



There is evidence of a considerable increase in the unauthorized use of small, inexpensive Unmanned Aircraft Systems (UAS) by individuals and organizations, including companies. While the FAA retains the responsibility for enforcing Federal Aviation Regulations, including those applicable to the use of UAS, the agency also recognizes that state and local Law Enforcement Officers (LEOs) are often in the best position to deter, detect, immediately investigate, and, as appropriate, pursue enforcement actions to stop unauthorized or unsafe UAS operations.

## LEO Guidance for Unmanned Aircraft Systems (UAS)

### If you suspect a UAS operation is unsafe or unauthorized:



1. Locate the operator
2. Ask for registration and verify markings<sup>1</sup> on the UAS - Required for all UAS greater than 0.55 lbs
3. Ask operator for the type of operation and to present appropriate documentation (see reverse)
4. Interview operator and collect the following information:
  - Name, address, and positive ID of operator
  - Record Registration Number and the FAA Docket Number from Exemption or COA (see reverse)
  - Document time, place, and details of flight (take pictures and interview witnesses, etc)
5. Take action based on local Laws, Ordinances, Directives
6. Contact the FAA:
  - Safety concern or serious UAS incident – contact the Regional Operations Center (see below)
  - Investigation support – contact an FAA Law Enforcement Assistance Program (LEAP) Special Agent (business hours)

#### Local Protocol:

#### USCG Unmanned Aerial Systems and Maritime Transportation Security Act Regulated Waterfront Facility Reporting Processes

09 February 2017 \_ The Sector New Orleans Captain of the Port (COTP) has identified an increase in the frequency of National Response Center (NRC) reports addressing Unmanned Aerial Systems (UAS) operating in airspace in the vicinity of and/or inside airspace directly above the property boundaries of Maritime Transportation Security Act (MTSA) regulated waterfront facilities in the New Orleans COTP Zone. Therefore, to reduce the frequency of erroneous or unverifiable NRC reports and to more efficiently employ investigative and law enforcement resources, it is recommended that the facility intending to conduct UAS operations notify the adjacent facilities of the operation 24-48 hours in advance along with providing a "24-Hour Advanced Notice of UAS Operation" form to Sector New Orleans Facility Compliance Branch through electronic mail at [Transfnoticeola@uscg.mil](mailto:Transfnoticeola@uscg.mil), or through a facsimile at (504) 365-2287 and [fnstnola@uscg.mil](mailto:fnstnola@uscg.mil)

#### FAA REGIONAL OPERATIONS CENTERS:

Central	(817) 222-5006	AR, IA, IL, IN, KS, LA, MI, MN, MO, ND, NE, NM, OH, OK, SD, TX, WI	9-csa-roc@faa.gov
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**\*\* If you need immediate assistance from the FAA call (202) 267-3333 \*\***

# Types of Authorized UAS Ops and Required Documentation:

*Required documents must be in operator's possession and presented to law enforcement upon request per 49 U.S.C. 44103(d)*

<u>Model Aircraft</u>	<u>Non-Model / Commercial</u>	<u>Public / Government</u>
<p>An unmanned aircraft that is 1) capable of sustained flight in the atmosphere, 2) flown within visual line of sight of the person operating the aircraft, and 3) flown for hobby or recreational purposes. Must be operated within <u>ALL</u> of the following parameters:</p>	<p>Any UAS operation conducted for non-hobby or commercial purpose <u>OR</u> any operation that does not meet the parameters for Model Aircraft. Operator must possess <u>ALL</u> of the following documents:</p>	<p>Public agencies or organizations that conduct UAS operations for a government function. Operator must possess <u>ALL</u> of the following documents:</p>
<ol style="list-style-type: none"> <li>1. Strictly for hobby or recreational use</li> <li>2. Must give way to manned aircraft</li> <li>3. Less than 55 pounds <sup>2</sup></li> <li>4. Operated in accordance with community based set of safety guidelines <sup>3</sup></li> <li>5. If within 5 miles of airport, must notify airport operator and control tower (if tower)</li> <li>6. Registration and Markings<sup>1</sup></li> </ol>	<ol style="list-style-type: none"> <li>1. Section 333 Exemption <sup>4</sup> or Aircraft Certification</li> <li>2. Certificate of Authorization (COA) <sup>5</sup></li> <li>3. Part 107 License</li> <li>4. Aircraft Registration and Markings <sup>1</sup></li> <li>5. Pilot certificate <sup>6</sup></li> </ol>	<ol style="list-style-type: none"> <li>1. Certificate of Authorization (COA) <sup>5</sup></li> <li>2. Aircraft Registration and Markings <sup>1</sup></li> </ol>
<p><i>Model aircraft operating standards are governed under P.L. 112-95 (Feb 14, 2012)</i></p>	<p><b><u>ALL UAS:</u></b></p> <ul style="list-style-type: none"> <li>• Must have Registration and Markings<sup>1</sup> (required for all UAS greater than 0.55 lbs)</li> <li>• Must not endanger persons or property on the ground</li> <li>• Must give way to and not interfere with manned aircraft</li> <li>• Must comply with all flight restrictions and Temporary Flight restrictions<sup>7</sup></li> <li>• Are subject to legal enforcement for Careless or Reckless operation</li> </ul>	

