Clayton County Police Department

PROCEDURES

Subject			Procedure #
SMALL UNMANNED AIRCRAFT SYSTEM OPERATIONS			**D33**
Authorizing Signature	Effective	☐ New ☒ Amended ☐ Rescinds	Total Pages
	02-03-2026		**10**

I. PURPOSE

To establish guidelines for personnel of the Clayton County Police Department (CCPD) in utilizing Small Unmanned Aircraft Systems (sUAS) in their official capacities, for law enforcement and public safety purposes, and in accordance with applicable law.

II. POLICY

It is the policy of the Clayton County Police Department (CCPD) that only trained and authorized personnel may deploy and use Small Unmanned Aircraft Systems (sUAS) when such use is appropriate in the performance of their official duties. The sUAS shall provide air support to the CCPD and other county departments as needed and in applications where traditional air support from the Aviation Unit may not be practical. Any deployment and use of a sUAS will be in strict accordance with state, local and federal laws and regulations, as well as in compliance with departmental policy and procedures. Because of continually evolving Federal Aviation Administration (FAA) Rules and Regulations, this policy is subject to change to comply with State and Federal laws.

III. DEFINITIONS

Certificate of Authorization (COA): A COA is an authorization issued by the Federal Aviation Administration's Air Traffic Organization to a public operator for a specific Small Unmanned Aircraft System (sUAS). After a complete application is submitted, the FAA conducts a comprehensive operational and technical review. If necessary, provisions or limitations may be imposed as part of the approval to ensure the sUAS can operate safely with other airspace users. The CCPD has been issued a Nationwide/Jurisdictional COA.

Control Station: An interface used by the Remote Pilot in Command (RPIC) or Person Manipulating the Controls (PMC) to control the flight path of the Small Unmanned Aircraft System (sUAS).

Defined Incident Perimeter: A defined perimeter to be determined based on the scope of the operation and a defined operational ceiling at or below 400 feet Above Ground Level (AGL).

Federal Aviation Administration (FAA): A U.S. government agency within the Department of Transportation (DOT), responsible for regulating and overseeing all aspects of American civil aviation, including air traffic control, aircraft certification, pilot licensing, airport safety, and even commercial space launches, ensuring that the nation's airspace remains safe and efficient.

Fly-Away: A small unmanned aircraft flyaway occurs when control is lost because the link between the Small Unmanned Aircraft System (sUAS) and the Remote Pilot in Command (RPIC) is interrupted or severed, making it difficult or impossible to control the aircraft. This loss of control can lead to a crash or to the aircraft flying out of sight.

Low Altitude Authorization and Notification Capability (LAANC): A system relevant to small unmanned aircraft operations. It is designed to streamline the process by which the Remote Pilot in Command (RPIC) can gain access to controlled airspace at low altitudes.

Night Flight: Night flight is defined as the flight of a Small Unmanned Aircraft System (sUAS) between the end of evening civil twilight (about 30 minutes after sunset) to the start of morning civil twilight (about 30 minutes before sunrise), as determined by the National Oceanic and Atmospheric Administration (NOAA).

Person Manipulating the Controls (PMC): The individual who operates a Small Unmanned Aircraft System (sUAS) under the direct supervision of the Remote Pilot in Command (RPIC).

Pre-Flight Briefing: A briefing led by the Remote Pilot in Command (RPIC) prior to the Small Unmanned Aircraft System (sUAS) launch.

Program Coordinator (PC): The individual responsible for assisting the Special Operations Division Commander and the Drone Unit Commander with administrative functions related to the Small Unmanned Aircraft System (sUAS) Program, including maintaining a current list of all certified crewmembers to include each Remote Pilot in Command (RPIC) and Visual Observer (VO). The PC is responsible for maintaining the training records for crewmembers. The PC is also responsible for the condition, maintenance, and flight records of each small unmanned aircraft and its associated equipment as required by the FAA. The Aviation Unit Commander, or designee, will serve as the PC.

Remote Pilot in Command (RPIC): The RPIC holds a current Remote Pilot Certificate with a Small Unmanned Aircraft System (sUAS) rating and has the final authority and responsibility for the operation and safety of the sUAS.

