



**NO DRONE
ZONE**

DRONE RESPONSE PLAYBOOK FOR PUBLIC SAFETY

November 2023



**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, commercial, and public safety uses. However, unauthorized operations can cause potential hazards to people and property both in the air and on the ground. This ***Drone Response Playbook for public safety*** is a resource for public safety officials who conduct investigations into drone operations. The Playbook can help determine the difference between authorized and unauthorized drone operations and what actions public safety agencies may 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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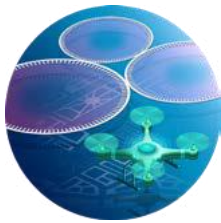
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WILDFIRE UAS
RESOURCES

03

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



Flying drones in and around stadiums that seat 30,000 people or more is prohibited by law beginning one hour before and ending one hour after the scheduled time



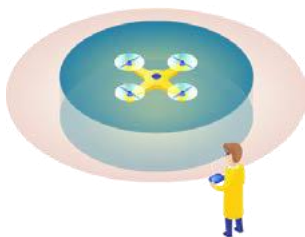
Flights over people without an FAA waiver. Or outside of category



Night flights must have anti-collision light that is visible for at least 3 statute miles.



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 existing authorities to interview and/or detain pilots who conduct prohibited drone operations.

TYPES OF DRONE OPERATIONS:

1. Recreational Flyers

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 (TRUST), and be able to provide proof of passage.
- 8) Register and externally mark your drone with the FAA-issued registration number, and carry proof of registration with you.

Note

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. This Playbook is a resource for law enforcement on Part 107 operations. See the quick reference guide on page 3.

3. Public Aircraft Operations

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 https://www.faa.gov/uas/public_safety_gov

4. Operating a Drone 55 lbs. or Larger

The operation of a drone that is 55 lbs. or heavier requires specific approval from the FAA prior to an operation, or the operation must comply with specific standards and limitations approved by the FAA and be flown at a fixed site. 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 on Page 8 of this document).

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Operations in the Vicinity of Certain Stadium Events

The FAA issues Temporary Flight Restrictions (TFRs) to limit aircraft operations, including drones, at stadiums that host large sporting events. TFRs 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 significant 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.

[Information on- Temporary Flight Restrictions \(TFRs\)](#)

[TFR List from the FAA](#)

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WHAT IS MY AUTHORITY?

FEDERAL LAWS that may 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, or LANNC Authorization if near a major airport. Ask to see the Pilots Certificate ether Part 107 or Recreational.

If law enforcement officials suspect a drone operator 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 anti-collision lighting visible for at least 3 statute miles, 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 may 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.
- Endangerment laws.

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WHO YOU GONNA CALL?

DOCUMENT AND PROVIDE THE FOLLOWING INFORMATION TO FAA

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

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).

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,	817-222-5006	9-CSA-ROC@FAA.GOV
East ROC	AL, CT, FL, GA, KY, MA, ME, MS, NC, NH, PR, RI, 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

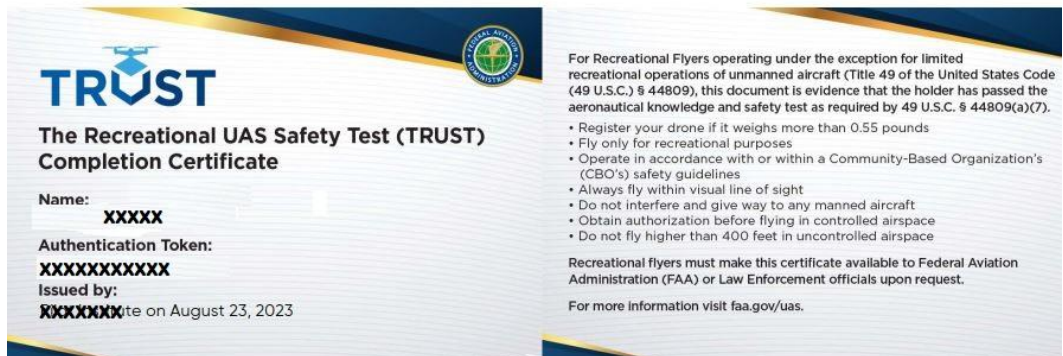
Law enforcement and public safety officials may ask pilots operating under Part 107 (typically aircraft weighing under 55 lbs and not operated as a recreational or public/government aircraft) for their FAA Remote Pilot Certificate.



