



**NO DRONE
ZONE**

PUBLIC SAFETY SMALL DRONE PLAYBOOK



**Federal Aviation
Administration**

01 OVERVIEW

We are at an exciting time in aviation, where drones are being safely integrated into our national airspace for recreational and commercial use, and for public safety uses. However, unauthorized operations can cause potential hazards to people and property both in the air and on the ground. This ***Public Safety Small Drone Playbook*** is intended to be used as an informational resource to public safety officials conducting investigations regarding drones. The Playbook can assist in determining the difference between authorized and non-authorized drone operations and what potential actions public safety might take. We encourage you to research local rules and regulations and add them to this document (page 13) so that they are available when needed.

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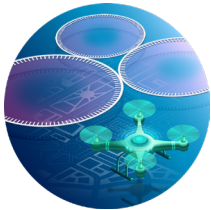
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03 A QUICK REFERENCE GUIDE TO PROHIBITED DRONE OPERATIONS UNDER PART 107 (SMALL UAS RULE)



Drone flights within 3.45 miles of a qualifying event at a stadium or sporting venue without an FAA authorization.



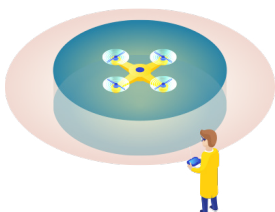
Flights over people without an FAA waiver.



Night operations without an FAA waiver.



Failure to give right-of-way to manned aircraft without an FAA waiver.



Operations beyond visual line of sight without an FAA waiver.



• Operation while under the influence of alcohol and/or drugs.



• Hazardous and/or unsafe operations.



• The carriage of illegal narcotics.



• The carriage of hazardous materials.



• Operation of a drone that is equipped or armed with a dangerous weapon (section 363 of the FAA Reauthorization Act of 2018).

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SECURITY INSTRUCTIONS

Law enforcement may apply their already existing authorities to interview and/or detain pilots who conduct prohibited drone operations.

TYPES OF DRONE OPERATIONS:

1. Recreational Flyers

The FAA issued interim safety guidance for recreational flyers that reinforces recent changes to how, when and where users can fly drones for recreational purposes.

Users must comply with the following eight conditions in order to fly under the exception for recreational flyers:

- 1) Fly strictly for recreational purposes.
- 2) Follow the safety guidelines of a community based organization.
- 3) Keep your drone within your visual line of sight, or within the visual line-of-sight of an observer who is co-located and in direct communication with you.
- 4) Operate in a manner that does not interfere with, and gives way to, any manned aircraft.
- 5) Do not fly in controlled airspace (such as the airspace around many airports) unless you have an airspace authorization.
- 6) Fly your drone at or below 400 feet when in uncontrolled or “Class G” airspace.
- 7) Pass an aeronautical knowledge and safety test, when available (the FAA is currently developing the test).
- 8) Register and externally mark your drone with the FAA-issued registration number, and carry proof of registration with you.

Note: As the FAA works to implement the provisions listed above, please refer to [AC 91-57B](#) (as amended or superceded) for current guidance on compliance. Recreational flyers are required to register drones that weigh more than 0.55 lbs. Part 107 operators must register all drones, regardless of weight.

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2. Part 107 Operation (also known as the small UAS rule)

Part 107 operations will most likely comprise the majority of operations that law enforcement will encounter. This document is specifically written to provide a resource to law enforcement as it relates to Part 107 operations. The quick reference guide on page 3 provides information on Part 107 operations.

3. Public Aircraft Operation

Public Aircraft Operations are conducted by recognized government entities as a function of government. Only those operations that meet specific requirements qualify as public aircraft operations. For further information see [faa.gov/go/dronepublicsafety](https://www.faa.gov/go/dronepublicsafety)

4. Operating a Drone 55 lbs. or Larger

The operation of a drone that is 55 lbs. or larger requires regulatory approval prior to an operation. This may include obtaining special airworthiness approval and Certificate of Authorization and/or obtaining an Airworthiness Type Certificate and a manned aviation pilot's license (14 CFR Part 61). Specific questions about these operations can be directed to your regional Law Enforcement Assistance Program (LEAP) Special Agent or to the FAA Regional Center (contact information is provided later in this document). Note: A recreational drone may weigh more than 55 lbs. but its operation is restricted to a fixed site of a FAA approved community-based organization.

