



U.S. Department
of Transportation
**Federal Aviation
Administration**

LAW ENFORCEMENT GUIDANCE FOR SUSPECTED UNAUTHORIZED UAS OPERATIONS

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Goal

The Federal Aviation Administration (FAA) values its partnerships with law enforcement agencies (LEAs). By working together, we can help protect the safety of people on airplanes and on the ground from unsafe and unauthorized Unmanned Aircraft Systems (UAS), otherwise known as “drones.”

Data collection and sharing during first response and early reporting among federal, state, and local agencies helps protect public safety. The expertise of FAA aviation safety inspectors and Law Enforcement Assistance Program (LEAP) special agents can help LEAs who are engaged with an unsafe drone operator.

Background

The FAA is responsible for the safety of U.S. airspace and enforces Federal Aviation Regulations. UAS are aircraft, and the FAA regulates UAS operations.¹ While the FAA focuses on educating the public, we do take civil administrative enforcement action against UAS pilots who operate in a careless or reckless manner so as to endanger life or property. The FAA recognizes LEAs are often in the best position to deter, detect, immediately investigate,² and, as appropriate,³ pursue enforcement actions in response to unauthorized or unsafe UAS operations. The information provided below supports the FAA and LEAs' safety missions.

While the FAA must exercise caution not to mix criminal law enforcement with the FAA's civil administrative safety enforcement function, the public interest is best served by coordinating and fostering mutual understanding and cooperation between governmental entities with enforcement responsibilities. As with any civil or criminal adjudication,

¹ FAA action on these security concerns support and are informed by the national defense, homeland security, and Law Enforcement statutory responsibilities and authorities of our interagency partners.

² At least in terms of initial contact with the suspected offender.

³ Applying any laws falling within the enforcement authority of the LEA in question.

successful enforcement will depend on development of a complete and accurate factual report, contemporaneous with the event.

Visit the [FAA's Drone Zone](#) to see what we tell the public about safe drone operations.

Overview

The increasing number of cases of unsafe and unauthorized operation of UAS is a serious concern for the FAA and many of its interagency partners. To assist LEAs, this document provides:

1. The legal framework that serves as the basis for FAA legal enforcement action against UAS operators for unauthorized and/or unsafe UAS operations (Section 1).
2. Guidance to help LEAs deter, detect, and investigate unauthorized and/or unsafe UAS operations (Section 2).

SECTION 1.

Basic Legal Mandates

The FAA's safety mandate under 49 U.S.C. § 40103 requires it to regulate aircraft operations conducted in the National Airspace System (NAS),⁴ which include UAS operations, to protect persons and property on the ground, and to prevent collisions between aircraft or between aircraft and other objects. In addition, 49 U.S.C. § 44701(a) requires the agency to promote safe flight of civil aircraft in air commerce by prescribing, among other things, regulations and minimum standards for other practices, methods, and procedures the Administrator finds necessary for safety in air commerce and national security.⁵ FAA regulations prohibit any person from operating an aircraft in a careless or reckless manner so as to endanger the life or property of another.

An Unmanned Aircraft is an Aircraft that Must Comply with Safety Requirements

An unmanned aircraft is an "aircraft" as defined in the FAA's authorizing statutes, and is therefore subject to regulation by the FAA. The FAA has promulgated regulations that apply to the operation of all aircraft, whether manned or unmanned, irrespective of the altitude at which the aircraft is operating.

14 C.F.R. part 107 Operations

The default operating rules for UAS weighing less than 55 lbs. (sUAS) are contained in 14 C.F.R. part 107. The rules contain operational limitations, such as restricting flights to below

⁴ The NAS is "the common network of U.S. airspace; air navigation facilities, equipment and services, airports or landing areas Included are system components shared jointly with the military." See FAA Pilot/Controller Glossary (Apr. 3, 2014), available at http://www.faa.gov/air_traffic/publications/media/pcg_4-03-14.pdf.

⁵ FAA action on these security concerns support and are informed by the national defense, homeland security, and Law Enforcement statutory responsibilities and authorities of our interagency partners.

400' AGL and to daylight hours only.⁶ The rules also address airspace restrictions and pilot certification. A summary of these rules is attached. [Read the full regulation here.](#)

Whether a sUAS is being operated for purely hobby or recreational purposes does not mean it is exempt from the regulations in part 107.

Model Aircraft Operations

Public Law 112-95 established a specific set of criteria for a UAS operation to qualify as a “Model Aircraft” operation. In Section 336(c) of the Act and 14 C.F.R. § 1.1,

“Model Aircraft” is defined as 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.

Each element of this definition must be met for a UAS to be considered a Model Aircraft under the Act and the regulation. Section 336(a) and 14 C.F.R. § 101.41 require that the operation also meet each of the following criteria—

- (1) The aircraft is flown strictly for hobby or recreational use;
- (2) The aircraft is operated in accordance with a community-based set of safety guidelines and within the programming of a nationwide community-based organization;
- (3) The aircraft is limited to not more than 55 pounds, unless otherwise certified through a design, construction, inspection, flight test, and operational safety program administered by a community-based organization;
- (4) The aircraft is operated in a manner that does not interfere with, and gives way to, any manned aircraft; and
- (5) When flown within five miles of an airport, the operator of the aircraft provides the airport operator and the airport air traffic control tower (when an air traffic facility is located at the airport) with prior notice of the operation (model aircraft operators flying from a permanent location within five miles of an airport should establish a mutually-agreed upon operating procedure with the airport operator and the airport air traffic control tower [when an air traffic facility is located at the airport]).

