

Supplement to the Drone Response Playbook for Public Safety

On January 15, 2021, the FAA issued new rules that will further integrate unmanned aircraft (UA), or drones, into the National Airspace System. Information regarding these rules can be found below and will be added to this Drone Response Playbook for Public Safety.

Remote Identification (Part 89)

Remote Identification (ID) can be described as a “digital license plate” for drones. Remote ID will help the FAA, law enforcement, and other federal agencies find the control station and identify the pilot when a drone appears to be flying in an unsafe manner or where it is not allowed to fly.

There are three ways drone pilots can meet the requirements of the remote ID rule.



Important Remote ID dates:

- Rule effective date: April 21, 2021
- Production compliance date: September 16, 2022
- Operational compliance date: September 16, 2023

Get additional information about [Remote ID](#)

Operations Over People (amended Part 107) – effective April 21, 2021

This rule allows routine operations of drones over people without a waiver or exemption **under certain conditions**. The ability to fly over people varies depending on the level of risk that a drone operation presents to people on the ground – the rule establishes four categories to operate.

Get additional information about [Operations Over People, including the criteria for each category](#)

Night Operations (amended Part 107) – effective April 21, 2021

This rule allows routine operations of drones at night under two conditions:

- The remote pilot in command must complete an updated initial knowledge test or online recurrent training and

- The drone must have lighted anti-collision lighting visible for at least three (3) statute miles that has a flash rate sufficient to avoid a collision.

Document Presentation (amended Part 107) – effective April 21, 2021

This rule requires remote pilots to present their remote pilot certificate and photo identification on request from the Administrator; an authorized representative of the National Transportation Safety Board (NTSB); any Federal, State, or local law enforcement officer; and any authorized representative of the Transportation Safety Administration (TSA). The person operating the drone must have their remote pilot certificate and identification in their possession and readily accessible when operating.

Recreational Flyers Operating under 49 USC 44809 (operate drones for personal enjoyment)

All recreational flyers must pass an aeronautical knowledge and safety test and provide the TRUST completion certificate to the FAA or law enforcement upon request.

Get additional information about [TRUST, including FAA approved TRUST administrators](#)

When questioning a drone operator or requesting documentation, ensure they are able to safely land the drone so as not to interfere with the operation.