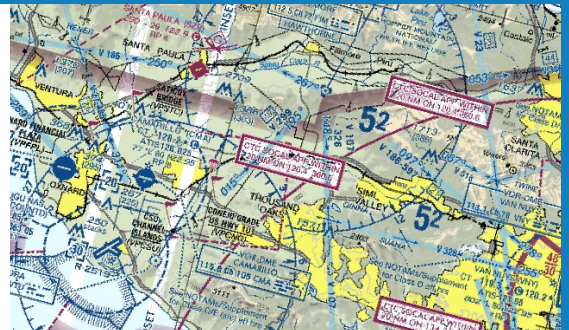
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Operations in the Vicinity of Certain Stadium Events

The FAA issues Temporary Flight Restrictions (TFRs) limiting aircraft operations, including drones, at stadiums hosting large sporting events. These restrictions are in place starting one hour before the scheduled time of the event until one hour after the end of the event.

Any person who knowingly or willfully violates the rules pertaining to operations in a TFR may be subject to certain civil and criminal penalties under 49 U.S.C. 46307.

The TFR Point of Contact (POC) is listed on the TFR and, in coordination with the FAA, will have control over access to the airspace and should have a list of approved FAA waivers for operations within the TFR.



The TFR applies to all aircraft operations, including unmanned aircraft systems, unless the aircraft operator meets at least one of the following requirements:

- A)** The aircraft operation has been authorized by Air Traffic Control (ATC) for operational or safety purposes;
- B)** The aircraft operation is being conducted for operational, safety, or security purposes supporting the qualifying event, and is authorized by an airspace security waiver approved by the FAA;
- C)** The aircraft operation is enabling broadcast coverage for the broadcast rights holder for the qualifying event and is authorized by an airspace security waiver approved by the FAA;
- D)** The aircraft operation has been authorized by ATC for national security, homeland security, law enforcement, or air ambulance purposes.

07 WHAT IS MY AUTHORITY?

FEDERAL LAWS that might apply, include, but are not limited to:

If law enforcement comes in contact with a drone pilot/operator, they can:

- + Ask the pilot/operator to see proof of registration of the aircraft
- + Ask to see the waiver for drone operations within the TFR

While law enforcement can ask, a UAS or drone pilot IS NOT required by federal regulation to make their UAS FAA Remote Pilot Certificate available.

If law enforcement officials suspect the operator of a drone of violating any federal law, they should pass the information on to the FAA for investigation. Examples of regulatory violations include reckless operations, operating beyond visual line of sight without approval, operating a drone while under the influence of alcohol or drugs, operating over people without approval, flying at night without approval, failing to yield the right-of-way to manned aircraft without approval, and flying in restricted airspace (including TFRs).

Interfering with first responders during wildfire suppression, law enforcement, or emergency response efforts is a violation of federal law and carries a civil penalty of up to \$20,000.

LOCAL REGULATIONS that might apply, include, but are not limited to:

- + Trespassing on property from which the drone is operated
- + Disorderly and/or unsafe conduct
- + Interfering with public safety operations
- + Privacy/harassment laws

08 WHO YOU GONNA CALL?

CONTACT YOUR FAA LAW ENFORCEMENT ASSISTANCE PROGRAM SPECIAL AGENT FOR ASSISTANCE

Special agents from the FAA's Law Enforcement Assistance Program (LEAP) are your point of contact for federal, state, local, tribal, territorial, and international law enforcement agencies. LEAP special agents can provide information on drone enforcement and registration matters. Providing a LEAP special agent with reports of suspected unauthorized UAS incidents in a timely manner increases the FAA's ability to take enforcement action when appropriate. (NOTE: You may contact any LEAP agent if your assigned agent is not available.) You can contact either a LEAP special agent (they are responsible for public safety coordination) or one of the FAA's regional operation centers (they are responsible for aviation safety in the region).