A UAS that does not meet every element of the definition, or is not operated in accordance with every element contained in Section 336(a) and 14 C.F.R. § 101.41, is not a Model Aircraft, and must be operated in accordance with part 107 or another operational provisions for a particular aircraft.

⁶ 14 C.F.R. § 107.205 contains a list of part 107 regulations that are waivable.

The FAA's website has information on [how to get started](#).

Other Types of UAS Operations

- 1) **Section 333 Exemptions:** The FAA issued these exemptions to authorize certain commercial operations as a bridge to 14 C.F.R. Part 107. These exemptions are valid for two years. Existing Section 333 exemption holders will still be able to operate under the terms of their exemption until the exemption expires. UAS operators who have obtained an exemption must also obtain a Certificate of Waiver or Authorization (COA).
- 2) **Public Aircraft Operations⁷:** These government or government-contracted aircraft operations must obtain a COA from the FAA prior to operations. Further information about public aircraft operations is available in Advisory Circular (AC) 00-1.1A, Public Aircraft Operations. [Find the AC here](#).
- 3) **Airworthiness Certification:** Some UAS do not have to comply with Part 107, if they are issued an airworthiness certificate that prescribes specific operational provisions for a particular aircraft. Operators of these aircraft must also obtain a COA.

Further, state and local governments are enacting their own laws regarding the operation of UAS, which may mean UAS operations may also violate state and local laws specific to UAS operations, as well as broadly applicable laws such as assault, criminal trespass, or injury to persons or property.⁸

UAS Compliance with Airspace Requirements

As an aircraft, UAS operations (including those involving Model Aircraft) must comply with all applicable airspace requirements prescribed by the FAA's regulations. It is important that UAS operators and LEAs be familiar with the airspace restrictions relevant to their operations and their enforcement area of responsibility.

Temporary flight restrictions (TFRs) may be issued under certain circumstances, such as in the vicinity of disaster/hazard areas, in proximity of space flight operations, during certain sporting events, and to protect Presidential movements. TFRs are issued via Notices to Airmen (NOTAM), which explain the parameters of the specific flight restriction and procedures for obtaining access to operate within the flight restricted area. The FAA may

⁷ Exemptions under 14 CFR part 11 that rely on Section 333 (Special Rules for Certain Unmanned Aircraft Systems) of the Act for relief from the airworthiness certificate requirement.

⁸ For questions regarding state and local regulation of UAS, please see the FAA's State and Local Fact Sheet available at https://www.faa.gov/uas/resources/uas_regulations_policy/media/UAS_Fact_Sheet_Final.pdf

also issue special security instructions, implemented by NOTAM, to protect certain Federal sites in the interest of national security.

Go online to read the most [up-to-date list of TFRs](#), including security-based TFRs. UAS-specific flight restrictions are also issued at certain [Federal security-sensitive sites \(referred to as 99.7 restrictions\)](#), implemented via NOTAM 7/7282.

See Attachment A for reference resources.⁹

UAS Registration Requirements

All UAS, including those operated exclusively as Model Aircraft weighing more than 0.55 pounds and operated outside, must be registered with the FAA by their owner under 14 C.F.R. Part 47 or Part 48. In addition, all UAS operating under 14 C.F.R. part 107, or as a public aircraft operation, must be registered.

The FAA will issue a unique registration number beginning with either an “N” “or “FA.” These numbers must be placed on the unmanned aircraft to be readily visible, or they may be inside a battery compartment or other place in the aircraft, provided no tools are needed to open the compartment. The registration number will be unique to the operator, if operating strictly as a Model Aircraft, and unique to the aircraft, if operating other than as a Model Aircraft. The operator of the UAS must carry a Certificate of Aircraft Registration in either paper or electronic format and, pursuant to 49 U.S.C. § 44103(d), make it available to law enforcement officials upon request.

Failure to register a UAS in accordance with these rules may result in regulatory and criminal sanctions. The FAA may assess civil penalties up to \$32,666. Criminal penalties include fines of up to \$250,000 and/or imprisonment for up to three years.

Information about [UAS registration is online](#). If you require registration information on a specific UAS or UAS operator, contact the LEAP agent in your local area (see Attachment D.)

Counter UAS Systems and Employment

There are significant legal constraints that restrict most entities from testing, evaluating, or using countermeasures against UAS.

Various provisions of federal criminal law in title 18 U.S.C. (including, but not limited to, the Pen/Trap Statute, the Wiretap Act, the Aircraft Sabotage Act, and the Computer Fraud and Abuse Act) and other laws restrict most public (including federal/state/local entities) and private entities from testing, evaluating or using certain detection, and most mitigation and countermeasure, capabilities against UAS. In addition, the testing, evaluation, and use of such technologies by non-federal entities is subject to the Federal Communications Act.