<sup>1</sup> Aircraft Registration and Markings: All UAS greater than 0.55 lbs are required to be registered, regardless of the type of operation. The operator must provide the registration certificate (paper or electronic) upon request and the UAS must be marked with the registration or serial number. To verify registration, contact a LEAP agent during normal business hours or the Regional Ops Center after hours.

<sup>2</sup> Aircraft is limited to no more than 55 pounds unless certified through design, construction and inspection by community based organization.

<sup>3</sup> A membership based association that represents the modeling community and provides its members a comprehensive set of safety guidelines.

<sup>4</sup> 333 Exemption: FAA Letterhead dated and signed with an Exemption Number and Regulatory Docket Number. Includes conditions and limitations such as: **Part 107 License** (Not required for UAS with an FAA Airworthiness Certificate or Public/Government Operators)

- Line of Sight: The UAS must be visible at all times to the operator using his or her own natural vision.
- Daytime only: Unless specifically authorized in the COA, UAS operations must be conducted during daytime only.

<sup>5</sup> Certificate of Waiver or Authorization (COA): FAA Form 7711-1 signed by UAS Tactical Operations Section and includes FAA Docket Number.

Addresses specific restrictions such as:

- Altitude: As stipulated on cover page of COA. Generally 400' or 200' (but can be higher).
- Proximity to Airports: As stipulated on COA.

<sup>6</sup> Pilot certificate: All non-model/commercial operators must have an FAA pilot certificate (Government agencies may self-certify pilots)

<sup>7</sup> Temporary Flight Restrictions (TFR) are common for Presidential movements, select sporting events, theme parks. Active TFRs are published here: [www.tfr.faa.gov](http://www.tfr.faa.gov)



**Central ROC**

AR, IA, IL, IN, KS, LA, MI, MN, MO, ND, NE, NM, OH, OK, SD, TX and WI

817-222-5006

9-CSA-ROC@faa.gov

## D R O N E

**D**irect attention outward and upward, attempt to locate and identify individuals operating the drone. (Look at windows/balconies/roof tops).

**R**eport incident to the FAA Regional Operations Center (ROC). Follow-up assistance can be obtained through FAA Law Enforcement Assistance Program special agents.

**O**bserve the UAS and maintain visibility of the device, look for damage or injured individuals. Note: Battery life is typically 20 to 30 minutes.

**N**otice features: Identify the type of device ([fixed-wing/multi-rotor](#)), its size, shape, color, payload (*i.e.*, [video equipment](#)), and activity of device.

**E**xecute appropriate police action: Maintain a safe environment for general public and first-responders. Conduct a field interview and document ALL details of the event per the guidance provided by the FAA. [http://www.faa.gov/uas/law\\_enforcement/](http://www.faa.gov/uas/law_enforcement/)

## Louisiana Drone Laws

**SB356** - Critical Infrastructure: Effective: June 14, 2014

Would prohibit drones from flying over critical infrastructure, including but not limited to: oil & gas refineries, power plants, telecommunications towers, transportation hubs, and correctional facilities.

Reference: [Louisiana State Legislature](#)

**SB69** - State Pre-emption Effective: June 14, 2017

State Preemption: Grants State DoT sole authority over regulating drones in the state.

Reference: [Louisiana State Legislature](#)

**Act 529** - Criminal Trespassing Effective: June 17, 2016

Expands criminal trespassing to include flying a drone in airspace over private property or conducting surveillance of private property without consent.

Reference: [Louisiana State Legislature](#)

**Act 635** - Invasion of Privacy Effective: August 1, 2016

Expands voyeurism and "peeping to" laws to include photographs or recordings obtained via drone.

Reference: [Louisiana State Legislature](#)

**Act 545** - Commercial Agriculture - Licensing & Registration Effective August 1, 2016

Drones must be licensed and registered through the state prior to commercial agricultural use. The state may impose a registration fee of up to \$100 for this.

Reference: [Louisiana State Legislature](#)

**Act 539** - Surveillance of Schools and Prisons Effective August 1, 2016

Prohibits use of an unmanned aircraft system to conduct surveillance or collect information about a school, school premises, or correctional facilities.

Reference: [Louisiana State Legislature](#)

**SB73** - Interference with Public Safety 2016

Flying a drone across a police cordon is considered obstructing an officer. Law enforcement and firefighters are allowed to disable a drone that is interfering with their duties.

Reference: [Louisiana State Legislature](#)