Small Unmanned Aircraft: A small unmanned aircraft is an unmanned aircraft weighing less than fifty-five (55) pounds on takeoff, including everything that is on board or otherwise attached to the aircraft.

Small Unmanned Aircraft System (sUAS): A Small Unmanned Aircraft System (sUAS) is a small unmanned aircraft and its associated elements (including communication links and the components that control the small unmanned aircraft) that are required for the safe and efficient operation of the small unmanned aircraft in the National Airspace System.

Note: The terms Small Unmanned Aircraft System (sUAS), small unmanned aircraft and drone are used interchangeably, the FAA uses sUAS in its regulatory framework because it encompasses the entire system under FAA part 107, while small unmanned aircraft and drone just means the aircraft itself.

Unmanned Aircraft: An unmanned aircraft is an aircraft operated without the possibility of direct human intervention from within or on the aircraft.

Visual Observer (VO): An employee who is trained and designated by the Remote Pilot in Command (RPIC) to assist the RPIC and the Person Manipulating the Controls (PMC) of the sUAS to see and avoid other air traffic or objects aloft or on the ground.

IV. DRONE UNIT

A. Organization & Command

1. Unless otherwise directed by the Chief of Police, the Special Operations Division Commander is responsible for coordinating and overseeing departmental activities for the Drone Unit.
2. The Drone Unit Commander, or authorized designee (hereinafter referred to as the Drone Unit Commander), is responsible for the operations of the Drone Unit and reports directly to the Special Operations Division Commander.

3. The Program Coordinator (Aviation Unit Commander or authorized designee) will assist the Special Operations Division Commander and the Drone Unit Commander with administrative functions related to the sUAS Program.
4. The Drone Unit is currently structured to include: one (1) Commander, one (1) Assistant Commander, and a team of designated members.

B. Selection Process, Positions, and Certification Requirements

1. Officers seeking to join the Drone Unit must meet the minimum personal qualifications for selection to specialized units as specified in CCPD SOP: *B1: Organization, Direction & Management*, and additional requirements outlined in the CCPD's Gateway job description.
2. The Drone Unit Commander will review and consider each applicant's past job performance, disciplinary history, and annual evaluations.
    a. If selected to continue, the officer will be scheduled for a panel interview.
    b. Sworn personnel, prior to being selected to serve on the Drone Unit, must agree to a three (3) year commitment.
3. Once selected and approved by the chain of command, new team members will serve as Visual Observers (VOs) and remain in that position until further requirements are met to advance to the position of "Drone Pilot."
4. Drone Unit members who do not already possess a Part 107 Remote Pilot Certification from the FAA must obtain certification within 180 days (six months) from the date of their assignment. Failure to achieve this certification within the specified timeframe may result in removal from the Unit at the discretion of the Drone Unit Commander.
5. After holding their Part 107 certification and successfully completing both the knowledge test and practical exercise as designated by the Drone Unit Commander, the VO (also known as Drone Pilot in Training) will be officially advanced to the title of Drone Pilot (also known as Remote Pilot in Command or RPIC).
6. All certified Remote Pilots in Command (RPICs) assigned to the Drone Unit are responsible for obtaining and maintaining a valid FAA Part 107 Remote Pilot Certification.
    a. RPICs must ensure their certification remains current by completing all required continuing education and recertification testing as mandated by the FAA.
    b. Failure to maintain an active Part 107 certification may result in removal from the Drone Unit unless the issue is rectified immediately.
    c. It is the responsibility of each RPIC to track their certification status and comply with all renewal requirements to remain in good unit standing.

C. Training

1. The Drone Unit requires regular specialized training and officers assigned to the Unit are required to attend training sessions unless they are exempted by the Drone Unit Commander.

