




State and Local Regulations per FAA, State, and Local Guidance

To mitigate inconsistent federal, state, and local regulations, the FAA standardizes what state and local governments can and can't do:

- **Under no Circumstance**
 - No state or local UAS registration law may relieve a UAS owner or operator from complying with the Federal UAS requirements.
 - No state or local government may impose an additional registration requirement on the operation of UAS in navigable airspace.

- **Recommended FAA Consultation**
 - State or local governments seeking to impose operational UAS restrictions on flight altitude, flight paths, operational bans, or any regulation of the navigable airspace – Federal courts strictly scrutinize state and local regulation.
 - Mandating equipment or training for UAS related to aviation safety such as geo-fencing – This would likely be preempted.

- **Free to Move About**
 - Laws traditionally related to state and local police power – including land use, zoning, privacy, trespass, and law enforcement operations – generally are not subject to federal regulation.



IN ADDITION TO THE FAA'S REGULATION, FOUR CHAPTERS IN FLORIDA STATUTES COVER UNMANNED AIRCRAFT SYSTEMS WITHIN THE STATE:

1. Chapter 330.41 - Unmanned Aircraft Systems Act
 2. Chapter 330.411 - Prohibited possession or operation of unmanned aircraft
 3. Chapter 860.13 - Operation of aircraft while intoxicated or in careless or reckless manner; penalty
 4. Chapter 934.50 - Searches and seizure using a drone
- Please consult these chapters related to UAS operations and regulations.

Airport's Responsibility

An airport is responsible for ensuring the safety of airport facilities and for managing airport lands, buildings, and infrastructure. Airports should understand the rules and regulations related to UAS operations at and in the vicinity of their airport and coordinate with the FAA and FDOT to ensure the safety of airport operations. Airports should notify local law enforcement and the FAA in the event of an unauthorized UAS operation in close proximity to the airport.

Local Law Enforcement Responsibility

Law enforcement is responsible for enforcing the laws and regulations as they relate to UAS operations. If a UAS operator is suspected of breaking FAA regulations, local law enforcement agencies (LEA) are encouraged to follow **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 individual.
- N**otice features: Identify the type of device (fixed-wing/multi-rotor), its size, shape, color, payload, 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 guidance provided by the FAA



Community Responsibility

The community should understand the rules and regulations regarding airports and aircraft. Knowing the roles and responsibilities of those involved in aviation (the FAA, the airports, airlines, pilots, etc.) and how to contact them if needed will help ensure their safety and effective regulation. Community members should know the locations of airports in their area or contact the FDOT Aviation and Spaceports Office at (850) 414-4500 for more information.

UNMANNED AIRCRAFT SYSTEMS (UAS)

A Brief Guide of Current Regulations and Guidelines

www.fdot.gov/aviation/uas.shtm

For more information related to UAS in Florida, please contact FDOT's Aviation System Manager at (850) 414-4500

UAS Overview

An unmanned aircraft system (UAS) is an unmanned aircraft* (UA), commonly referred to as a "drone," with the associated support equipment, control station, data links, telemetry, communications, and navigation equipment necessary to operate it. Currently, the federal and the State of Florida governments have established regulations for UAS operations focusing on the following areas:

- **Federal Guidance - Safety Regulations**
- **State Guidance - Appropriate Use Regulations**

While both entities have major roles in providing guidance and regulation for UAS operations and management, other users, such as airports, law enforcement, and pilots are also important. UAS operators also have important responsibilities in the safe and appropriate operation of UAS within the National Airspace System (NAS).

The following sections provide an overview of the various regulations and responsibilities as they relate to each UAS operations entity.

*A UA is considered an aircraft under both 49 U.S.C. § 40102 and 14 C.F.R. § 1.1.



WANT TO FLY A UAS?

Depending on use, your requirements may be different.
What type of user are you?

All user types may operate under the
FAA's Small UAS Rule (Part 107)

www.faa.gov/uas/getting_started/

Flying for Fun

www.faa.gov/uas/getting_started/fly_for_fun/

Flying for fun includes users who are receiving no compensation and are flying for their own personal enjoyment.

- Fly for hobby or recreational purposes only
- Follow a community-based set of safety guidelines
- Fly UAS that weigh no more than 55 lbs. unless certified by a community-based organization
- Provide prior notification to the airport and air traffic control tower, if one is present, when flying within 5 miles of an airport
- Follow the guidelines provided by the Small UAS Rule (Part 107)

You DO NOT need permission from the FAA to fly your UAS under the Special Rule for Model Aircraft. You may elect to register your UAS to help in the recovery of lost equipment.

