuit to include offense that has been, or is about to be, committed.
 - d. Description and number of occupants.
 2. No more than the following three vehicles will be involved in a pursuit - the pursuit element, one support element, and a supervisor (either the Controlling Supervisor or another supervisor). The officer in the primary vehicle or the supervisor engaged in the pursuit may request approval from the Controlling Supervisor to add additional elements to the pursuit. The Controlling Supervisor may grant this request and has the option to add additional elements based upon personal judgment. Factors to be considered before requesting or allowing additional elements to join the pursuit include, but are not limited to:
 - a. The nature of the offense.
 - b. The number of suspects.
 - c. Whether to add a third element to the pursuit if no supervisor is able to join it.
 - d. Whether the participating elements have more than one officer per vehicle.
 - e. Any factor that could reasonably cause an increased hazard.
 3. Other police vehicles will not enter a pursuit to assume the lead or secondary vehicle position unless these factors apply:
 - a. The lead or secondary vehicles have fallen far enough behind the suspect's vehicle that it may be

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- reasonably assumed the lead or secondary vehicle cannot maintain contact with the suspect's vehicle.
 - b. The vehicle can enter the pursuit without causing other pursuing squad cars to take evasive action.
 - c. If a police vehicle assumes the lead or second vehicle position (after meeting the above conditions), the vehicle entering the pursuit will immediately inform the dispatcher of the action taken. The last or third police vehicle (unless it is a supervisor) will then leave the pursuit and notify the dispatcher of this action.
 - 4. Officers involved in a pursuit will immediately inform the dispatcher of any collision or other injury observed by the officer as a result of the pursuit.
 - 5. Vehicles trailing a chase at a distance and at legal speed limits will not follow the chase beyond their Operations Division geographical boundaries and will obey traffic control devices. Sufficient vehicles to provide this support will be available in the Operations Division in which the chase continues.
 - I. Responsibilities of the Controlling Supervisor
 - 1. When an element becomes involved in a pursuit, the field supervisor of the responding element, if available, will be assigned by the dispatcher as the Controlling Supervisor. If this supervisor is not available, another first line supervisor will be assigned. If another first line supervisor is not available, the watch commander will be assigned.
 - 2. Command the pursuit from either a stationary position or while proceeding Code 1 toward the pursuit.
 - 3. Have the option of joining the pursuit, if another supervisor has not done so. If the supervisor joins the pursuit, another supervisor, if available, will become the controlling supervisor.
 - 5. Monitor all radio communications to ensure that only those elements authorized and designated by the dispatcher participate in high-speed pursuits.
 - 5. Consider the nature and seriousness of the offense for which the suspect is being pursued and assess the potential, if any, for identifying and arresting the fleeing offender at a later time.
 - 6. Order a pursuit discontinued when any of the following are applicable:
 - a. The known circumstances or facts do not justify continuing the pursuit.
 - b. The actions of other police agencies or individuals increase the danger to officers or the public. This includes actions of other police agencies that violate the Inter-Jurisdictional Pursuit Agreement, whether or not the violating agency is a signatory to that agreement.
 - c. Upon receiving a recommendation by the primary pursuit element, the supervisor involved in the pursuit, or a superior officer.
 - d. The risk to any person of injury, collision or death outweighs the immediate need to apprehend the offender.
 - 7. Police motor vehicle pursuits are only authorized in very limited circumstance. However, these circumstances involve potential violent offenders who in some cases may pose a substantial danger to pursuing officers at the conclusion of the pursuit. When these circumstances exist, a controlling supervisor is authorized to add additional elements to the pursuit. Factors to be considered before requesting or allowing additional elements to join the pursuit include, but are not limited to:
 - a. The nature of the offense.
 - b. The number of suspects.
 - c. Whether to add a third element to the pursuit if no supervisor is able to join it.
 - d. Whether the participating elements have more than one officer per vehicle.
 - e. Any factor that could reasonably cause an increased hazard.
 - 8. If a supervisor authorizes additional elements in a pursuit, either based on his or her own judgment or in response to a request by involved elements, the justification for the authorization must be documented in the Data Pursuit Form.
 - 9. Authorize the deployment of Tire Deflation Devices (TDDs) if appropriate under the circumstances.
 - J. Responsibilities of the Patrol Watch Commander or Acting Watch Commander
 - 1. Monitor active pursuits to ensure a controlling supervisor has been assigned and pursuit polices are followed.
 - 2. Ensure the justification for the pursuit and decisions made regarding the pursuit are consistent with the Department's overall pursuit philosophy.
 - 3. Immediately terminate a pursuit which causes substantial danger to the officers or the public that outweighs the need to apprehend the offender.
 - 4. Evaluate all requests to add additional elements by the pursuing officers and authorization for additional elements by the controlling supervisor to ensure the additional elements do not create an unjustified risk to the involved officers and the public.
 - 5. At the conclusion of the pursuit, evaluate the controlling supervisor's performance on the Data Pursuit Form and review the entire report prior to forwarding it the Division Commander.
 - K. Responsibilities of the Communications Division
 - 1. Develop and maintain standard procedures for a Pursuit Management Team to include a Communications Supervisor, Dispatcher and Service Desk.
 - 2. The radio dispatcher will:
 - a. Transmit all information pertinent to the pursuit to other police elements.
 - b. Immediately designate the sector supervisor of the initiating element, if available, as the Controlling Supervisor.
 - c. Notify the helicopter duty officer.
 - d. Advise pursuit vehicles of any known or potential hazards in the path of the pursuit (accidents, street closures, repairs, etc.).
 - e. Attempt to determine the reason why a vehicle is fleeing (e.g., a robbery that may have occurred near the initiation point of the chase, etc.).
 - f. Broadcast the location of Tire Deflation Device (TDD) deployment.
 - g. Sound the alert tone at the cessation of pursuit to audibly emphasize the requirement to reduce to Code 1 driving.
 - h. Ensure a patrol watch commander is made aware that a pursuit is occurring.
 - 3. When it becomes evident a pursuit may cross into another dispatch area with a different radio frequency, the