    Drone Unit training will be as needed to maintain currency and proficiency in sUAS operations.
2. Federal Aviation Administration (FAA) Training Requirements

    Training will comply with FAA requirements for both positions, i.e., Remote Pilot in Command (hereinafter also referred to as RPIC) and Visual Observer (hereinafter also referred to as VO).
    a. All RPICs shall obtain training from the Program Coordinator (PC) and the training shall be documented for FAA reporting purposes.
    b. All VOs should complete sufficient training to communicate to the RPIC any information required to remain clear of conflicting traffic, terrain, and obstructions, maintain proper cloud clearances, and provide navigational awareness.

c. Someone that holds a Part 107 Remote Pilot Certificate and is a POST Certified Instructor shall provide all training. This training for both the RPICs and VOs, at minimum, must include knowledge of the responsibilities in complying with the requirements of:

1) FAA Section 91.3 Responsibility and authority of the pilot in command.
2) FAA Section 91.13 Careless or reckless operation.
3) FAA Section 91.17 Alcohol or drugs.
4) FAA Section 91.103 Preflight action.
5) FAA Section 91.111 Operating near other aircraft.
6) FAA Section 91.113 Right-of-way rules: Except water operations.
7) FAA Section 91.115 Right-of-way rules: Water Operations.
8) FAA Section 91.119 Minimum safe altitudes: General.
9) FAA Section 91.123 Compliance with ATC clearances and instructions.
10) FAA Section 91.133 Restricted and prohibited areas.
11) FAA Section 91.137 Temporary flight restrictions in the vicinity of disaster/hazard areas.
12) FAA Section 91.145 Management of aircraft operations in the vicinity of aerial demonstrations and major sporting events.
13) FAA Section 91.151 Fuel requirements for flight in VFR conditions.
14) FAA Section 91.155 Basic VFR weather minimums.
15) FAA Section 91.159 VFR cruising altitude or flight level.
16) FAA Section 91.209 Aircraft lights.
17) FAA Section 91.213 Inoperative instruments and equipment.
18) FAA Section 91.215 ATC transponder and altitude reporting equipment and use.
19) Appendix D to part 91 – Airports/Locations: Special Operating Restrictions.
20) FAA Part 107
21) Air Traffic and radio communications, including the use of approved Air Traffic Control (ATC)/pilot phraseology.
22) Appropriate sections of the Aeronautical Information Manual (AIM).

d. Each RPIC will conduct at least three (3) takeoffs and three (3) landings every ninety (90) days to remain current for operating the sUAS. In the event that a RPIC is not current, they must perform three (3) takeoffs and three (3) landings before participating in a mission. Training flights shall be documented and kept on file for review/inspection by the FAA.

3. Remote Pilot in Command (RPIC) Training

a. Initially, all personnel selected to be a RPIC that will be flying law enforcement missions shall be properly trained utilizing the FAA approved materials. This training includes videos produced by the manufacturer to include flying and operating the sUAS. The RPIC shall hold and maintain a current Remote Pilot Certificate with a sUAS rating issued by the FAA under part 107.

1) An individual serving as the Person Manipulating the Controls (hereinafter also referred to as PMC) that does not hold a Remote Pilot Certificate with a sUAS rating issued by the FAA under part 107 may operate a departmental sUAS under the direct supervision of a certified RPIC.

2) In order to do so, the PMC must have previously received all necessary training for the aforementioned RPIC position and be in the process of preparing for the FAA Part 107 certification exam.

b. Any RPIC that does not have documented training or flight time for 180 days or more is required to be retrained by a Department sUAS POST Certified Instructor. This training shall include a minimum of one (1) hour of ground instruction and flight time, including making three (3) take-offs and three (3) landings to demonstrate proficiency.

4. Visual Observer (VO) Training

   If able, all VOs should receive annual in-service training in the requirements of acting as a VO on sUAS flights as outlined in this procedure (i.e., *Section IV. C.*). If a previously trained VO is not available for a flight, the RPIC has the discretion to provide the minimum training to another officer on scene to act as a VO for that sUAS operation. This shall include, at a minimum, the requirements for communicating to the RPIC any traffic conflicts, weather or cloud conflicts, minimum safe altitudes or any other item that relates to the safety of that operation. If the RPIC is not satisfied that the VO can safely assist the RPIC with the operation, the RPIC shall not operate the sUAS.

