

# PUBLIC SAFETY SMALL DRONE PLAYBOOK



**Federal Aviation  
Administration**

# OVERVIEW



## OVERVIEW

We are at an exciting time in aviation, where Unmanned Aircraft Systems (UAS), also known as drones, are being safely integrated into our national airspace for recreational, commercial, and public safety uses. However, unauthorized operations can cause potential hazards to other aircraft or people and property on the ground.

This **PUBLIC SAFETY SMALL DRONE PLAYBOOK** is intended to be used as an informational resource for 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 officials might take.

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# PROHIBITED OPERATIONS

A QUICK REFERENCE GUIDE TO **PROHIBITED** DRONE OPERATIONS  
UNDER PART 107 (SMALL UAS RULE: UAS WEIGHS LESS THAN 55 LBS ON TAKEOFF)



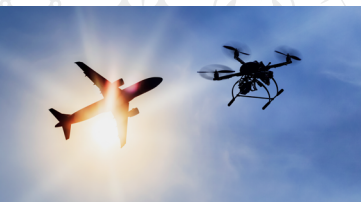
Drone flights within 3.45 miles of a qualifying event (see page 6) at a stadium or sporting venue without an FAA authorization.



Flights over people without complying with FAA requirements.



Night operations without complying with FAA lighting and training requirements.



Failure to give right-of-way to all aircraft.



Operations beyond visual line of sight without an FAA waiver.



Interfering with first responders during wildfire suppression, law enforcement, or emergency response efforts.



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).





## REGULATORY FRAMEWORK

**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

Recreational drone flying is regulated by 49 U.S.C. 44809. The FAA issued 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 [Nine](#) conditions in order to fly under the exception for recreational flyers:

- 1) Fly strictly for recreational purposes.
- 2) Follow the safety guidelines of an FAA-recognized community based organization (CBO). FAA-recognized CBOs can be found at <https://www.faa.gov/uas/recreationalflyers/faa-recognized-community-based-organizations>.
- 3) Keep the drone within the pilot's visual line of sight, or within the visual line of sight of an observer who is co-located and in direct communication with the pilot.
- 4) Operate in a manner that does not interfere with, and gives way to, any crewed aircraft.
- 5) Do not fly in controlled airspace unless you have an FAA airspace authorization, and without complying with all the airspace restrictions and prohibitions.
- 6) Fly your drone at or below 400 feet when in uncontrolled airspace, and below designated maximum altitude limits when in controlled airspace in accordance with all airspace restrictions and prohibitions.
- 7) Pass The Recreational UAS Safety Test (TRUST). [https://www.faa.gov/uas/recreational\\_flyers/knowledge\\_test\\_updates](https://www.faa.gov/uas/recreational_flyers/knowledge_test_updates).
- 8) Register and externally mark the drone with the FAA-issued registration number, and proof of registration is carried by the pilot.
- 9) If the drone is required to be registered, it must comply with Remote Identification broadcast requirements. [https://www.faa.gov/uas/getting\\_started/remote\\_id](https://www.faa.gov/uas/getting_started/remote_id).

**Note:** See [AC 91-57C](#) for more details about these requirements.

Recreational flyers are required to register drones that weigh more than 0.55 lbs. Part 107 operators must register all drones, regardless of weight.



## TYPES OF DRONE OPERATIONS (CONT):

### **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 Prohibited Operations guide on page 3 provides information on Part 107 operations.

### **3. Public Aircraft Operation**

Public Aircraft Operations are conducted by some government entities as a function of government. Only those operations that meet specific requirements qualify as public aircraft operations. For further information see [www.faa.gov/go/dronepublicsafety](http://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 a Certificate of Authorization and/or obtaining an Airworthiness Type Certificate and a pilot's certificate under title 14 C.F.R. Part 61. Specific questions about these operations can be directed to a regional Law Enforcement Assistance Program (LEAP) Special Agent or to the FAA Regional Operations 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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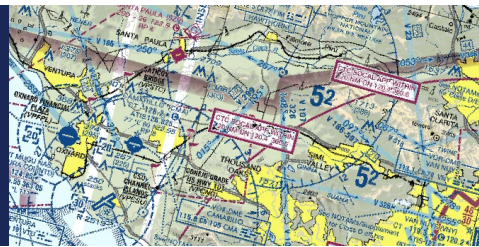


## Operations in the Vicinity of Certain Stadium Events

The FAA issues Temporary Flight Restrictions (TFRs) limiting aircraft operations, including drones, at stadiums or venues hosting large sporting events or large public gatherings. 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 that designates the airspace as national defense airspace 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 control access to the airspace and should have a list of approved FAA authorizations for operations within the TFR.*



Prior to operating in a TFR, drone operators must receive authorization to fly through the FAA's expedited approval process: Special Governmental Interest process. Note: Typically, only public safety agencies, first responders, and other organizations such as media may be eligible for approval.