⁹ Attachment A also includes a NOTAM concerning avoidance (including no loitering) over power plants, dams, refineries, industrial complexes, and military facilities. Although not a restriction, this TFR urges all aircraft operators to avoid these locations.

Very few entities (currently a few federal agencies only) have obtained legislative relief (or may be otherwise exempt under certain circumstances) from these laws.

For those entities authorized to test, evaluate, or use countermeasures, extensive coordination with the FAA is required in order to assess and mitigate any potential impacts the countermeasures may have on the National Airspace System (e.g., manned and unmanned aviation systems and air navigation systems). In addition, significant coordination with, and approval from, FCC/NTIA, as applicable, is needed with regard to the use of certain technologies.

For additional information regarding your legal risk under title 18 U.S.C., as well as other federal/state/local laws, we recommend you consult your legal counsel for a thorough assessment of your options.

SECTION 2.

The Role of Law Enforcement

The FAA promotes compliance by educating individual UAS operators about how they can operate safely under current regulations and laws. The FAA also employs a number of tools available, including counseling, warning notices, letters of correction, civil penalties, and certificate actions.

The two most critical elements for the FAA to successfully address an unsafe or unauthorized UAS operation are 1) identification of the operator and 2) notification of the event to the FAA. FAA aviation safety inspectors, the agency's principal field personnel responsible for investigating unauthorized and/or unsafe activities, will often be unable to immediately travel to the location of an incident. The FAA recognizes LEAs are often in the best position to make first contact with UAS operators and to notify the FAA of incidents. Although the FAA retains the responsibility for enforcing FAA's regulations, LEAs are also currently deterring, detecting, investigating, and, as appropriate, pursuing enforcement actions under their existing authorities to stop unauthorized UAS operations.

While the FAA must exercise caution not to mix criminal law enforcement with the FAA's civil administrative safety enforcement function, the public interest is best served by coordinating and fostering mutual understanding and cooperation between governmental entities with enforcement responsibilities. As with any civil or criminal adjudication, successful enforcement will depend on development of a complete and accurate factual report contemporaneous with the event.

Although certainly not an exhaustive list, law enforcement officials, first responders, and others can provide invaluable assistance to the FAA and deter unsafe and unauthorized UAS operations by taking the actions outlined in the acronym D-R-O-N-E:

- **Direct** attention outward and upward, attempt to locate and identify individuals operating the UAS. Look at windows/balconies/rooftops. Law enforcement is in the best position to locate the suspected operator of the aircraft, and any participants or personnel supporting the operation.

- **Report** the incident to the FAA Regional Operations Center (ROC). Follow-up assistance can be obtained through FAA Law Enforcement Assistance Program (LEAP) special agents. Immediate notification of an incident, accident, or other suspected violation to one of the FAA ROCs, located around the country, is valuable to the timely initiation of the FAA's investigation. These centers are manned 24-hours a day, seven days a week, with personnel trained to contact appropriate duty personnel during non-business hours when there has been an incident, accident, or other matter that requires timely response by FAA employees. A list of these centers and telephone numbers is included as Attachment B to this letter. FAA LEAP special agents are also available to provide investigation support. LEAP special agent contact information is included as Attachment C to this letter.
- **Observe** the UAS and maintain visibility of the device. Note that the battery life of a UAS is typically 20 to 30 minutes. Look for damaged property or injured individuals. Local law enforcement is in the best position to identify potential witnesses and conduct initial interviews, documenting what they observed while the event is still fresh in their minds. Administrative proceedings often involve very technical issues; therefore, we expect our own aviation safety inspectors will need to interview most witnesses. During any witness interviews, use of fixed landmarks depicted on maps, diagrams, or photographs, immeasurably help in fixing the position of the aircraft, and such landmarks should be used to describe lateral distances and altitude above the ground, structures or people (e.g., below the third floor of Building X; below the top of the oak tree located at Y; or any similar details that give reference points for lay witnesses). We are mindful that in many jurisdictions, state law may prohibit the transmission of witness statements to third parties, including the FAA. However, capturing the names and contact information of witnesses to provide to the FAA will also be extremely helpful.
- **Notice** features. Identify the type of device, whether it is fixed wing or multi-rotor, its size, shape, color, and payload, such as video equipment, and the activity of the device. Pictures taken in close proximity to the event are often helpful in describing light and weather conditions, any damage or injuries, and the number and density of people, particularly at public events or in densely populated areas.

The FAA maintains a variety of security-driven airspace restrictions around the country to help protect sensitive locations, events, and activities through TFRs, prohibited areas, and other mechanisms such as the Washington, DC, Flight Restricted Zone (DC FRZ). UAS operations, including Model Aircraft flights, are generally prohibited within these defined volumes of airspace. LEAs should become familiar with the steady-state airspace restrictions active within their area of responsibility, along with as-needed TFRs, which could be instituted to help protect sensitive events (e.g., major gatherings of elected officials) and activities (e.g., Presidential movements or wildfire fighting). If there is any question as to whether a TFR has been established in a given location, contact the nearest air traffic facility or flight service station for further information, or refer to [the graphic representation of TFRs](#), locatable by state and effective dates.