D. Uniforms

All uniforms and equipment for Drone Unit personnel are at the discretion of the Division/Unit Commander, subject to approval by the Chief of Police. See also *CCPD SOP: D2: Dress Code & Grooming Standards*.

1. Standardized Uniform: The standard uniform for the Drone Unit consists of a tactical shirt, BDU tactical pants, and tactical shoes as authorized by the Drone Unit Commander based on the specific needs of the mission. Adjustments to the uniform may be made depending on the operational environment, weather conditions, or tactical requirements.
2. Call-Outs: For Drone Unit call-outs, officers are permitted to wear their daily duty uniform unless a uniform change is deemed necessary due to operational conditions. The Drone Unit Commander, or designated supervisor, will determine any required modifications to ensure personnel are appropriately attired for the mission at hand.

V. PRE-FLIGHT

The FAA mandates that the RPIC is responsible for ensuring the sUAS is in a condition for safe operation before each flight.

A. Weather and Notice to Airmen (NOTAM)

1. Pre-flight review of current and forecast weather conditions will be conducted by the RPIC prior to every launch of the sUAS. The minimum flight visibility, as observed from the location of the control station must be no less than (3) three statute miles. This data can be obtained by visiting the website: https://www.1800wxbrief.com/. The four (4) letter airport code will be KATL (Atlanta International Airport) for flights in the north end of the county or KHMP (Atlanta Speedway Airport, located in Henry County) for flights in the south end of the county.
2. The RPIC must also check Notices to Airmen (NOTAMs) and temporary flight restrictions (TFRs) before each flight. This information can be obtained from the website: https://notams.aim.faa.gov/notamSearch/nsapp.html#/.

B. Flight Parameters

1. The RPIC will conduct a review of the flight's goals, expected outcomes, and mission limitations.
2. The RPIC shall identify potential constraints, including weather conditions (wind, visibility, clouds), airspace restrictions, hazards (people, property, obstacles) temporary flight restrictions, and equipment limitations such as battery strength, GPS strength, and potential for radio interference to mitigate risk and ensure the flight can be completed safely.
3. The RPIC must review the proposed flight area, including maximum ceiling and floor.
4. The RPIC will coordinate communication procedures between the VO and any other supporting personnel. The RPIC, VO, and any other supporting personnel will keep cell phones on hand with the phone number of local Air Traffic Control (ATC) in the event of a fly-away or other flight emergency.

5. The RPIC shall review and understand all emergency and contingency procedures including aircraft system failure, flight termination, diversion, and lost link procedures.

C. Small Unmanned Aircraft System (sUAS) Safety Inspection

The RPIC must inspect the sUAS for damage or malfunctions before each flight and must not continue flight if it is not in a safe condition. Hence, the RPIC shall:

1. Ensure that all blades are secure and in condition for flight.
2. Ensure that landing gear is not damaged. If it is damaged, the sUAS will not be flown.
3. Check battery status. If the battery is not sufficiently charged for the flight, the sUAS will not be flown.
4. Ensure that the Remote ID Broadcast module is securely attached, activated, and operational prior to the operation of any sUAS equipped with a secondary broadcast module, in accordance with the FAA Remote ID final rule (effective on September 16th, 2023).
5. Once in the air, the sUAS may be flown until the battery level reaches twenty percent (20%). Once below twenty percent (20%), the sUAS must be landed immediately. The battery must then be swapped for a fully charged one before the next flight.
6. The sUAS will be set up in automatic landing mode at all times.

VI. OPERATION OF THE SMALL UNMANNED AIRCRAFT SYSTEM (sUAS)

A. Visual Flight Rules: All sUAS flights should be conducted under Visual Flight Rules (VFR) conditions and at an altitude below 400 feet Above Ground Level (AGL), and while maintaining Visual Line of Sight (VLOS). VFR is defined as requiring a minimum of three (3) statute miles of surface visibility and a cloud ceiling of at least 1,000 feet AGL. The RPIC may operate in less than VFR conditions if they determine the flight can be operated safely in the existing conditions.