OR

Flying for Work

www.faa.gov/uas/getting_started/fly_for_work_business/

Users flying for work are operating for a specific business purpose and are receiving compensation.

If a user does not wish to follow the guidelines of the Small UAS Rule (Part 107), they may do either of the following:

Follow the rules of their
Section 333 grant of exemption

www.faa.gov/uas/beyond_the_basics/section_333/

OR

Obtain an airworthiness
certificate for the aircraft
www.faa.gov/aircraft/air_cert/airworthiness_certification/sp_awcert/experiment/

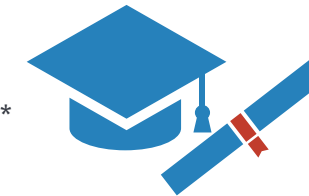
Each UAS must be registered individually. The registration number must be on the UAS, and must be able to be seen without the use of tools.

Small UAS Rule Part 107

All operators who wish to pilot a UAS under the Small UAS Rule (Part 107) must get a remote certificate

OBTAINING A REMOTE PILOT CERTIFICATE

1. Schedule an appointment with a Knowledge Testing Center (KTC)
2. Pass the aeronautical knowledge test*
3. Complete FAA Form 8710-13



For more information and resources such as:

- KTC Contact Information
- Test Instructions
- Study Guides
- Sample Test Questions

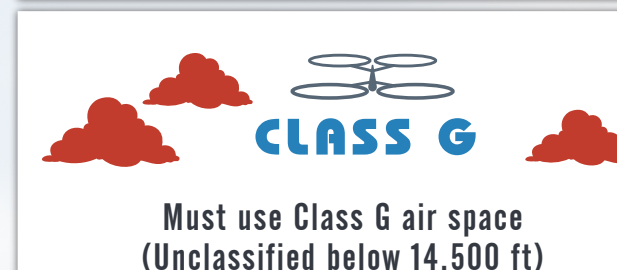
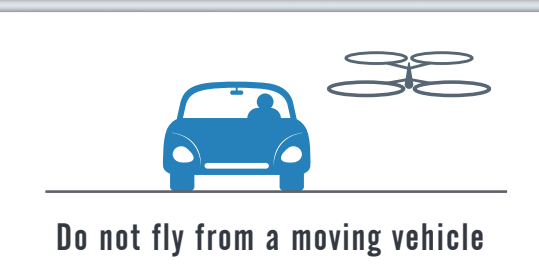
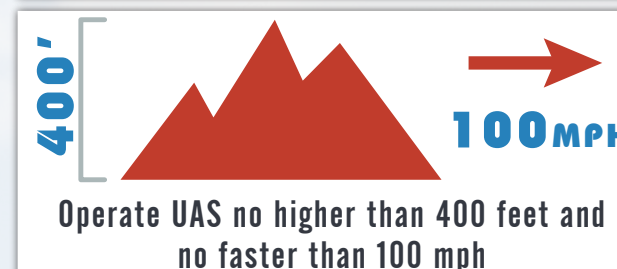
Please visit:

www.faa.gov/uas/getting_started/fly_for_work_business/becoming_a_pilot

*Existing pilots with a certificate issued under 14 CFR part 61 and a completed flight review within the previous 24 months, need not pass the aeronautical knowledge test, but complete the online training course "Part 107 Small Unmanned Aircraft Systems (sUAS) ALC-451" available on the FAA FAASite website.

SMALL UAS RULE (PART 107) USER GUIDELINES

In addition to obtaining a remote pilot certificate, pilots operating under the Small UAS Rule (Part 107) must adhere to the following guidelines:



WAIVERS TO SMALL UAS OPERATING RULES

Under certain circumstances, a waiver may be granted for operating under the Small UAS Rule (Part 107), in these instances a waiver must be granted by the FAA.

Waiver Applicability

www.faa.gov/uas/request_waiver/

- The small UAS rule (14 CFR part 107) includes the option to apply for a certificate of waiver, which allows for a small UAS operation to deviate from certain operating rules if the FAA finds that the proposed operation can be performed safely.
- Applicants should submit their waiver requests to the FAA as early as possible. Processing time depends on the complexity of the request; however the agency strives to respond within 90 days.
- *No waiver of this provision will be issued to allow the carriage of property of another by aircraft for compensation or hire.

B4UFLY
SMARTPHONE
APP



Use the B4UFLY app to determine if there are any restrictions or requirements in effect at the location where you want to fly.

www.faa.gov/UAS/b4ufly