# WHAT IS MY AUTHORITY?

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

- + Reckless Operations
- + Operating Beyond Visual Line of Sight without approval
- + Operating under the influence
- + Operating over people without meeting FAA requirements
- + Flying at night without meeting FAA requirements
- + Failing to yield the right-of-way to other aircraft
- + Flying in restricted airspace

If law enforcement officials suspect the operator of a drone is violating any federal law, they should pass the information on to the FAA for investigation along with witness statements and contact information.

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 FAA approval for drone operations within the TFR.
- + Ask to produce an ID with photo, DOB, mailing address, and signature.
- + Ask to see a copy of The Recreational UAS Safety Test (TRUST) completion certificate if the drone is being flown recreationally.
- + Ask to see the pilot/operator's UAS FAA Remote Pilot Certificate.
- + Ask to see the airspace authorization for drone operations within controlled airspace.
- + Ask to see the FAA Certificate of Waiver or Authorization (COA) for drone operations being conducted contrary to federal law.

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

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

Note: The FAA has the exclusive authority to regulate aviation safety and the efficient use of the airspace by aircraft. See the Updated Fact Sheet (2023) on State and Local Regulation of Unmanned Aircraft Systems (UAS) at <https://www.faa.gov/sites/faa.gov/files/State-Local-Regulation-of-Unmanned-Aircraft-Systems-Fact-Sheet.pdf> for more information.

# 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 the 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 Operations Centers (they are responsible for aviation safety in the region).

## DOCUMENT AND PROVIDE THE FOLLOWING INFORMATION TO THE 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, 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

# REMOTE PILOT CERTIFICATE SAMPLE

Law enforcement and public safety officials may ask pilots operating under Part 107 (typically aircraft weighing under 55 lbs) for their FAA Remote Pilot Certificate.



# THE RECREATIONAL UAS SAFETY TEST (TRUST) COMPLETION CERTIFICATE SAMPLE

Law enforcement and public safety officials may ask pilots operating under the recreational exception in 49 U.S.C. 44809 for a copy of their TRUST completion certificate.







# REGISTRATION SAMPLES

Law enforcement officials may ask drone operators for the drone's registration documentation. Failure to provide the document for inspection is unlawful. Generally, FAA registration numbers for drones start with "FA" and have eight additional numbers such as 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:


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*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](http://www.faa.gov/uas)*

Small UAS Certificate of Registration	
REGISTERED OWNER:	
REGISTRATION NUMBER:	
ISSUED:	EXPIRES:

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*This Small UAS Certificate of Registration is **not an authorization to conduct flight operations** with an unmanned aircraft. Operators of unmanned aircraft must ensure they comply with the appropriate safety authority from the FAA. To operate as a recreational flyer, a person must meet all of the Statutory conditions of the exception for limited recreational operations of unmanned aircraft (49 U.S.C 44809). Persons who do not meet all of the statutory conditions may not operate under the statutory exception for limited recreational operations of unmanned aircraft.*

*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.*

**To fly under the exception for recreational flyers you must:**

- Have a current registration
- Fly only for recreational purposes
- Follow the safety guidelines of a community based organization
- Keep your drone within your visual line of sight
- Give Way and do not interfere with any manned aircraft
- Fly at or below 400' in controlled airspace and only with prior authorization
- Fly at or below 400' in uncontrolled airspace
- Comply with all airspace restrictions
- Pass The Recreational UAS Safety Test

# COA SAMPLE

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

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	
CERTIFICATE OF WAIVER OR AUTHORIZATION	
ISSUED TO	(self-explanatory)
ADDRESS	(self-explanatory)
<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	
(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"><li>1. A copy of the application made for this certificate shall be attached to and become a part hereof.</li><li>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.</li><li>3. The holder of this certificate shall be responsible for the strict observance of the terms and provisions contained herein.</li><li>4. This certificate is nontransferable.</li></ol>	
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.	
BY DIRECTION OF THE ADMINISTRATOR	
(self-explanatory)	(Signed by Appropriate Waiver Authority)
(Region)	(Signature)
(Enter date the waiver was signed)	(self-explanatory)
(Date)	(Title)

FAA Form 7711-1 (7-74)

\*1975 - G.P.O. - 1703-M/674-862/199

# LAANC AUTHORIZATION

Law enforcement may ask to see a UAS operator's FAA approved authorization through the Low Altitude Authorization and Notification Capability (LAANC).