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- originating dispatcher will notify the dispatcher responsible for the area into which the pursuit may continue. This dispatcher will activate the *Alert Tone* to warn elements in his/her dispatch area that emergency radio traffic will be forthcoming. Activation of the alert tone will include two short *beeps* of this signal followed by pertinent information regarding the pursuit.
4. When a pursuit enters another Operations Division, that channel's dispatcher will keep the division officers informed of the location of the pursuit. No officer will join a pursuit without obtaining approval from the dispatcher and/or the Controlling Supervisor of the channel and/or division where the pursuit originated. Normally, all pursuits will be maintained and controlled on the radio channel where the pursuit originated and under the direction of the original Controlling Supervisor. The only exceptions to this policy will be:
 - a. If radio transmissions become weak or unreadable, a Communications Section supervisor will direct elements to a channel where transmissions are improved.
 - b. If a pursuit continues for an excessive length of time, the Communications Section Supervisor may direct elements to another channel so that operations on the primary channel may return to normal.
 - c. If the Controlling Supervisor advises that a pursuit should be broadcast on another channel for officer safety, the Communications Section supervisor will direct the elements to another channel.
 5. Notify Fusion with all available information so that intelligence can be developed while the pursuit is occurring.
- L. Responsibilities of the Station Sergeant
1. Ensure no element within the division is attempting to overtake the pursuit from an impractical distance or with excessive speed.
 2. Ensure officers are not trailing pursuit in violation of GO 301.07, H. 5.
 3. If the chase proceeds into another division, the station sergeant of that division will also begin monitoring the AVL in addition to the station sergeant from the division where the chase originated.
 4. Monitor all elements for violations of the general order.
 5. Ensure all elements observed to be violating or attempting to violate department emergency vehicle operation policy are immediately directed to cease the activity.
 6. Ensure all violations observed from monitoring the AVL are documented on the chase report.
- M. Helicopter Involvement
1. Whenever possible, the helicopter will join a pursuit after notification by the dispatcher. Upon joining the pursuit, the helicopter will:
 - a. Advise the dispatcher and Controlling Supervisor of the helicopter's presence, its ability to maintain contact while directing the pursuit, and the number of vehicles in the pursuit.
 - b. Direct ground units to the fleeing vehicle's termination point.
 2. If practical and safe, the helicopter will:
 - a. Maintain a position that allows the pilot and/or observer to see an area several blocks in front of and behind the suspect's vehicle.
 - b. Notify pursuing officers of any upcoming traffic hazards.
 - c. Be aware of the number of police vehicles in the pursuit and notify the Controlling Supervisor and/or the dispatcher of any changes in the number of vehicles involved in the pursuit.

