

## **POL-2545 UNMANNED AERIAL SYSTEM (UAS)**

This policy is intended to provide personnel who are assigned responsibilities associated with the deployment and use of small unmanned aircraft systems (UAS) with instructions on when and how this technology and the information it provides may be used for law enforcement and public safety purposes in accordance with the law.

This policy is intended to promote the safe, efficient, and lawful operation of the Redmond Police Department's Unmanned Aerial System (UAS). Safety, above all else, is the primary concern in each operation, regardless of the nature of the mission. Unmanned Aerial Vehicles (UAVs) shall only be used by trained staff in cases where the technology will enhance the quality, efficiency, and thoroughness of collision and crime scene response investigations.

All UAS deployments or flights are subject to all restrictions in this policy, Federal Aviation Administration (FAA) regulations, and Washington State and/or local laws.

The UAS is not intended to be used in conjunction with facial recognition software, equipped with speakers capable of monitoring personal conversations, or for random surveillance.

## **PRO-2545 UNMANNED AERIAL SYSTEM (UAS)**

### **1. Assigned UAS operators**

Assigned UAS operators shall be comprised of those personnel approved by the department's Chief Pilot and includes pilots, observers and others deemed necessary such as IT personnel, or others that have an assignment or additional duty as part of the UAS.

### **2. Responsibilities of Chief Pilot**

The department's Chief Pilot, typically the Traffic Division Sergeant, is responsible for the overall direction and performance of the UAS and will exercise command and control over both. Responsibilities of the Chief Pilot includes:

- a. Coordinating the licensing by the FAA and operate under 14 CFR Part 107.
- b. Ensuring that authorized operators have completed all required FAA and department-approved training in the operation, applicable laws, policies and procedures regarding use of the UAS.
- c. Responsibility for the day to day supervision and command of the UAS.
- d. Maintaining all training records, flight and maintenance records for each pilot, contact with the FAA and monitoring regulations as they change.
- e. Ensure that the agency owned UAVs are registered with the FAA's UAS registry, as required by federal law and track the unique ID assigned to each UAS.
- f. Maintaining proficiency on all UAS systems operated by the Traffic unit.

### **3. Training of Pilots**

Only authorized UAS pilots who have completed the required training shall be permitted to operate the UAS. The following criteria is required for any new pilot:

- a. FAA Part 107A pilot certification.
- b. Complete annual training updates as necessary and as FAA regulations change.
- c. Successfully complete training on the proper use of the UAS hardware and associated mapping software.

### **4. Authorized Pilot Standards**

Authorized UAS pilots will adhere to the following standards:

- a. Pilots will operate the UAS in accordance with FAA guidelines, Washington State and/or local laws, agency procedures, and operate under 14 CFR Part 107.
- b. Operation of the UAS will be in accordance with this policy and with training. Operating the UAS outside of policy or standardized training may result in disciplinary action.
- c. Pilots may be temporarily or permanently removed from flight status at any time by the Chief Pilot for any reason including performance, proficiency, physical condition, etc.

### **5. Protection of Rights and Privacy**

Pilots and observers shall adhere to FAA altitude regulations and shall not intentionally record or transmit images of any location where a person would have a reasonable expectation of privacy.

UAVs will generally not be used to monitor activities protected by the First Amendment or lawful exercise of other Constitutional Rights.

Where there are specific and articulable grounds to believe that the UAS will collect evidence of criminal wrongdoing and if the UAS will be used in a manner that may intrude upon reasonable expectations of privacy, the agency will obtain a search warrant prior to conducting the flight.

### **6. Minimum Personnel Required**

The minimum personnel required on all UAS flights will be a Pilot and trained Observer. Under no circumstances, including training flights will a pilot attempt to complete a deployment alone. The responsibilities of the observer are as follows:

- a. The observer's primary duty is to be a second set of eyes for the pilot, looking for anything that may affect the pilot's primary duty.
- b. Observers will be provided with sufficient training to communicate clearly to the pilot any turning instructions required to stay clear of conflicting traffic or obstacles.

## **7. Primary Function**

While the primary function of the UAS will be to assist with traffic collision investigations, the resource can be used to assist any division or city department in an incident that would benefit from an aerial perspective. Additional UAV deployments for purposes listed below may be considered with authorization by the Police Chief or his/her designee. Potential applications include:

- a. Emergent non-investigative public safety deployments, such as natural disaster response, search and rescue operations, locating violent suspects, etc.
- b. Use by North Sound Metro SWAT for incidents occurring in the City of Redmond to provide an aerial visual perspective in responding to emergency situations and exigent circumstances to include situational awareness and tactical deployment.
- c. Use by other law enforcement agencies to assist with fatal collision investigations and other applications that falls within the parameters of this policy.
- d. Training, testing, or evaluation flights do not require advanced authorization

## **8. Documentation and Retention**

UAS pilots will document all deployments in written narratives and other investigative reports.

UAS pilots shall maintain and update a flight log detailing date, time, duration, and reason for flights, to include any issues encountered. These logs will be retained by the Chief Pilot.

All images, video, and data obtained through the deployment of the UAS will be used, retained, and disseminated in the same manner as any other collision and crime scene mapping instrument utilized by

the Redmond Police Department in accordance with agency regulations, Washington State Law, and the Public Records Act.