OR

TRUST Certificate If their flying for there own personal recreation (enjoyment)

NOTE: Volunteering to fly or flying for free for any organization or business, is not considered recreational and requires Part 107 pilot Certificate.



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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

Which Drones Must Comply With Remote ID?

Drones which are required to be registered or have been registered, including those flown for recreation, business, or public safety, must comply with [the rule on Remote ID](#).

Drone pilots are expected to comply with the September 16, 2023, compliance date for Remote ID. However, the FAA understands that some drone pilots may not be able to comply because of limited availability of broadcast modules and lack of approved FAA-Recognized Identification Areas. In those instances, the FAA will consider all factors in determining whether to take enforcement action through March 16, 2024. Remote ID is the ability of a drone in flight to provide identification and location information that can be received by other parties through a broadcast signal.

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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	(self-explanatory)
ADDRESS	(self-explanatory)
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.	
OPERATIONS AUTHORIZED (Indicate in detail all operations authorized. Use a separate sheet of paper if necessary.)	
LIST OF WAIVED REGULATIONS BY SECTION AND TITLE (This section not used for Unmanned Air Vehicle authorizations.)	
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.	
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.	
SPECIAL PROVISIONS	
Special Provisions Nos. <u>1</u> to <u>4</u> , inclusive, are set forth on the reverse side hereof.	
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.	
(self-explanatory)	BY DIRECTION OF THE ADMINISTRATOR (Signed by Appropriate Waiver Authority)
(Region)	(Signature)
(Enter date the waiver was signed)	(self-explanatory)
(Date)	(Title)

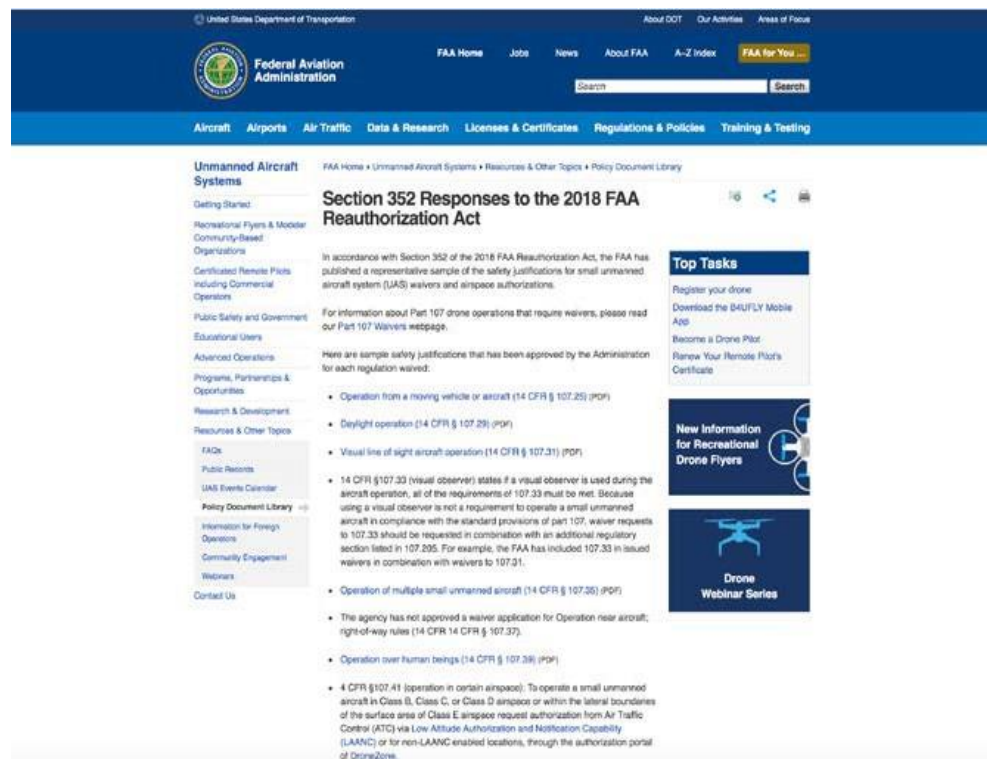
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WEB RESOURCES