LEA are often in the best position to inquire and make initial requests to identify and preserve electronic or video evidence, or obtain legal process for securing this evidence, in the context of an investigation of a possible violation of state criminal law.

All UAS weighing more than 0.55 pounds and operated in the NAS must be registered with the FAA, and must display identification numbers signifying FAA registration. Individuals operating a UAS must carry, in paper or electronic form, an FAA-issued aircraft registration certificate. Note that identification numbers may not be conspicuous from a distance because of the size and non-traditional configuration of some UAS. You can search the registration database for UAS assigned an “N-number” by using the “Look up N-numbers” search box on the FAA’s homepage: www.faa.gov. UAS assigned an “FA-number” registration can be verified by contacting your FAA LEAP special agent (See Attachment D).

- **Execute** appropriate action. Follow your policies and procedures for handling an investigation and securing a safe environment for the public and first responders.

It must be noted, any investigations conducted by LEAs should be in accordance with local or state authorities, as the FAA’s statutes and regulations do not permit their use as a basis for LEAs to conduct investigations.

Summary

It is extremely difficult to provide a “one-size-fits-all” guide to cooperative investigation of suspected unauthorized UAS operations, considering the myriad jurisdictions and the associated statutory and constitutional restraints and requirements. State and local officials are urged to use their governmental unit’s legal resources, and their own management chain, to develop acceptable protocols for dealing with these instances. In some situations, there may be legal bars to the sharing of some information or the use of databases designed for conventional law enforcement. However, with appropriate data collection during first responses, and early reporting to the FAA, federal, state, and local agencies will be in the best position to both collect and share information of interest to each jurisdiction. FAA aviation safety inspectors are adept at coordination with our own legal resources to ensure unauthorized UAS operators are properly accountable for the potential risk they create to both people and property. In addition, we have specially trained inspectors who can provide expertise in this area.

If you have questions or your agency would like to pursue advance planning on how to address these situations, please feel free to contact your local FAA LEAP special agent or the UAS liaison in the Office of Security and Hazardous Materials Safety at (202) 267-4641.

Attachment A.

Applicable Provisions of 14 CFR Part 107 Rule Operational Limitations

- Unmanned aircraft must weigh less than 55 pounds (25 kilograms), including payload.
- Visual line-of-sight (VLOS) only; the sUAS must remain within VLOS of the remote Pilot in Command (PIC) and the person manipulating the flight controls of the sUAS. Alternatively, the unmanned aircraft must remain within VLOS of the Visual Observer (VO).
- At all times, the sUAS must remain close enough to the remote PIC, and the person manipulating the flight controls of the sUAS, for those people to be capable of seeing the aircraft with vision unaided by any device, other than corrective lenses.
- sUASs may not operate over any persons not directly participating in the operation, not under a covered structure, and not inside a covered stationary vehicle.
- Daylight-only operations (30 minutes before official sunrise to 30 minutes after official sunset, local time).
- Must yield right of way to other aircraft.
- May use VO, but not required.
- A first-person view camera cannot satisfy the “see-and-avoid” requirement, but the camera can be used, as long as the requirement is satisfied in other ways.
- Maximum groundspeed of 100 mph (87 knots).
- Maximum altitude of 400 feet Above Ground Level (AGL) or, if higher than 400 feet AGL, remain within 400 feet of a structure.
- Minimum weather visibility of 3 miles from control station, and 500 feet clear of clouds.
- Operations in Class B, C, D and E surface area airspace are allowed with the required ATC permission.
- Operations in Class G airspace are allowed without ATC permission.
- No person may act as a remote PIC or VO for more than one unmanned aircraft operation at one time.
- No operations from a moving aircraft.
- No operations from a moving vehicle, unless the operation is over a sparsely populated area.
- No careless or reckless operations.
- No carrying of hazardous materials.
- Requires preflight inspection by the remote PIC.
- A person may not operate a sUAS if he or she knows, or has reason to know, of any physical or mental condition that would interfere with the safe operation of a sUAS.
- Foreign-registered sUASs are allowed to operate under 14 CFR Part 107, if they satisfy the requirements of 14 CFR Part 375, *Navigation of foreign civil aircraft*.
- External load operations are allowed if the object being carried by the unmanned aircraft is securely attached, and does not adversely affect the flight characteristics or controllability of the aircraft.
- Transportation of property for compensation or hire is allowed provided that:
 - The aircraft—including its attached systems, payload, and cargo—weigh less than 55 pounds total;
 - The flight is conducted within VLOS and not from a moving vehicle or aircraft; and
 - The flight occurs wholly within the bounds of a State, and does not involve transport between
 - (1) Hawaii and another place in Hawaii through airspace outside Hawaii;
 - (2) the District of Columbia and another place in the District of Columbia; or
 - (3) a territory or possession of the United States and another place in the same territory or possession.
- Most of the restrictions discussed above are waivable, if the applicant demonstrates that his or her operation can safely be conducted under the terms of a certificate of waiver.

