



Report compiled by 911 Security
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Overview of drone rules and regulations in USA by State

Before exploring the specific topics states have legislated, it is important to consider the issue of preemption. If a state or local law directly conflicts with federal laws or regulations, the state or local law is likely to be invalidated. Because the FAA is the designated authority to regulate U.S. airspace, any state or local law that conflicts with FAA regulations or attempts to regulate in an area that is within the purview of the FAA may be preempted.

Examples of laws for which consultation with the FAA is recommended:

- “Operational UAS restrictions on flight altitude, flight paths; operational bans; any regulation of the navigable airspace. For example – a city ordinance banning anyone from operating UAS with State UAS Legislative Action in the city limits, within the airspace of the city, or within certain distances of landmarks.”
- “Mandating equipment or training for UAS related to aviation safety such as geo-fencing would likely be preempted. Courts have found that state regulation pertaining to mandatory training and equipment requirements related to aviation safety is not consistent with the federal regulatory framework.”

Examples of laws within state and local government police power:

- “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.”
- Requirement for police to obtain a warrant prior to using a UAS for surveillance.
- Specifying that UAS may not be used for voyeurism.
- Prohibitions on using UAS for hunting or fishing, or to interfere with or harass someone who is hunting or fishing.
- Prohibitions on attaching firearms or similar weapons to UAS.

Privacy

One of the most significant areas of UAS legislation across the country has been related to privacy implications. The mission of the FAA is “to provide the safest, most efficient aerospace system in the world.” This mission does not include regulating privacy-related issues. As a result, many states have considered and passed legislation dealing with privacy and drones.

Privacy law concerning drones generally fall into two categories:

1. Laws that require law enforcement to obtain a warrant prior to using a drone to perform a search of or surveillance on a suspect, and

2. Laws that prohibit private citizens (non-governmental actors) from using drones to do various activities that would invade someone else's privacy. These laws vary considerably by state with regard to exactly what types of activities are prohibited, including: flying over private property (trespassing), filming over private property, photographing in a place where a person has a reasonable expectation of privacy, height restrictions for flying over private property, consent restrictions, restrictions on publishing images taken without consent, and other rules that specifically make it an offense to use a drone for harassment or voyeurism.

Since 2013, 22 states (Alaska, Arkansas, California, Florida, Idaho, Illinois, Indiana, Iowa, Kansas, Maine, Mississippi, Montana, Nevada, North Carolina, North Dakota, Oregon, Tennessee, Texas, Utah, Vermont, Virginia, and Wisconsin) have passed legislation that falls within the broad category of privacy. This includes legislation related to warrant requirements for UAS use by law enforcement agencies and protection from privacy violations committed by non-government operators, including peeping toms.

Warrant Requirements

One of the first UAS uses that captured the attention of legislatures was the use of UAS by law enforcement agencies for surveillance. 18 states—Alaska, Florida, Idaho, Illinois, Indiana, Iowa, Maine, Montana, Nevada, North Carolina, North Dakota, Oregon, Tennessee, Texas, Utah, Vermont, Virginia, and Wisconsin— have passed legislation requiring law enforcement agencies to obtain a search warrant to use UAS for surveillance or to conduct a search.

As is the case generally with search warrants, certain exceptions to the warrant requirement are included in the legislation, such as when exigent circumstances justify a search without a warrant.

Protection from Non-Government Operators

In addition to concerns regarding Fourth Amendment violations by law enforcement agencies, states have also addressed the potential for privacy violations committed by non-government operators.

At least 15 states—Arkansas, California, Florida, Idaho, Indiana, Kansas, Mississippi, Nevada, North Carolina, Oregon, Tennessee, Texas, Utah, Virginia, and Wisconsin—have passed legislation providing privacy protections from other citizens that are specific to drones. Some states have indicated they believe current privacy laws that do not specifically address the use of UAS but, rather, provide general privacy protections, can provide the same protections in regard to UAS use.