B. Administration and Use of the sUAS: All deployments of the sUAS shall be authorized by **supervisory** personnel, be in state and federal legal and regulatory compliance, as well as in compliance with the policy and procedures defined herein. The sUAS may be used for the following purposes, which may be updated:

1. **Situational awareness:** To assist decision-makers in understanding the nature, scale or scope of an incident and for planning and coordinating an effective response.
2. **Search and rescue:** To assist in missing person investigations and other search and rescue missions.
3. **Tactical deployment:** To support the positioning of officers and equipment in emergency situations, such as incidents involving hostages and barricades, and other temporary perimeter security situations.
4. **Visual perspective:** To provide an aerial perspective to assist officers with directing crowd control, traffic, special circumstances, and temporary perimeter security.
5. **Scene documentation:** To document a crime scene, accident scene, or other major incident scene.
6. **Agency assistance:** To assist another government agency not possessing a sUAS, with situational awareness, search and rescue, tactical deployment, visual perspective, or scene documentation.
7. **Public demonstration:** To educate the public regarding the law enforcement use of a sUAS.
8. **Training:** To assist RPICs and VOs in maintaining proficiency in operation skills of the sUAS.

C. Missions: All missions will be flown in accordance with FAA regulations 14 CFR Part 107 or as specified in the COA and current FAA National Policy regarding sUAS Operational Approval.

D. Maintenance: The sUAS maintenance is the responsibility of the Program Coordinator in accordance to manufacturer recommendations. If maintenance outside of routine is performed, a test flight shall be conducted and documented prior to the sUAS being returned to service.

E. No Payloads: No payload will be used on a sUAS, other than equipment approved and installed by the manufacturer, operated by the CCPD. Weapons and dispersal payloads will not be used.

F. Storage: The sUAS shall be assigned to approved RPICs and kept in the provided carrying case when not in use.

G. Operations within the vicinity of any airport or heliport shall be conducted under Part 107 or as specified in the CCPD's COA.

H. No sUAS flights will be attempted when:

1. In violation of FAR Part 107 or as specified in the CCPD's COA.
2. Sleet, hail, freezing rain and/or snow is present or forecasted, winds over 20 mph.
3. During severe thunderstorms.
4. The sUAS will not be operated at less than 200 feet below or at less than 2000 feet horizontal from clouds.

I. No RPIC or VO may engage in, or allow, any activity during a critical phase of flight which could:

1. Distract any crewmember from the performance of their duties; and/or
2. Interfere in any way with the proper conduct of those duties.

J. The use of cell phones or other electronic devices is restricted to communications pertinent to the operational control of the sUAS and any required communications with Air Traffic Control (ATF).

1. Mobile devices may be necessary for the operation of a sUAS operated by the PMC. The use of mobile devices by the PMC will be limited to that specific function while in flight.
2. The RPIC will be responsible for all communication via telephone, radio, or other communication means while the PMC is in flight.
3. If the RPIC is the PMC, the VO will take over communication responsibilities.

K. Remote Pilot in Command (RPIC) Responsibilities

The RPIC is directly responsible for and has the final authority and responsibility for the operation and safety of the sUAS.

1. The RPIC shall remain clear and give way to all manned aviation operations and activities at all times, and is responsible for maintaining a safe operating distance between aviation activities and the sUAS at all times.
2. The RPIC must ensure that the sUAS will pose no undue hazard to other people, other aircraft, or other property in the event of a loss of control of the sUAS for any reason.
3. The RPIC is responsible for operating in compliance with CFR parts 91.111 and 91.113, and FAA Title 14, Chapter I, Subchapter F, Part 107, Subpart B, 107.19.
4. The RPIC is responsible for ensuring all paperwork pertaining to the mission (both departmental and FAA) is completed and logged. If an *Incident Report* is generated by the Uniform Patrol Division (UPD), Criminal Investigation Division (CID), Special Weapons and Tactics (SWAT) Team, etc., the case number assigned to that report can be utilized by the RPIC.
5. The RPIC is responsible to ensure that any Person Manipulating the Controls (PMC):
    a. Is competent, and able to operate the sUAS in accordance with FAA regulations.
    b. Has the resources needed to safely operate the sUAS, e.g., broadcast modules, cellular connectivity, launch and landing clearance, supplies, proper LAANC authorizations, etc.

c. The RPIC must be able to immediately take direct control of the sUAS from the PMC in the event of an emergency or safety concern in accordance with FAA guidelines.