## LAANC Authorization Details

**APYMOKZ6RCJ0 / SFO, 5/7/2024 7:00 am PDT - 5/7/2024 8:00 PDT, Max Alt 150 ft:** In accordance with Title 14 CFR Part 107.41, your operation is authorized within the designated airspace and time frame constraints. Altitude limits are absolute values above ground level which shall not be added to the height of any structures. This Authorization is subject to cancellation at any time upon notice by the FAA Administrator of his/her authorized representative. This Authorization does not constitute a waiver of any State law or local ordinance. \_\_\_\_\_ is the person designated as responsible for the overall safety of UAS operations under this Authorization. During UAS operations for on-site communication/recall, \_\_\_\_\_ shall be continuously available for direct contact at **802-123-4567** by Air Traffic. Remote pilots are responsible to check the airspace they are operating in and comply with all restrictions that may be present in accordance with 14 CFR 107.45 and 107.49 (a)(2), such as restricted and Prohibited Airspace, Temporary Flight Restrictions, etc. Remote pilots are also responsible for complying with the operating requirements in 14 CFR 107.29(a) when operating at night. Operations are not authorized in Class E airspace when there is a weather ceiling less than 1,000 feet AGL. If the UAS loses communications or loses its GPS signal, it must return to a predetermined location within the operating area and land. The remote pilot in command must abort the flight in the event of unpredicted obstacles or emergencies. 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.



# WEB RESOURCES

+ [www.faa.gov/go/DronePublicSafety](http://www.faa.gov/go/DronePublicSafety)

The screenshot shows the FAA website's 'Public Safety and Government' page. The header includes the FAA logo, navigation links (Home, Jobs, News, About FAA, A-Z Index, FAA for You), and a search bar. The main content area is titled 'Public Safety and Government' and features a sidebar with links to 'Unmanned Aircraft Systems' and 'Public Safety and Government'. The main content area includes a video of a person operating a drone, a 'Top Task' section with links to 'Watch the "Drone Safety: It's the Law" webinar', 'Find LEAP agent contact information', and 'Download our Public Safety Toolkit'. There are also links to 'New Information for Recreational Drone Flyers' and 'Drone Webinar Series'. The bottom of the page has a green bar with the text 'FAA Contacts for Law Enforcement'.

+ [www.faa.gov/uas/resources/policy\\_library/section\\_352\\_responses/](http://www.faa.gov/uas/resources/policy_library/section_352_responses/)

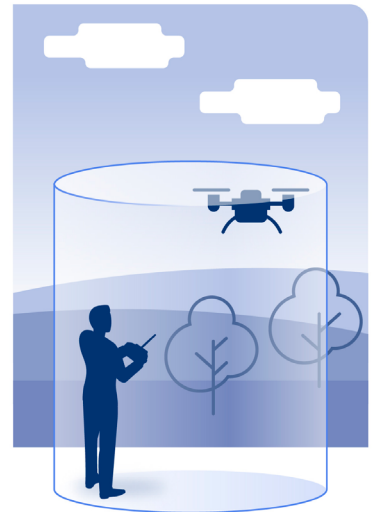
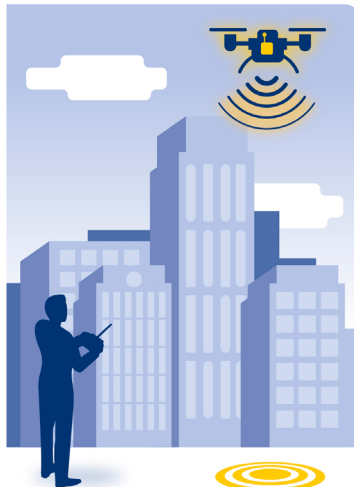
The screenshot shows the FAA website's 'Section 352 Responses to the 2018 FAA Reauthorization Act' page. The header includes the FAA logo, navigation links (Home, Jobs, News, About FAA, A-Z Index, FAA for You), and a search bar. The main content area is titled 'Section 352 Responses to the 2018 FAA Reauthorization Act' and features a sidebar with links to 'Unmanned Aircraft Systems' and 'Policy Document Library'. The main content area includes a video of a person operating a drone, a 'Top Task' section with links to 'Register your drone', 'Download the BULFLY Mobile App', 'Become a Drone Pilot', and 'Renew Your Remote Pilot's Certificate'. There are also links to 'New Information for Recreational Drone Flyers' and 'Drone Webinar Series'. The bottom of the page has a green bar with the text 'FAA Contacts for Law Enforcement'.