301.08 Deployment of Tire Deflation Devices

The deployment of Tire Deflation Devices (TDDs) is not considered deadly force in that TDDs produce a slow, controlled deflation of the pursued vehicle's tires that will not cause the vehicle to lose control.

The controlling supervisor in a pursuit must assess the dangers associated with the deployment of Tire Deflation Devices (TDDs), including the type and speed of the suspect vehicle, pedestrian concentration in the area, weather and road conditions, and other related factors.

- A. Tire Deflation Device (TDD) deployment:
1. Tire Deflation Devices (TDDs) will be deployed only upon authorization by a controlling supervisor.
 2. Circumstances that would warrant a forcible and controlled vehicle stop using Tire Deflation Devices (TDDs) include:
 - a. When an officer believes that continued movement of the pursued vehicle would place others in danger of greater bodily harm or death.
 - b. When apparent risk of harm to others is so great as to outweigh the risk associated with the use of Tire Deflation Devices (TDDs).
 3. Tire Deflation Device (TDD) deployment is NOT a roadblock and the roadway will be kept clear to permit passage by the pursued vehicle and the pursuing police vehicles.
 4. Tire Deflation Devices (TDDs) may be used on motor vehicles including cars and light trucks. They will NOT be used on motorcycles, three wheeled vehicles, or all-terrain vehicles, unless the use of deadly force is justified.
 5. Only officers who have been trained in the deployment of the devices will be authorized to use them.
 6. Officers with Tire Deflation Devices (TDDs) will determine an appropriate location ahead of the pursuit for deployment and will notify the controlling supervisor and dispatcher of the location.
 7. The dispatcher will broadcast the location of the Tire Deflation Device (TDD) deployment.
 8. Officers who deploy the TDD will be required to complete a Tire Deflation Device (TDD) Deployment report immediately after the deployment. This report is in addition to the chase critique report and will be turned in to the controlling supervisor.
- B. Tire Deflation Device (TDD) Deployment Operational procedures
1. Officers shall not attempt to overtake a fleeing vehicle in an effort to deploy a Tire Deflation Device (TDD).
 2. The safety of officers, citizens and violators shall be of the utmost concern before and during use of the Tire Deflation Devices. Officers shall adhere to the following requirements. Tire Deflation Devices (TDDs) shall:
 - a. not be thrown from a moving vehicle.

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- b. be deployed on paved (concrete or asphalt) surfaces whenever possible.
- c. only be deployed across an open lane of traffic.
3. Officers deploying Tire Deflation Devices (TDDs) will, whenever possible, place their marked squad car to the far right side of the road or off-of the roadway. The car will be parked in a tactically safe manner.
4. The roadway will not be blocked by the police vehicle although narrowing a roadway by parking a police vehicle on the side of the road is permissible.
5. The parked police vehicle will not be occupied.
6. Officers deploying Tire Deflation Devices (TDDs) will do so from a protected area of cover and/or concealment whenever possible.
7. When the officer deploying the Tire Deflation Device (TDD) is in position, the dispatcher will be notified.
8. The dispatcher will notify pursuing squads that Tire Deflation Devices (TDDs) are being deployed and provide the location(s).
9. The pursuing officers shall identify the target vehicle to the units deploying Tire Deflation Devices (TDDs) when the pursuit approaches the deployment site.
10. The pursuing vehicles will increase their distance behind the suspect so that the Tire Deflation Device (TDD) can be removed from the roadway after the suspect encounters it, and before the squad cars run over it.
11. Deployment and removal of Tire Deflation Devices (TDDs) will be as instructed during training, and always by use of the attached lanyard rope.
12. Officers deploying Tire Deflation Devices (TDDs) will remain out of the roadway during deployment.
13. The controlling supervisor will ensure that officers account for and properly report the deployment of Tire Deflation Devices (TDDs). After deployment of Tire Deflation Devices (TDDs), the roadway will be checked by the controlling supervisor or his designee to ensure that debris is not left on the roadway.
14. A Supervisor will be called to the scene if any uninvolved citizen's car is disabled as a result of their encounter with a DPD Tire Deflation Device. The supervisor will provide appropriate assistance to the citizen. Guidelines are contained in the Patrol SOP.