6. The RPIC is responsible to ensure that the Visual Observer (VO):

a. Can perform their duties.

b. Is able to see the small unmanned aircraft and the surrounding airspace throughout the entire flight.

c. Is able to provide sufficient information to the RPIC about the sUAS's position, altitude, direction of flight, and proximity to all aviation activities and other hazards, e.g., other aircraft, terrain, weather, structures, etc.

L. A VO must be used at all times and must maintain instantaneous communication with the RPIC. Electronic messaging or texting is not permitted during flight operations.

M. VOs must be able to communicate clearly to the RPIC any instructions required to remain clear of conflicting air traffic.

N. Prohibited Use

1. The sUAS must not be operated in restricted areas, prohibited areas or special flight rule areas or in temporary flight restrictions (TFRs). Such areas are depicted on charts available at https://tfr.faa.gov/tfr_map_ims/html/.

2. The sUAS shall not be used to conduct random surveillance activities.

3. The sUAS will not be used to harass, intimidate, or discriminate against any individual or group.

4. The sUAS shall not be used to conduct personal business of any type.

O. The sUAS will be registered prior to operations in accordance with Title 14 of the Code of Federal Regulations.

VII. SMALL UNMANNED AIRCRAFT SYSTEM (sUAS) ACTIVATION

A. Typically, activation of a sUAS will be requested by an on-scene supervisor through the chain of command and authorized by the concerned Division Commander.

B. A supervisor or officer on the scene of a critical and/or high-risk incident may activate the sUAS without the authorization of the concerned Division Commander, but only when exigent circumstances dictate that the chain of command would be immediately detrimental to the safe resolution of the incident.

C. Upon activation of a sUAS, the E911/Communications Center will make all required notifications.

VIII. DOCUMENTATION

A. All sUAS training and mission flight times shall be documented by completing a flight log which will be kept on file for review/inspection by the FAA.

1. At a minimum, the flight log shall include the date, time, location, RPIC's name, VO's name, flight time, and whether the flight is a training or mission flight. The flight log must also include the CCPD case number of the report related to the mission. Mission flights will be categorized by the type of mission such as missing person or call out.

2. If the sUAS is used for a mission with an outside agency, it will be documented as such on the flight log.

3. The RPIC will be responsible for ensuring all police reports (*Incident Reports* and *Incident Supplemental Reports*) pertaining to in county and out of county missions are documented.

B. Video data/mobile recording during a sUAS operation shall be at the discretion of the RPIC. All recordings shall be managed, documented and stored in accordance with departmental policies and procedures.

C. Reporting Requirements

1. Documentation of all operations associated with sUAS activities, including training missions and investigative missions, is required regardless of the airspace in which the sUAS operates.
2. The Program Coordinator (PC) will be responsible for ensuring all required information is submitted to the FAA as required by the COA. The CCPD must submit the following information on a monthly basis to 9-AJV-115-UASOrganization@faa.gov:
   a. Name of the RPIC and aircraft registration number;
   b. sUAS type and model;
   c. All operating locations, including the location's city name and latitude/longitude;
   d. Number of flights (per location, per aircraft);
   e. Total aircraft operational hours;
   f. Takeoff or landing damage; and
   g. Equipment malfunctions, which must be explained and include, but are not limited to:
      1) Control station failure;
      2) Electrical system failure;
      3) Fuel system failure;
      4) Navigation system failure;
      5) On-board flight control system failure; and
      6) The number and duration of lost link events (control, performance and health monitoring, or communications) per sUAS, per flight.
3. All in flight accidents and incidents involving fatalities, injuries, property damage, and fly-a-ways shall be reported to the Program Coordinator (PC) immediately. Any FAA reporting shall be completed as required by regulation.
4. If there is an accident or mishap involving a sUAS and it meets the criteria below, and within 24 hours of that incident, accident or event described below, the RPIC must provide initial notification of the following to the FAA via email to: 9-AJV-115-UASOrganization@faa.gov and via the UAS COA On-Line forms (Incident/Accident). All accidents/mishaps involving sUAS operations where any of the following occurs:
   a. Fatal injury, where the operation of the sUAS results in death occurring within 30 days of the accident/mishap.
   b. Serious injury, where the operation of a sUAS results in:
      1) Hospitalization for more than 48 hours, commencing within seven (7) days from the date of the injury was received.
      2) A fracture of any bone (except simple fractures of fingers, toes, or nose).
      3) Severe hemorrhages, nerve, muscle, or tendon damage.
      4) An injury involving any internal organ.
      5) Involves second-or third-degree burns or any burns affecting more than five percent (5%) of the body surface.
   c. Total aircraft loss of a sUAS.
   d. Substantial damage to the sUAS where there is damage to the airframe, power plant, or onboard systems that must be repaired prior to further flight.
   e. Damage to property, other than the sUAS.
   f. Any incident and/or mishap that results in an unsafe and/or abnormal operation including but not limited to:
      1) A malfunction/failure of the sUAS on-board flight control system (including navigation).
      2) A malfunction or failure of ground control station flight control hardware software (other than loss of control link).