+ www.faa.gov/uas/public_safet_gov



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



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Summery of AZ state laws AND/OR LOCAL STATUES

ARS 13-3729. Unlawful operation of model or unmanned aircraft; state preemption; classification; definitions

A. It is unlawful for a person to operate a model aircraft or a civil unmanned aircraft if the operation:

1. Is prohibited by a federal law or regulation that governs aeronautics, including federal aviation administration regulations.

2. Interferes with a law enforcement, firefighter or emergency services operation.

B. It is unlawful for a person to operate or use an unmanned aircraft or unmanned aircraft system to intentionally photograph or loiter over or near a critical facility in the furtherance of any criminal offense.

E. A violation of subsection B of this section is a class 6 felony, except that a second or subsequent violation is a class 5 felony. A violation of subsection A of this section is a class 1 misdemeanor.

Suggested questions you can ask a drone operator:

1. Ask to see the operator License and Drone 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, a plastic remote pilot certificate or a Recreational (Trust) certificate from the FAA.

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

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 drone operated after sunset to before sunrise. Did they have anti-collision lighting visible for at least 3 statute miles. (The red and green lights on most drones are not visible for 3 statute miles.)
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:
 - Operation of multiple unmanned aircraft by the same individual.
 - Carrying of hazardous material
 - Operation over human beings subject to Category requirements: 1, 2, 3, or 4. may be allowed in certain instances, Flight is allowed for a brief, one-time transiting over a person or assembled gathering, where the transit is merely incidental to a point-to-point operation unrelated to the assembly.
 - Temporary Flight Restriction (TFR) violations.
 - Object dropped from the drone.

11. Public Safety use

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 drone)

Chasing people or pets

Attaching a firearm or weapon to the drone

Injuries to people or damage to property

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INTERFERING WITH WILDFIRE SUPPRESSION, LAW ENFORCEMENT OR EMERGENCY RESPONSE EFFORTS IS A VIOLATION OF FEDERAL LAW

Flying a drone near a wildfire is dangerous and can cost lives. When drones are flown near wildfires, fire response agencies often have to ground their aircraft due to the risk of a midair collision. This can delay the airborne response and pose a threat to firefighters on the ground and residents and property in nearby communities, as well as allow wildfires to spread. Sadly, these incidents occur on a regular basis. In recent years, there have been more than 100 documented cases of unauthorized drones flying near wildfires.

[Federal law \(18 U.S.C. 40A.\(a\)\)](#) prohibits drone flyers from knowingly or recklessly interfering with wildfire suppression or related law enforcement or emergency response efforts. [Federal law \(49 U.S.C. 46320\)](#) also prohibits interference with wildfire suppression, law enforcement, or emergency response effort. Individuals who violate these regulations are subject to up to two years of imprisonment and a civil penalty of not more than \$20,000.

What can you do?

Inforce ARS-13-3729

Report non-authorized drone flights to the FAA with the information provided in this guide.

Use your agency's social media to warn your community about the impact of UAS or drone flights on public safety operations and amplify FAA messages on @FAADroneZone.

Work with your local media outlets (TV, Radio, Newspapers) to promote this safety message.

Questions? Please contact your regional Law Enforcement Assistance Program (LEAP) special agent at LEAP@faa.gov or via the contact information provided in this guide.

ARS 13-3729

13-3729. Unlawful operation of model or unmanned aircraft; state preemption; classification; definitions

A. It is unlawful for a person to operate a model aircraft or a civil unmanned aircraft if the operation:

1. Is prohibited by a federal law or regulation that governs aeronautics, including federal aviation administration regulations.