DOCUMENT AND PROVIDE THE FOLLOWING INFORMATION TO FAA

- Identity of operators and witnesses (name, contact information)
- Type of operation (recreational, commercial, public/governmental)
- Type of device(s) and registration information (number/certificate)
- Event location and incident details (date, time, place)
- Other evidence (photos, video, device confiscation)

Your local LEAP Special Agent's Name & Number: _____

** Note: You may contact any LEAP agent if your assigned agent is not available.*

CONTACT YOUR FAA LEAP AGENT OR AN FAA REGIONAL OPERATIONS CENTER FOR ASSISTANCE

Regional Operations Centers (ROCs) are staffed 24/7 and should be contacted if you observe a drone that may potentially interfere with the safety or security of the National Airspace System. The ROC will ensure notification is made to manned air traffic in the vicinity as well as appropriate FAA offices.

FACILITY	STATES	PHONE NUMBER	EMAIL
Western ROC	AK, AZ, CA, CO, HI, ID, MT, NV, OR, UT, WA, WY	206-231-2089	9-WAS-OPSCTR@FAA.GOV
Central ROC	AR, IA, IL, KS, LA, MI, MN, MO, ND, NE, NM, OH, OK, SD, TX, WI	817-222-5006	9-CSA-ROC@FAA.GOV
East ROC	AL, CT, FL, GA, KY, MA, MS, NC, NH, PR, PI, SC, TN, VI, VT	404-305-5180	9-ESA-ROC@FAA.GOV
	DC, DE, MD, NJ, NY, PA, VA, WV	404-305-5150	9-ESA-ROC@FAA.GOV

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REMOTE PILOT CERTIFICATE SAMPLE


Law enforcement and public safety officials may ask pilots operating under Part 107 (typically aircraft weighting under 55 lbs and not operated as a recreational or public/government aircraft) for their FAA Remote Pilot Certificate; however, they are not currently required by federal regulation to make their certificate available.



10 REGISTRATION SAMPLE

Law enforcement officials may ask drone operators for the aircraft’s registration documentation. Failure to provide the document for inspection is unlawful and the operation or proposed operation should cease. Generally, FAA registration numbers for drones start with “FA” and have eight additional numbers. For example: FA12345678. An aircraft over 55 lbs may have a number that starts with the letter “N”.


Small UAS Certificate of Registration	
Name:	
Manufacturer:	
Model:	
Serial Number:	
Certificate Number:	
Issued:	Expires:



For U.S. citizens, permanent residents, and certain non-citizen U.S. corporations, this document constitutes a Certificate of Registration. For all others, this document represents a recognition of ownership.

For all holders, for all operations other than as a model aircraft under sec. 336 of Pub. L. 112-95, additional safety authority from FAA and economic authority from DOT may be required.

This Small UAS Certificate of Registration is not an authorization to conduct flight operations with an unmanned aircraft. Operations must be conducted in accordance with the applicable FAA requirements. The operator of the aircraft is responsible for knowing and understanding what those requirements are. For more information on flying for non-model purposes, please visit the FAA website at www.faa.gov/uas

 **Federal Aviation Administration**

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COA SAMPLE

Law enforcement may ask to see a UAS operator’s FAA approved Certificate of Waiver or Authorization (COA).

The COA must be specific to the type of operation and the event. The second standard provision of a Certificate of Waiver or Authorization is, “This certificate shall be presented for inspection upon the request of any authorized representative of the Federal Aviation Administration, or of any state or municipal official charged with the duty of enforcing local laws or regulations.”