301.09 Inter-Jurisdictional Pursuit Policy

- A. If it becomes evident the pursuit might cross into another jurisdiction or if elements from another police agency become involved in the pursuit, the dispatcher will determine whether the jurisdiction being entered or agencies participating in the pursuit are signatories to the Inter-Jurisdictional Pursuit Agreement. This information will immediately be broadcast to the pursuit vehicles and Controlling Supervisor.
- B. Before a pursuit enters another jurisdiction, the dispatcher will notify the other agency with the following information:
 1. The pursuit is about to enter their jurisdiction.
 2. Reason for the pursuit and nature of violation.
 3. Location and direction of the pursuit.
 4. Complete description of occupants and vehicle.
 5. Number of elements involved in the pursuit.
 6. Whether or not assistance is needed.
 7. If applicable, notify that agency when the pursuit is leaving their jurisdictional boundaries or the location of termination.
- C. The initiating agency will have control and be responsible for the pursuit. Other agencies will not participate unless requested to assist.
- D. A total of no more than three vehicles from the combined jurisdictions will be involved in any pursuit - two elements and one supervisor.
- E. During a pursuit involving more than one agency, the following practices are prohibited:
 1. Roadblocks.
 2. Ramming.
 3. Forcing pursued vehicle off roadway.
 4. Shooting at pursued vehicle (except to protect against the use of unlawful deadly force).
- F. Responsibility of the initiating agency:
 1. Arraignment of arrested persons.
 2. Disposition of any passenger.
 3. Disposition of arrested person's vehicle.
 4. Coordination of all reports, citations, and criminal charges.
- G. Without unnecessary delay, the apprehending officer will take the arrestee or have him/her taken before one of the following:
 1. The magistrate who issued the warrant or the magistrate named in the warrant - if the magistrate is in the same county where the person is arrested.
 2. Some magistrate in the county in which he/she was arrested - if the issuing or named magistrate is in another county.
 3. A magistrate in a county bordering the county in which the arrest was made - if it is necessary to provide the required warnings more expeditiously to the arrestee.
- H. As a matter of professional courtesy, Dallas Police Department personnel will provide police personnel from the agency where the pursuit terminated pertinent information regarding the pursuit.

301.10 Pursuits - Reporting and Review

- A. Offense Report
 1. At the conclusion of each vehicular pursuit, officers will obtain a service number and prepare a direct entry offense report titled *Evading Arrest*. This report will be prepared regardless of whether the suspect was arrested or escaped.

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2. Officers will prepare an offense report titled *Evading Arrest-No Pursuit* whenever a suspect fails to stop for an authorized emergency vehicle but a pursuit was prohibited by departmental policy.
 3. These offense reports will fully describe the particulars of the incident and actions taken by the officers involved.
 4. In instances where the suspect escapes, the offense report will contain as much information as available regarding suspect and vehicle descriptions and any other pertinent identifying data.
 5. Information contained in the offense report will be used by detectives to develop a case against an offender who may have escaped. This information may result in the suspect being arrested at a later time and in a safer manner.
- B. Data Pursuit Form
1. The Controlling Supervisor and initiating element will complete a Data Pursuit Form prior to the end of their shift. If a Controlling Supervisor is not assigned, the primary pursuit element will be responsible for completing this form.
 2. The Data Pursuit Form, offense report, AVL report, any arrest reports, and any video recording of the pursuit will be reviewed by the initiating officer's chain of command through the Division Commander level.
 3. The Division Commander will:
 - a. Review all pursuits for adherence to departmental policy,
 - b. Ensure that any appropriate follow-up including commendation, correction or training is taken, and
 - c. Notify the Departmental Safety Officer of any recommendations that may enhance officer or citizen safety.
 - d. Forward an electronic copy of the Data Pursuit Form to the Planning and Accreditation Unit after approval.