2. Interferes with a law enforcement, firefighter or emergency services operation.

B. It is unlawful for a person to operate or use an unmanned aircraft or unmanned aircraft system to intentionally photograph or loiter over or near a critical facility in the furtherance of any criminal offense.

C. Except as authorized by law, a city, town or county may not enact or adopt any ordinance, policy or rule that relates to the ownership or operation of an unmanned aircraft or unmanned aircraft system or otherwise engage in the regulation of the ownership or operation of an unmanned aircraft or an unmanned aircraft system. Any ordinance, policy or rule that violates this subsection, whether enacted or adopted by the city, town or county before or after August 6, 2016, is void.

D. This section does not:

1. Apply to a person or entity that is authorized or allowed by the federal aviation administration to operate or use an unmanned aircraft system if the person's or entity's operation or use complies with the authorization granted to the person or entity or with federal aviation administration rules.

2. Prohibit a city, town or county from enacting or adopting ordinances or rules on the operation or use of a public unmanned aircraft that is owned by the city, town or county.

3. Prohibit a city, town or county from enacting or adopting ordinances or rules that regulate the takeoff or landing of a model aircraft in a park or preserve owned by the city, town or county if:

(a) There are other parks or preserves that are within the city, town or county and that are available for model aircraft operation.

(b) The city, town or county only has one park or preserve that is within the city, town or county.

4. Apply to the operation of an unmanned aircraft, including a public unmanned aircraft, by a first responder as defined in section 36-661 while acting in the first responder's official capacity or an emergency worker while engaged in or supporting authorized emergency management activities or performing emergency functions pursuant to title 26, chapter 2.

E. A violation of subsection B of this section is a class 6 felony, except that a second or subsequent violation is a class 5 felony. A violation of subsection A of this section is a class 1 misdemeanor.

F. For the purposes of this section:

1. "Civil unmanned aircraft" means an unmanned aircraft or unmanned aircraft system that is operated by a person for any purpose other than strictly for hobby or recreational purposes, including commercial purposes, or in furtherance of or incidental to any business or media service or agency.
2. "Commercial purposes" means the use of an unmanned aircraft in return for financial compensation and includes aerial photography, aerial mapping or geospatial imaging.
3. "Critical facility" means any of the following:
 - (a) A petroleum or alumina refinery.
 - (b) A petroleum, chemical or rubber production, transportation, storage or processing facility.
 - (c) A chemical manufacturing facility.
 - (d) A water or wastewater treatment facility and water development, distribution or conveyance system, including a dam.
 - (e) An electric generation facility, as defined in section 42-14156, and any associated substation or switchyard.
 - (f) An electrical transmission or distribution substation.
 - (g) An electrical transmission line of at least sixty-nine thousand volts.
 - (h) An electronic communication station or tower.
 - (i) An energy control center.
 - (j) A distribution operating center.
 - (k) A facility that transfers or distributes natural gas, including a compressor station, regulator station, city gate station or pressure limiting station or a liquefied natural gas facility or supplier tap facility.
 - (l) Any railroad infrastructure or facility.
 - (m) A federal, state, county or municipal court.
 - (n) A public safety or emergency operation facility.
 - (o) A federal, state, county or municipal jail or prison or other facility in which persons are incarcerated.
 - (p) A federal or state military installation or facility.
 - (q) A hospital that receives air ambulance services.
4. "Model aircraft" has the same meaning prescribed in section 336 of the FAA modernization and reform act of 2012 (P.L. 112-95), as amended.
5. "Person" means a corporation, firm, partnership, association, individual or organization or any other group acting as a unit.
6. "Public unmanned aircraft" means an unmanned aircraft or unmanned aircraft system that is operated by a public agency for a government-related purpose.
7. "Unmanned aircraft" means an aircraft, including an aircraft commonly known as a drone, that is operated without the possibility of direct human intervention from within or on the aircraft.
8. "Unmanned aircraft system" means an unmanned aircraft and associated elements, including any communication links and components that control the unmanned aircraft.



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