# REMOTE ID

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. All drones requiring registration, including those flown for recreation, business, or public safety, must operate in accordance with the Remote ID rule.

## REMOTE ID COMPLIANCE

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



1. Operate a **Standard Remote ID Drone**, which broadcasts identification and location information about the drone and control station. A Standard Remote ID drone is one that is produced with built-in FAA Remote ID broadcast capabilities.
2. Operate a drone with a **Remote ID Broadcast Module** attached, which broadcasts identification and location information about the drone and its take-off location. The broadcast module can be added to a drone to retrofit it with FAA Remote ID broadcast capabilities. Pilots operating a drone with a Remote ID broadcast module must be able to see their drone at all times during flight.
3. Fly within a **FAA-Recognized Identification Area (FRIA)**. A FRIA is a defined geographic area where drones can be flown without Remote ID equipment. Drones without Remote ID must operate within visual line of sight and within the FRIA. To find the location of FRIAs, visit [https://www.faa.gov/uas/getting\\_started/remote\\_id/fria](https://www.faa.gov/uas/getting_started/remote_id/fria).

# UAS INCIDENT REPORTING QUESTIONNAIRE

UAS Incident Report Questionnaire			
*** Take Pictures of Items if Possible ***			
Reporting Agency's Name:			
Reporting Agency's Telephone Number:			
Reporting Officer's Name and ID Number:			
Reporting Officer's Telephone and Email:	Telephone Number:	Email Address:	
Associated Report/Incident Numbers:			
Incident Date & Time:	Date:	Time:	
Approx Street Address of Incident:			
UAS Operator Information			
Operator's Name:	Last:	First:	Middle:
Date of Birth (Month/Day/Year):			
Current Address:			
	State:	Zip:	
If address on ID is not Current Address, include ID Address here:			
	State:	Zip:	
Phone: Mobile Home Work			
Email: Personal Work			
UAS Remote Pilot Certificate:	*Yes <input type="checkbox"/>	No <input type="checkbox"/>	#:
Recreational Operator TRUST Completion Certificate:	**Yes <input type="checkbox"/>	No <input type="checkbox"/>	#:
<p>* If yes, the remote pilot shall have in their physical possession their Remote Pilot Certificate and Identification (Contains a photo, signature, date of birth, and permanent mailing address) and is made available to the FAA, NTSB, TSA, and any Federal State or Local Law Enforcement Officer.</p> <p>** If yes, the operator must maintain a TRUST Completion Certificate (electronic copy OK) and make available to the FAA or Law Enforcement Officer upon request.</p>			
UAS Information			
* Please provide information regarding associated individuals on the back of this form			
Make:			
Model:			
Registration (Reg) #:	Yes <input type="checkbox"/>	No <input type="checkbox"/>	#:
Is Reg # visible on exterior of UAS?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
UAS Serial #:			
*Remote ID (RID) #:			
<p>* If possible, obtain both the UAS serial number (located on the aircraft) and the Remote ID number. In some cases, the UAS serial number and the Remote ID number may be the same and in other cases they are not.</p>			
Information on Operation of UAS			
Did the reporting officer witness the individual operating the UAS?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
Was there a witness to the individual operating the UAS?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Contact Information:
What was the purpose of the flight? (Operator & Witness version)			
Who was the remote Pilot-In-Command or Operator?			
Was an airspace authorization or waiver obtained?	*Yes <input type="checkbox"/>	No <input type="checkbox"/>	How?
<p>* If yes, a condition of the airspace authorization is that it shall be presented for inspection upon the request of the FAA or of any State or municipal official charged with the duty of enforcing local laws or regulations.</p>			



[illegible]



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