3) A power plant failure or malfunction.
4) An in-flight fire.
5) An aircraft collision involving another aircraft.
6) Any in-flight failure of the sUAS's electrical system.
7) A deviation from provisions contained in the COA.
8) A deviation from an ATC clearance and/or Letter(s) of Agreement/Procedures.

g. A lost control link event resulting in:
1) Fly-away
2) Execution of a pre-planned/unplanned lost link procedure.

5. Initial reports must contain the information identified in the COA On-Line Accident/Incident Report. Follow-up reports describing the accident/incident mishap(s) must be submitted by providing copies of proponent aviation accident/incident reports upon completion of safety investigations. Civil operators and Public-use agencies (other than those which are part of the Department of Defense) are advised that the above procedures are not a substitute for separate accident/incident reporting required by the National Transportation Safety Board under 49 CFR Part 830 830.5.

IX. MAINTENANCE

To ensure that the sUAS continues to offer optimal performance and to ensure flight safety, maintenance shall be performed in accordance with manufacturer's specifications and documented in the maintenance log to meet any FAA requirements.

X. CALL OUTS

A. RPICs and VOs are subject to call-outs for the SWAT team, special operations, and mutual aid requests.

B. RPICs and VOs will be subject to call-out on a 24-hour, 365-day-per-year basis.

C. Dispatch will notify the on-call RPIC and VO when a request is made by a Sergeant or above.

XI. SWAT/SPECIAL OPERATIONS/MUTUAL AID ASSISTANCE

A. RPICs and VOs assigned to sUAS operations may be utilized to augment SWAT, special operations or outside agencies. As such, they will be expected to abide by all applicable departmental policies and procedures, and FAA guidelines. As RPICs and VOs act in a support capacity, the on-scene Tactical Commander will assume operational control of any situation requiring the deployment of sUAS operations.

B. The Chief of Police, or authorized designee, must approve all requests for mutual aid to other agencies and special requests. When deploying for mutual aid requests, personnel shall abide by all applicable departmental policies and procedures, and FAA guidelines for the sUAS operations and not those of the outside agency, will be followed.

XII. OPERATIONS CONTROL/ CONFLICT OF ORDERS

A. The RPIC of the sUAS is directly responsible for and is the final authority as to, the operation of the sUAS. If the RPIC is requested by a Supervisor/Tactical Commander to deploy a sUAS in a manner that the RPIC feels is unsafe for flight conditions, the RPIC will inform the Supervisor/Tactical Commander of this by stating the reason(s) for concern and then cancel the sUAS operation.

B. Under no circumstance will a RPIC comply with an order that they know is unsafe, illegal or violates any FAA guidelines.

XIII. CANCELLATION

This procedure amends and supersedes the following standard operating procedure: D33: *Unmanned Aircraft Systems/Vehicles/Drones*, dated June 12, 2020.