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	
CERTIFICATE OF WAIVER OR AUTHORIZATION	
ISSUED TO	<i>(self-explanatory)</i>
ADDRESS	<i>(self-explanatory)</i>
<p>This certificate is issued for the operations specifically described hereinafter. No person shall conduct any operation pursuant to the authority of this certificate except in accordance with the standard and special provisions contained in this certificate, and such other requirements of the Federal Aviation Regulations not specifically waived by this certificate.</p>	
OPERATIONS AUTHORIZED	
<i>(Indicate in detail all operations authorized. Use a separate sheet of paper if necessary.)</i>	
LIST OF WAIVED REGULATIONS BY SECTION AND TITLE	
<i>(This section not used for Unmanned Air Vehicle authorizations.)</i>	
STANDARD PROVISIONS	
<ol style="list-style-type: none"> 1. A copy of the application made for this certificate shall be attached to and become a part hereof. 2. This certificate shall be presented for inspection upon the request of any authorized representative of the Administrator of the Federal Aviation Administration, or of any State or municipal official charged with the duty of enforcing local laws or regulations. 3. The holder of this certificate shall be responsible for the strict observance of the terms and provisions contained herein. 4. This certificate is nontransferable. 	
<p>Note: - This certificate constitutes a waiver of those Federal rules or regulations specifically referred to above. It does not constitute a waiver of any State law or local ordinance.</p>	
SPECIAL PROVISIONS	
<p>Special Provisions Nos. <u> 1 </u> to <u> 4 </u>, inclusive, are set forth on the reverse side hereof.</p>	
<p>This certificate is effective from <u> (Beginning date/time) </u> to <u> (Ending date/time) </u>, inclusive, and is subject to cancellation at any time upon notice by the Administrator or his authorized representative.</p>	
BY DIRECTION OF THE ADMINISTRATOR	
<i>(self-explanatory)</i>	<i>(Signed by Appropriate Waiver Authority)</i>
(Region)	(Signature)
<i>(Enter date the waiver was signed)</i>	<i>(self-explanatory)</i>
(Date)	(Title)

12 WEB RESOURCES

+ faa.gov/go/DronePublicSafety

The screenshot shows the FAA website's 'Public Safety and Government' page. The header includes the FAA logo and navigation links like 'Aircraft', 'Airports', and 'Air Traffic'. The main content area features a sidebar with categories like 'Getting Started' and 'Public Safety and Government'. The main text explains the role of Public Safety Agencies (PSAs) in detecting and investigating unauthorized drone operations. Below the text are several call-to-action buttons: 'Operate a Drone, Start a Drone Program', 'Understand Your Authority: Handling Sightings and Reports', 'Access Our Public Safety Toolkit', and 'FAA Contacts for Law Enforcement'. A 'Top Tasks' sidebar on the right lists tasks like 'Watch the "Drone Safety: It's the Law" webinar!' and 'Find LEAP agent contact information'.

+ www.faa.gov/uas/resources/policy_library/section_352_responses/

The screenshot shows the FAA website's 'Section 352 Responses to the 2018 FAA Reauthorization Act' page. The header is consistent with the previous screenshot. The main content area features a sidebar with categories like 'Getting Started' and 'Policy Document Library'. The main text explains that in accordance with Section 302 of the 2018 FAA Reauthorization Act, the FAA has published a representative sample of safety justifications for small unmanned aircraft system (UAS) waivers and airspace authorizations. Below the text is a list of sample safety justifications, including: 'Operation from a moving vehicle or aircraft (14 CFR § 107.26) (PDF)', 'Daylight operation (14 CFR § 107.29) (PDF)', 'Visual line of sight aircraft operation (14 CFR § 107.31) (PDF)', '14 CFR § 107.33 (visual observer) states if a visual observer is used during the aircraft operation, all of the requirements of 107.33 must be met. Because using a visual observer is not a requirement to operate a small unmanned aircraft in compliance with the standard provisions of part 107, waiver requests to 107.33 should be requested in combination with an additional regulatory section listed in 107.205. For example, the FAA has included 107.33 in issued waivers in combination with waivers to 107.31.', 'Operation of multiple small unmanned aircraft (14 CFR § 107.35) (PDF)', 'The agency has not approved a waiver application for Operation near aircraft; right-of-way rules (14 CFR 14 CFR § 107.37)', 'Operation over human beings (14 CFR § 107.39) (PDF)', and '4 CFR § 107.41 (operation in certain airspace). To operate a small unmanned aircraft in Class B, Class C, or Class D airspace or within the lateral boundaries of the surface area of Class E airspace request authorization from Air Traffic Control (ATC) via Low Altitude Authorization and Notification Capability (LAANC) or for non-LAANC enabled locations, through the authorization portal of DroneZone.'