Remote PIC Certification and Responsibilities

- A person must establish a remote PIC position.
- A person operating a sUAS must either hold a Remote Pilot Airman Certificate with a sUAS rating, or be under the direct supervision of a person who does hold a Remote Pilot Certificate (remote PIC).
- To qualify for a Remote Pilot Certificate, a person must:
 - Demonstrate aeronautical knowledge by either:
 - Passing an initial aeronautical knowledge test at an FAA-approved knowledge testing center; or

Having completed a flight review within the previous 24 months, holding a 14 CFR Part 61, *Certification: Pilots, flight instructors, and ground instructors*, Pilot Certificate, and completing a sUAS online training course provided by the FAA.

Be vetted by the Transportation Security Administration (TSA).

Be at least 16 years old.

- 14 CFR Part 61 Pilot Certificate holders will obtain a temporary remote Pilot Certificate immediately upon submission of their application for a permanent certificate. Other applicants will obtain a temporary Remote Pilot Certificate upon successful completion of TSA security vetting. The FAA anticipates that it will be able to issue a temporary remote Pilot Certificate within 10 business days after receiving a completed remote Pilot Certificate application.
- Until international standards are developed, foreign-certificated UAS pilots will be required to obtain an FAA-issued Remote Pilot Certificate with a sUAS rating.
- A remote PIC must:
 - Make available to the FAA, upon request, the sUAS for inspection or testing, as well as any associated documents/records required to be kept under the rule.
 - Report to the FAA—within 10 days—any operation that results in at least serious injury, loss of consciousness, or property damage of at least \$500.
 - Conduct a preflight inspection (to include specific aircraft and control station system checks) to ensure that the sUAS is in a condition for safe operation.
 - Ensure that the sUAS complies with the existing registration requirements specified in 14 CFR Part 91.203, *Civil aircraft: Certifications required*, Paragraph (a)(2).
 - A remote PIC may deviate from the requirements of this rule in response to an in-flight emergency.

Aircraft Requirements

- FAA airworthiness certification is not required. However, the remote PIC must conduct a preflight check of the sUAS to ensure that it is in a condition for safe operation.

Model Aircraft • 14 CFR Part 107 does not apply to model aircraft operators that satisfy all of the criteria specified in Section 336 of Public Law 112–95.

- The rule codifies the FAA’s enforcement authority in 14 CFR Part 101, *Moored balloons, kites, unmanned rockets and unmanned free balloons*, by prohibiting model aircraft operators from endangering the safety of the NAS.

Attachment B.

NOTAM Excerpts**Presidential
Movements**

FDC 4/7607 ZBW RI..AIRSPACE PROVIDENCE, RHODE ISLAND..TEMPORARY FLIGHT RESTRICTIONS. OCTOBER 16, 2014 LOCAL. THIS NOTAM REPLACES NOTAM 4/7600 DUE TO SCHEDULE CHANGE. PURSUANT TO 49 USC 40103(B), THE FEDERAL AVIATION ADMINISTRATION (FAA) CLASSIFIES THE AIRSPACE DEFINED IN THIS NOTAM AS 'NATIONAL DEFENSE AIRSPACE'. PILOTS WHO DO NOT ADHERE TO THE FOLLOWING PROCEDURES MAY BE INTERCEPTED, DETAINED AND INTERVIEWED BY LAW ENFORCEMENT/SECURITY PERSONNEL. ANY OF THE FOLLOWING ADDITIONAL ACTIONS MAY ALSO BE TAKEN AGAINST A PILOT WHO DOES NOT COMPLY WITH THE REQUIREMENTS OR ANY SPECIAL INSTRUCTIONS OR PROCEDURES ANNOUNCED IN THIS NOTAM:

A) THE FAA MAY TAKE ADMINISTRATIVE ACTION, INCLUDING IMPOSING CIVIL PENALTIES AND THE SUSPENSION OR REVOCATION OF AIRMEN CERTIFICATES; OR

B) THE UNITED STATES GOVERNMENT MAY PURSUE CRIMINAL CHARGES, INCLUDING CHARGES UNDER TITLE 49 OF THE UNITED STATES CODE, SECTION 46307; OR

C) THE UNITED STATES GOVERNMENT MAY USE DEADLY FORCE AGAINST THE AIRBORNE AIRCRAFT, IF IT IS DETERMINED THAT THE AIRCRAFT POSES AN IMMINENT SECURITY THREAT.

...

C. THE FOLLOWING OPERATIONS ARE NOT AUTHORIZED WITHIN THIS TFR: FLIGHT TRAINING, PRACTICE INSTRUMENT APPROACHES, AEROBATIC FLIGHT, GLIDER OPERATIONS, SEAPLANE OPERATIONS, PARACHUTE OPERATIONS, ULTRALIGHT, HANG GLIDING, BALLOON OPERATIONS, AGRICULTURE/CROP DUSTING, ANIMAL POPULATION CONTROL FLIGHT OPERATIONS, BANNER TOWING OPERATIONS, SIGHTSEEING OPERATIONS, MAINTENANCE TEST FLIGHTS, MODEL AIRCRAFT OPERATIONS, MODEL ROCKETRY, UNMANNED AIRCRAFT SYSTEMS (UAS), AND UTILITY AND PIPELINE SURVEY OPERATIONS.