Security Concerns

While there are obvious commercial applications for UAS in the monitoring and maintenance of critical infrastructure, there are also concerns about the dangers that could come with the unrestricted use of drones near these facilities. These problems revolve primarily around issues of security.

UAS can pose a potential danger to critical infrastructure and, therefore, public safety. The FAA has reported a substantial rise in the number of pilots reporting drone sightings near other aircrafts and airports. Correctional facilities across the United States are battling the problem of drones being used to deliver contraband. Security experts have warned that drones could be used by terrorists to surveil or assist in attacking critical infrastructure and critical facilities.

Prisons

States also have expressed concern about UAS operation near and over prisons. Currently, 10 states (Arizona, Louisiana, Nevada, New Jersey, North Carolina, Oregon, South Dakota, Tennessee, Texas, and Wisconsin) prohibit drones from operating near or over prisons.

States have taken various approaches in legislation, with some addressing where a drone can be operated and others specifically addressing the crime of introducing contraband into a correctional facility using a drone.

Critical Infrastructure

Legislation also has been enacted to protect critical infrastructure from rogue drone operators. The classification of critical infrastructure varies by state, but generally includes facilities such as petroleum refineries, chemical manufacturing facilities, pipelines, wastewater treatment facilities, power generating stations, electric utilities, chemical or rubber manufacturing facilities, and other similar facilities.

10 states specifically restrict drone access near critical facilities and infrastructures.

These states include Arkansas, Arizona, Delaware, Florida, Louisiana, Nevada, Oklahoma, Oregon, Tennessee, and Texas.

Stadiums

FAA regulations prohibit drones flying within three miles of stadiums one hour before and one hour after the scheduled time of any of the following events:

- Major League Baseball
- National Football League
- NCAA Division One Football
- NASCAR Sprint Cup, Indy Car, and Champ Series races

Two states - Delaware and Texas - have their own state laws prohibiting drones near stadiums or events. Delaware prohibits drones over any sporting event, concert, automobile race, festival, or other event at which more than 1500 people are in attendance. Texas specifically prohibits drones flying over “sports venues” with seating capacity of at least 30,000.

Airports

Under the Special Rule for model aircraft, the FAA requires hobby drone operators to notify the airport operator and air traffic control tower if they will be flying within 5 miles of an airport. The FAA also prohibits model aircraft from ever flying near other aircraft or near emergency response efforts.

Nevada legislation specifies that “A person may operate an unmanned aerial vehicle within 5 miles of an airport only if the person obtains the consent of the airport authority or the operator of the airport, or if the person has otherwise obtained a waiver, exemption or other authorization for such operation...” Anyone who violates this requirement is guilty of a misdemeanor.

Committees, Studies and Task Forces

Several states have convened committees, task forces, advisory boards or requested studies on the use and implications of unmanned aircraft systems. 19 states - Alaska, Colorado, Connecticut, Georgia, Hawaii, Illinois, Indiana, Iowa, Louisiana, Maryland, Michigan, Nevada, New Mexico, Ohio, Oregon, Pennsylvania, Rhode Island, Utah, Wisconsin - have assembled committees, task forces, advisory boards or requested studies.

DISCLAIMER: This is for informational purposes only. The information does not constitute legal advice. You should seek out a attorney licensed in your state if you are in need of legal assistance.

Alabama	8
Alaska	8
Arizona	8
Arkansas	10
California	11
Colorado	12
Connecticut	13
Florida	14
Georgia	16
Hawaii	17
Illinois	18
Indiana	21
Iowa	21
Kansas	22
Kentucky	22
Louisiana	23
Maine	24
Maryland	24
Massachusetts	25
Michigan	25
Mississippi	26
Missouri	26
Montana	26
Nevada	27
New Hampshire	36
New Mexico	37
New York	37
North Carolina	38

North Dakota	40
Ohio	42
Oklahoma	43
Oregon	44
Tennessee	51
Texas	55
Utah	60
Vermont	65
Virginia	66
Wisconsin	68
Wyoming	69

Alabama

No state drone laws

Alaska

Definitions:

Alaska statute defines an “**unmanned aircraft system**” as “an unmanned aircraft operated without direct human intervention from inside the aircraft.”

