

# Unmanned Aerial System

## 606.1 PURPOSE AND SCOPE

The purpose of this policy is to establish guidelines for the use of an unmanned aerial system (UAS) and for the storage, retrieval and dissemination of images and data captured by the UAS. The Troy Police Department UAS Unit, is a specialized unit, specifically trained in the utilization of unmanned aerial systems to support the functions of the police department. The unit will operate in accordance with all standards set forth by the Federal Aviation Administration regulations governing UAS operation, aircraft manufacture's flight manual, and all state and federal laws governing the operation of UAS. The unit will operate with safety as the primary focus of each mission.

### 606.1.1 DEFINITIONS

Definitions related to this policy include:

**Unmanned aerial system (UAS)** - An unmanned aircraft of any type that is capable of sustaining directed flight, whether preprogrammed or remotely controlled (commonly referred to as an unmanned aerial vehicle (UAV)), and all of the supporting or attached systems designed for gathering information through imaging, recording or any other means.

## 606.2 POLICY

A UAS may be utilized to enhance the department's mission of protecting lives and property when other means and resources are not available or are less effective. Any use of a UAS will be in strict accordance with constitutional and privacy rights and Federal Aviation Administration (FAA) regulations.

## 606.3 PRIVACY

The use of the UAS potentially involves privacy considerations. Absent a warrant or exigent circumstances, operators and observers shall not intentionally record or transmit images of any location where a person would have a reasonable expectation of privacy (e.g., residence, yard, enclosure). Operators and observers shall take reasonable precautions to avoid inadvertently recording or transmitting images of areas where there is a reasonable expectation of privacy. Reasonable precautions can include, for example, deactivating or turning imaging devices away from such areas or persons during UAS operations.

## 606.4 PROGRAM COORDINATOR

The Chief of Police will appoint a program coordinator who will be responsible for the management of the UAS program. The program coordinator will ensure that policies and procedures conform to current laws, regulations, and best practices and will have the following additional responsibilities:

- Coordinating compliance with FAA Part 107 Remote Pilot Certificate, as appropriate for department operations.

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- Ensuring that all authorized operators and required observers have completed all required FAA and department-approved training in the operation, applicable laws, policies, and procedures regarding use of the UAS.
- Developing uniform protocol for submission and evaluation of requests to deploy a UAS, including urgent requests made during ongoing or emerging incidents. Deployment of a UAS shall require written authorization of the Chief of Police or the authorized designee, depending on the type of mission.
- Coordinating the completion of the FAA Emergency Operation Request Form in emergency situations, as applicable (e.g., natural disasters, search and rescue, emergency situations to safeguard human life).
- Developing protocols for conducting criminal investigations involving a UAS, including documentation of time spent monitoring a subject.
- Developing operational protocols governing the deployment and operation of a UAS including but not limited to safety oversight, use of visual observers, establishment of lost link procedures, and secure communication with air traffic control facilities.
- Developing a protocol for fully documenting all missions.
- Developing a UAS inspection, maintenance, and record-keeping protocol to ensure continuing airworthiness of a UAS, up to and including its overhaul or life limits.
- Facilitating law enforcement access to images and data captured by the UAS.
- Recommending program enhancements, particularly regarding safety and information security.
- Ensuring that established protocols are followed by monitoring and providing periodic reports on the program to the Chief of Police.
- Maintaining familiarity with FAA regulatory standards, state laws and regulations, and local ordinances regarding the operations of a UAS.

### **606.5 USE OF UAS**

Use of vision enhancement technology (e.g., thermal and other imaging equipment not generally available to the public) is permissible in viewing areas only where there is no protectable privacy interest or when in compliance with a search warrant or court order. In all other instances, legal counsel should be consulted.

UAS operations should only be conducted consistent with FAA regulations.

### **606.6 PROHIBITED USE**

The UAS video surveillance equipment shall not be used:

- To conduct random surveillance activities.
- To target a person based solely on actual or perceived characteristics such as race, ethnicity, national origin, religion, sex, sexual orientation, gender identity or expression, economic status, age, cultural group, or disability.

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- To harass, intimidate, or discriminate against any individual or group.
- To conduct personal business of any type.

The UAS shall not be weaponized.

### **606.7 UAS UNIT**

#### **606.7.1 UNIT ORGANIZATION/COMMAND STRUCTURE**

- (a) Chief of Police
- (b) UAS Captain
- (c) UAS Sergeant/Chief Pilot
- (d) Remote Pilot in Command (RPIC)
- (e) Crew Member

#### **606.7.2 UAS UNIT MEMBER ASSIGNMENTS**

UAS Sergeant/Chief Pilot - responsible for all UAS program functions including reviews and authorizations of UAS operations, assignments and tracking of equipment. Overseeing UAS repairs and maintenance, maintain flight and training records for crew members, mission logs. The UAS Sergeant/Chief Pilot will also organize training. The UAS Sergeant/Chief Pilot will hold a FAA part 107 remote pilot certificate that is valid.

Remote Pilot in Command - Must hold a FAA Part 107 remote pilot certificate and passed TOC UAS training program. The RPIC is the crew member who meets these qualifications and is in control of the aircraft during flight. The RPIC is responsible for the operation of the aircraft and is solely responsible for input of commands/piloting the UAS during flight. The RPIC will be responsible for UAS assembly, UAS flight preparation, UAS post flight procedures and UAS disassembly/storage.

Visual observer - The observer will maintain visual observation of the UAS during flight and will watch for any obstructions, terrain, structures, air traffic, weather or other issues which would affect the safety of the flight. The visual observer for each mission will be selected by the RPIC.

Camera Operator - A crew member can be selected and tasked with the sole responsibility of operating the UAS camera system.