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INVESTIGATIVE NOTES AND/OR LOCAL STATUES

If your county or state has developed regulations specific to the operation of drones, please list here:

Some suggestions for questions you can ask the drone operator:

1. Ask to see License and Registration (you can document and/or photograph the information).
 - ✦ For the registration document, it should have a registration number that should also be legibly marked on the exterior of the drone.
 - ✦ For the license, they should have either a paper temporary airman certificate or a plastic remote pilot certificate from the FAA. (Note: While law enforcement can ask, a UAS or drone pilot IS NOT required by federal regulation to make their UAS FAA Remote Pilot Certificate available.)
2. “What was the purpose of the flight?”

If the operator says the purpose was public aircraft operation or commercial/business, (or any other nexus to commercial operations,) skip to question 3.

2A. If the operator says modeler/hobby/recreation, ask what they were doing specifically.

Answers should be along the lines of: practicing, just flying for fun, taking pictures/video, showing my friend how it works, etc...
3. “Who was the remote pilot in command?”

If there is only one individual, the answer can be presumed and therefore skipped.
4. “What company do you work for or what is the name of your company?”

The person may be operating in a freelance capacity, on a contract basis, or something similar. In most of these cases, the person who hired them is less likely to be the subject of an investigation, but they may provide evidence.

 - 4A. Ask if there is a copy of the contact/work order.
 - 4B. Ask the name and contact information for the person who hired them.
 - 4C. Ask if they have done other work, have a website, etc...

5. Visual line-of-sight (VLOS) of the aircraft and Visual Observers.
 - 5A. Make note of operators using first-person Point of View (POV) technologies, operating the UAS on the opposite side of buildings, or down other streets obstructed from view, etc. (something other than standing there looking at the UAS, essentially).
 - 5B. If there are other individuals assisting (Visual Observers), ask how they assisted or how they were in communication with the operator.
6. Ask how high and where they flew the UAS. If law enforcement observed the flight, include descriptors or estimation of the altitude, when possible. Examples: aircraft was approximately level with the 10th floor of the building at 1400 Main Street; the aircraft flew over the stadium as it returned to the operator, etc.
7. Make note of operations at night or of unlit UAS operated after sunset to before sunrise.
8. Document all operations conducted while the operator was under the influence.
9. Document interference with law enforcement/emergency response efforts. Provide impacts, when applicable.
10. If any of the following situations may have occurred, inquire/document:
 - + Operating from a moving vehicle (may be allowed in certain instances, but the FAA investigation can make that determination)
 - + Operation of multiple unmanned aircraft by the same individual
 - + Carriage of hazardous material
 - + Operation over human beings (most likely, crowds of people; estimate/use descriptors to illustrate crowd density)
 - + Temporary Flight Restriction (TFR) violations
 - + Object dropped from the UAS

11. Note any other characteristics of the operation that were not in the interest of public safety. Examples include:

- + Operating low over the heads of non-participating persons (notably if individuals moved out of the way to avoid the UAS)
- + Flying between vehicles or operating over a roadway in use
- + Chasing people or pets
- + Attaching a firearm or weapon to the UAS
- + Injuries to people or damage to property



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