

Appendix B: Do's and Do Not's of a Municipal Drone Ordinance

The Do's & Don'ts of City Drone Ordinances

DON'T

Don't create restrictions affecting the airspace or regulating the in-flight operation of unmanned aircraft.

e.g. "No flying a drone faster than 100mph."

Don't copy and paste the restrictions within FAA Part 107 into a city's ordinance.

e.g. "No flights over 400ft."

Don't create outright bans on unmanned aircraft usage and operation.

e.g. Implement excessive and onerous permitting and reporting requirements.

Don't create rules that place undue burden on an operator.

e.g. "Drones may only take-off and land in a small designated area of the city."

Don't place multiple use restrictions.

e.g. "No flying within 20ft of an open-air assembly area during regular school hours."

DO

Create rules rooted in a city's traditional land use or zoning powers.

e.g. "No take-off or landing near a police heliport."

Follow the recommendations of the FAA and NLC, and tailor restrictions to traditional municipal authority.

e.g. Laws of general applicability related to nuisance or trespass.

Create reasonable time, manner and place restrictions to safeguard your citizens.

e.g. "No take-off or landing in a residential zone from 10pm-9am M-F."

Make it easy for operators to understand and be aware of local rules and be held accountable.

e.g. Drone operators are required to give notice of their flights.

Create flexible rules to accommodate changing needs and technology.