DC FRZ

FDC 0/8326 ZDC PART 1 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, EFFECTIVE 1012010401 UTC UNTIL FURTHER NOTICE. THIS NOTICE WILL REPLACE NOTAM 0/9477 DUE TO A CHANGE IN RESTRICTIONS. THIS NOTAM AND A NOTAM FOR THE LEESBURG MANEUVERING AREA SUPPLEMENT SUBPART V, 14 CFR PART 93 FOR THE WASHINGTON, D.C. SPECIAL FLIGHT RULES AREA (DC SFRA). PURSUANT TO 49 USC 40103(B), THE FAA HAS ESTABLISHED THE DC SFRA AREA AS 'NATIONAL DEFENSE AIRSPACE. ANY PERSON WHO DOES NOT COMPLY WITH THE REQUIREMENTS APPLICABLE TO THE DC SFRA MAY BE INTERCEPTED, DETAINED AND INTERVIEWED BY LAW ENFORCEMENT/SECURITY PERSONNEL. ANY OF THE FOLLOWING ADDITIONAL ACTIONS MAY ALSO BE TAKEN AGAINST A PILOT WHO DOES NOT COMPLY WITH THE REQUIREMENTS OR ANY SPECIAL INSTRUCTIONS OR PROCEDURES ANNOUNCED IN THIS NOTAM: A) THE FAA MAY TAKE ADMINISTRATIVE ACTION, INCLUDING IMPOSING CIVIL PENALTIES AND THE SUSPENSION OR REVOCATION OF AIRMEN CERTIFICATES; B) THE UNITED STATES GOVERNMENT MAY PURSUE CRIMINAL CHARGES, INCLUDING CHARGES UNDER TITLE 49 OF THE UNITED STATES CODE, SECTION 46307; C) THE UNITED STATES GOVERNMENT MAY USE DEADLY FORCE AGAINST THE AIRBORNE AIRCRAFT, IF IT IS DETERMINED THAT THE AIRCRAFT POSES AN IMMINENT SECURITY THREAT.

...

A. THE FOLLOWING OPERATIONS ARE NOT AUTHORIZED WITHIN THE DC FRZ: FLIGHT TRAINING, AEROBATIC FLIGHT, PRACTICE INSTRUMENT APPROACHES, GLIDER OPERATIONS, PARACHUTE OPERATIONS, ULTRA LIGHT, HANG GLIDING, BALLOON OPERATIONS, TETHERED BALLOONS, AGRICULTURE/CROP DUSTING, ANIMAL POPULATION CONTROL FLIGHT OPERATIONS, BANNER TOWING OPERATIONS, MAINTENANCE TEST FLIGHTS, MODEL AIRCRAFT OPERATIONS, MODEL ROCKETRY, FLOAT PLANE OPERATIONS, UNMANNED AIRCRAFT SYSTEMS (UAS) AND AIRCRAFT/HELICOPTERS OPERATING FROM A SHIP OR PRIVATE/CORPORATE YACHT. B. IT IS HIGHLY RECOMMENDED THAT A PILOT CONTINUOUSLY MONITOR VHF FREQUENCY 121.5 OR UHF FREQUENCY 243.0 FOR EMERGENCY INSTRUCTIONS WHEN OPERATING AN AIRCRAFT IN THE DC FRZ, EITHER IN AN AIRCRAFT THAT IS SUITABLY EQUIPPED, OR BY USE OF PORTABLE EQUIPMENT.

Avoidance of Power Plants, etc. *(Applied to all Aircraft, including UAS)*

FDC 4/0811 SPECIAL NOTICE. THIS IS A RESTATEMENT OF A PREVIOUSLY ISSUED ADVISORY NOTICE. IN THE INTEREST OF NATIONAL SECURITY AND TO THE EXTENT PRACTICABLE, PILOTS ARE STRONGLY ADVISED TO AVOID THE AIRSPACE ABOVE, OR IN PROXIMITY TO SUCH SITES AS POWER PLANTS (NUCLEAR, HYDRO-ELECTRIC, OR COAL), DAMS, REFINERIES, INDUSTRIAL COMPLEXES, MILITARY FACILITIES AND OTHER SIMILAR FACILITIES. PILOTS SHOULD NOT CIRCLE AS TO LOITER IN THE VICINITY OVER THESE TYPES OF FACILITIES.