301.11 Moving Surveillance/Tactical Apprehension

- A. This order establishes a mechanism for field personnel to effect an apprehension of suspects in a moving vehicle or under circumstances that do not meet the criteria for a pursuit per General Order 301.07.D(3). In this circumstance, the violation must be of a serious nature and the officer believes there is an immediate need to apprehend the suspects. (This will not include traffic or Class C offenses). As with all operations, the safety of police personnel and the community is the primary goal.
- B. Tactical Apprehension: a coordinated and supervised operation involving one or more departmental workgroups in the apprehension of a suspect (s) with vehicular mobility or other similar circumstance. An apprehension of this type may be conducted with the helicopter, covert elements and marked units along with a controlling supervisor. To initiate a Tactical Apprehension an officer must do the following:
1. Determine probable cause exists that an offense has been or is about to be committed.
 2. Determine that a Code 3 operation is not authorized and no emergency warning lights or siren will be utilized.
 3. Notify the dispatcher and a controlling supervisor of the need to tactically apprehend a suspected violator. Ideally, the patrol deployment squad supervisor will control a Tactical Apprehension; but a patrol field supervisor may also assume control if a deployment supervisor is not available. Officers will give the controlling supervisor as much information as possible, including the suspected offense (burglary, auto theft, non-violent felony warrant etc.), element number, direction of travel, reason for request of Tactical Apprehension, description and number of occupants and any other available information.
 4. Request helicopter involvement immediately.
- C. Covert elements and the helicopter will respond to positions where they will be conducting the moving surveillance of the suspect vehicle, while marked elements will disengage and be directed to trail or perimeter positions by the controlling supervisor. All elements (covert and marked) will operate code 1.
- D. Helicopter Involvement – Whenever possible the helicopter will join the tactical apprehension. Upon joining, the helicopter will:
1. Advise dispatcher and controlling supervisors of their presence
 2. Be aware of the number of marked units and their positions. The helicopter may direct marked elements away from the suspect vehicle.
 3. Direct ground units to the vehicles termination point.
- E. The controlling supervisor will:
1. Be involved in the tactical apprehension to the greatest extent possible and will determine how to coordinate the operation.
 2. Have the helicopter and/or covert elements follow the vehicle until the suspect(s) abandon the vehicle or direct marked patrol elements to initiate the stop as dictated by the individual circumstances.
 3. Coordinate information directing elements to a suspect's position for an arrest opportunity. Uniformed officers may be directed by covert elements or the helicopter to the suspect and will be provided with a physical and clothing description of the suspect. Uniformed officers will affect the arrest of the designated suspect (s) and provide transport for those suspects.
 4. **Ensure no pursuit will be initiated without circumstances that would authorize a pursuit under General Order 301.07.D (3).**
- F. For safety reasons covert officers will refrain from being part of the arrest and will only expose themselves in an emergency. If an emergency exists and covert officers deploy, they will wear a Dallas Police Identification Jacket or Vest with identifying marks and verbally identify themselves as Dallas Police Officers.
- G. A controlling supervisor may also decide that an extended moving surveillance is required prior to an arrest opportunity. This surveillance consists of: the covert and accurate observation of persons, places or things for the purpose of obtaining physical and visual evidence concerning identities or activities of subjects for evidentiary or intelligence gathering purposes. At this point the supervisor will announce this decision on all affected radio channels to ensure involved personnel, field elements and the dispatcher are informed.
- H. The controlling supervisor will determine the number of marked patrol elements required for the tactical apprehension of the suspect(s). All other patrol elements shall stay out of the operating area unless requested by the controlling supervisor, or circumstances develop that would require an immediate police response.

Dallas Police Department General Order
301.00 Emergency Vehicle Operation

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- I. In some cases the helicopter or divisional deployment assets will not be available in a timely manner. The controlling supervisor should check with dispatch and request assistance from another division. If these resources are not able to respond the supervisor will make the decision to initiate a traffic stop or felony stop. If the suspect vehicle then flees or evades, General Order 301.07 will apply and no pursuit will be initiated.