**Select Sporting
Events**

FDC 4/3621 FDC SPECIAL SECURITY NOTICE. SPORTING EVENTS. THIS NOTAM REPLACES FDC NOTAM 9/5151 TO REFLECT A TSA WEBSITE UPDATE AND ADDITIONAL INFORMATION CONCERNING AIRSPACE WAIVERS. FLIGHT RESTRICTIONS IN THIS NOTAM COMPLY WITH STATUTORY MANDATES DETAILED IN SECTION 352 OF PUBLIC LAW 108-7 AS AMENDED BY SECTION 521 OF PUBLIC LAW 108-199. PURSUANT TO 49 USC 40103(B), THE FEDERAL AVIATION ADMINISTRATION (FAA) CLASSIFIES THE AIRSPACE DEFINED IN THIS NOTAM AS 'NATIONAL DEFENSE AIRSPACE'. ANY PERSON WHO KNOWINGLY OR WILLFULLY VIOLATES THE RULES PERTAINING TO OPERATIONS IN THIS AIRSPACE MAY BE SUBJECT TO CERTAIN CRIMINAL PENALTIES UNDER 49 USC 46307. PILOTS WHO DO NOT ADHERE TO THE FOLLOWING PROCEDURES MAY BE INTERCEPTED, DETAINED AND INTERVIEWED BY LAW ENFORCEMENT/SECURITY PERSONNEL. PURSUANT TO 14 CFR SECTION 99.7, SPECIAL SECURITY INSTRUCTIONS, COMMENCING ONE HOUR BEFORE THE SCHEDULED TIME OF THE EVENT UNTIL ONE HOUR AFTER THE END OF THE EVENT. ALL AIRCRAFT OPERATIONS; INCLUDING PARACHUTE JUMPING, **UNMANNED AIRCRAFT AND REMOTE CONTROLLED AIRCRAFT**, ARE PROHIBITED WITHIN A 3 NMR UP TO AND INCLUDING 3000 FT AGL OF ANY STADIUM HAVING A SEATING CAPACITY OF 30,000 OR MORE PEOPLE WHERE EITHER A REGULAR OR POST SEASON MAJOR LEAGUE BASEBALL, NATIONAL FOOTBALL LEAGUE, OR NCAA DIVISION ONE FOOTBALL GAME IS OCCURRING. THIS NOTAM ALSO APPLIES TO NASCAR SPRINT CUP, INDY CAR, AND CHAMP SERIES RACES EXCLUDING QUALIFYING AND PRE-RACE EVENTS. FLIGHTS CONDUCTED FOR OPERATIONAL PURPOSES OF ANY EVENT, STADIUM OR VENUE AND BROADCAST COVERAGE FOR THE BROADCAST RIGHTS HOLDER ARE AUTHORIZED WITH AN APPROVED AIRSPACE WAIVER. AN FAA AIRSPACE WAIVER DOES NOT RELIEVE OPERATORS FROM OBTAINING ALL OTHER NECESSARY AUTHORIZATIONS AND COMPLYING WITH ALL APPLICABLE FEDERAL AVIATION REGULATIONS. THE RESTRICTIONS DESCRIBED ABOVE DO NOT APPLY TO THOSE AIRCRAFT AUTHORIZED BY AND IN CONTACT WITH ATC FOR OPERATIONAL OR SAFETY OF FLIGHT PURPOSES, DEPARTMENT OF DEFENSE, LAW ENFORCEMENT, AND AIR AMBULANCE FLIGHT OPERATIONS. ALL PREVIOUSLY ISSUED WAIVERS TO FDC NOTAM 9/5151 REMAIN VALID UNTIL THE SPECIFIED END DATE BUT NOT TO EXCEED 90 DAYS FOLLOWING THE EFFECTIVE DATE OF THIS NOTAM. INFORMATION ABOUT AIRSPACE WAIVER APPLICATIONS AND TSA SECURITY AUTHORIZATIONS CAN BE FOUND AT [HTTP://WWW.TSA.GOV/STAKEHOLDERS/AIRSPACE-WAIVERS-0](http://www.tsa.gov/stakeholders/airspace-waivers-0) OR BY CALLING TSA AT 571-227-2071. SUBMIT REQUESTS FOR FAA AIRSPACE WAIVERS AT [HTTPS://WAIVERS.FAA.GOV](https://waivers.faa.gov)

Disney Theme Parks

FDC 4/XXXX ZZZ SECURITY SPECIAL NOTICE DISNEY WORLD THEME PARK, ORLANDO FL THIS NOTAM REPLACES NOTAM 9/4985 TO REFLECT A TSA WEBSITE UPDATE AND ADDITIONAL INFORMATION CONCERNING AIRSPACE WAIVERS. FLIGHT RESTRICTIONS IN THIS NOTAM COMPLY WITH STATUTORY MANDATES DETAILED IN SECTION 352 OF PUBLIC LAW 108-7 AS AMENDED BY SECTION 521 OF PUBLIC LAW 108-199. PURSUANT TO 49 USC 40103(B), THE FEDERAL AVIATION ADMINISTRATION (FAA) CLASSIFIES THE AIRSPACE DEFINED IN THIS NOTAM AS 'NATIONAL DEFENSE AIRSPACE'. ANY PERSON WHO KNOWINGLY OR WILLFULLY VIOLATES THE RULES PERTAINING TO OPERATIONS IN THIS AIRSPACE MAY BE SUBJECT TO CERTAIN CRIMINAL PENALTIES UNDER 49 USC 46307. PILOTS WHO DO NOT ADHERE TO THE FOLLOWING PROCEDURES MAY BE INTERCEPTED, DETAINED AND INTERVIEWED BY LAW ENFORCEMENT/SECURITY PERSONNEL. PURSUANT TO 14 CFR SECTION 99.7, SPECIAL SECURITY INSTRUCTIONS, **ALL AIRCRAFT FLIGHT OPERATIONS TO INCLUDE UNMANNED AND REMOTE CONTROLLED AIRCRAFT ARE PROHIBITED** WITHIN A 3 NMR OF 282445N/0813420W OR THE ORL238014.8 UP TO AND INCLUDING 3000 FT AGL. THE RESTRICTIONS DO NOT APPLY TO THOSE AIRCRAFT AUTHORIZED BY AND IN CONTACT WITH ATC FOR OPERATIONAL OR SAFETY OF FLIGHT PURPOSES, AND DEPARTMENT OF DEFENSE, LAW ENFORCEMENT, AND AIR AMBULANCE FLIGHT OPERATIONS. FLIGHTS CONDUCTED FOR OPERATIONAL PURPOSES OF ANY DISNEY WORLD EVENT AND VENUE ARE AUTHORIZED WITH AN APPROVED WAIVER. AN FAA AIRSPACE WAIVER DOES NOT RELIEVE OPERATORS FROM OBTAINING ALL OTHER NECESSARY AUTHORIZATIONS AND COMPLYING WITH ALL APPLICABLE FEDERAL AVIATION REGULATIONS. ALL PREVIOUSLY ISSUED WAIVERS TO FDC NOTAM 4/4985 REMAIN VALID UNTIL THE SPECIFIED END DATE BUT NOT TO EXCEED 90 DAYS FOLLOWING THE EFFECTIVE DATE OF THIS NOTAM. INFORMATION ABOUT AIRSPACE WAIVER APPLICATIONS AND TSA SECURITY AUTHORIZATIONS CAN BE FOUND AT [HTTP://WWW.TSA.GOV/STAKEHOLDERS/AIRSPACE-WAIVERS-0](http://www.tsa.gov/stakeholders/airspace-waivers-0) OR BY CALLING TSA AT 571-227-2071. SUBMIT REQUESTS FOR FAA AIRSPACE WAIVERS AT [HTTPS://WAIVERS.FAA.GOV](https://waivers.faa.gov)

Attachment C.

| Facility | States | Phone Number | E-Mail |
|-------------|---|--------------|--|
| Western ROC | AK, AZ, CA, CO, HI, ID, MT, NV, OR, UT, WA and WY | 206-231-2089 | 9-WSA-OPSCTR@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 |
| East ROC | AL, CT, FL, GA, KY, MA, ME, MS, NC, NH, PR, RI, SC, TN, VI and VT | 404-305-5180 | 9-ESA-ROC@faa.gov |
| East ROC | DC, DE, MD, NJ, NY, PA, VA and WV | 404-305-5150 | 9-ESA-ROC@faa.gov |

Attachment D.

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| <p>Law Enforcement Assistance Program Branch-West (AXE-830)</p> <p>LEAP Branch Manager (206) 231-2093</p> <p>Seattle, WA (425) 495-1972 Special Agent (Washington, Idaho, Northern Oregon, Montana, and Wyoming)</p> <p>Sacramento, CA (916) 422-0272 ext 254 Special Agent (Northern Nevada, Northern California, and Southern Oregon)</p> <p>Los Angeles, CA (310) 725-3737 Special Agent (Southern California, Southern Nevada, Colorado, and Guam)</p> <p>Phoenix, AZ (602) 721-6091 Special Agent (Arizona, Utah, Hawaii)</p> <p>Anchorage, AK (907) 271-2994 Special Agent (Alaska)</p> <p>International Area of Responsibility (AOR): <ul style="list-style-type: none"> • Canada (British Columbia, Alberta, Saskatchewan, Yukon) • Asia, Australia, New Zealand, India, and Pacific Islands </p> | <p>Law Enforcement Assistance Program Branch-Central (AXE-820)</p> <p>LEAP Branch Manager (405) 954-8569</p> <p>Kansas City, MO (816) 329-3717 Special Agent (Iowa, Kansas, Missouri, Nebraska, North Dakota, South Dakota, Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin)</p> <p>Fort Worth, TX (817) 222-5713 Special Agent (Arkansas, Louisiana, Oklahoma, New Mexico, Texas)</p> <p>Special Agent (817) 222-5742</p> <p>International AOR: <ul style="list-style-type: none"> • Canada (Manitoba, Ontario) • Mexico </p> <p>National Headquarters Enforcement Standards and Policy Division Events in Washington, DC (202) 267-4641</p> | <p>Law Enforcement Assistance Program Branch - East (AXE-810)</p> <p>LEAP Branch Manager (404) 305-6816</p> <p>Burlington, MA (811) 238-7704 Special Agent (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont)</p> <p>Special Agent (781) 238-7073 (Delaware, Maryland, New Jersey, New York, Pennsylvania)</p> <p>Atlanta, GA (404) 305-6807 Special Agent (Georgia, South Carolina, Virginia, West Virginia)</p> <p>Special Agent (404) 305-6759 (Alabama, Mississippi, Tennessee, Kentucky, North Carolina)</p> <p>Ocala, FL (407) 472-8349 Special Agent (Central & North Florida)</p> <p>Miami, FL Special Agent (South Florida, Puerto Rico, Virgin Islands) Special Agent - Vacant TBD Special Agent (305) 716-3332 X.217</p> <p>International AOR: <ul style="list-style-type: none"> • Canada (Quebec, Nova Scotia, Newfoundland) • Europe, Middle East, Africa, Central America, South America, and the Caribbean </p> |
|--|--|---|



If unable to reach assigned LEAP agent, call any agent or contact LEAP@faa.gov

Law Enforcement Assistance Program

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