Statutes/Bills (passed):

Article 13. LAW ENFORCEMENT USE OF UNMANNED AIRCRAFT SYSTEMS HB 255

Three areas within the statute that contain laws related to unmanned aircraft systems:

- (1) use by law enforcement officials
- (2) retention of images captured by small unmanned aircraft systems
- (3) development of training in operation

Currently no statutes or bills for private or hobby use of drones

SCR 4

Continues the Task Force on UAS and specifies additional membership and duties of the task force.

Arizona

Definitions:

Arizona’s law uses the terms **model aircraft**, **civil unmanned aircraft**, and **public unmanned aircraft** to describe drones as used for different purposes.

Model aircraft: an unmanned aircraft that is “capable of sustained flight in the atmosphere; flown within visual line of sight of the person operating the aircraft; and flown for hobby or recreational purposes.” (**Hobby**)

Civil unmanned aircraft: “an unmanned aircraft or unmanned aircraft system that is operated by a person for any purpose other than strictly for hobby or recreational purposes, including commercial purposes, or in the furtherance of or incidental to any business or media service or agency.” (**Commercial**)

Public unmanned aircraft: an unmanned aircraft “operated by a public agency for a government-related purpose.” (**Government/Law Enforcement**)

Unmanned aircraft: “an aircraft, including an aircraft commonly known as a drone, that is operated without the possibility of direct human intervention from within or on the aircraft.”

“Critical facility” means any of the following:

1. A petroleum or alumina refinery.
2. A petroleum, chemical or rubber production, transportation, storage or processing facility.
3. A chemical manufacturing facility.
4. A water or wastewater treatment facility and water development, distribution or conveyance system, including a dam.
5. An electric generation facility, as defined in section 42-14156, and any associated substation or switchyard.
6. An electrical transmission or distribution substation.
7. An electrical transmission line of at least sixty-nine thousand volts.
8. An electronic communication station or tower.
9. An energy control center.
10. A distribution operating center.
11. A facility that transfers or distributes natural gas, including a compressor station, regulator station, city gate station or pressure limiting station or a liquefied natural gas facility or supplier tap facility.
12. Any railroad infrastructure or facility.
13. A federal, state, county or municipal court.
14. A public safety or emergency operation facility.
15. A federal, state, county or municipal jail or prison or other facility in which persons are incarcerated.
16. A federal or state military installation or facility.
17. A hospital that receives air ambulance services.

Statutes/Bills (passed):

[13-3729](#). - Unlawful operation of model or unmanned aircraft; state preemption; classification; definitions

The operation of a model aircraft or civil unmanned aircraft is a class 1 misdemeanor if it is:

1. prohibited by federal law or regulation, including FAA regulations
2. Interferes with the operation of law enforcement, firefighters, or emergency services.

Class 1 misdemeanor is the most serious misdemeanor offense and is punishable by up to 6 months in jail, 3 years of probation and a \$2,500 fine plus surcharges.

The operation or use of an unmanned aircraft to photograph or linger over or near a critical facility in the furtherance of a crime is a class 6 felony, except that a second or subsequent violation is a class 5 felony.

Class 6 felonies are punishable up to 2 years in prison.

[28-8242](#). - Powers and duties

[28-8280](#). - Careless or reckless aircraft operation; violation; classification; definitions

A person who operates an aircraft (model aircraft and civil unmanned aircraft) in the air, on the ground or on the water in a careless or reckless manner that endangers the life or property of

another is guilty of a class 1 misdemeanor.

In determining whether the operation was careless or reckless, the court shall consider the standards for safe operation of aircraft prescribed by federal statutes or regulations governing aeronautics.

Arkansas

Definitions:

Arkansas defines “**drones**” as “**unmanned aircraft systems**.” Arkansas’ definition of an “**unmanned aircraft system**” is very broad, covering any “unmanned, powered aircraft that:

1. Does not carry a human operator;
2. Can be autonomous or remotely piloted or operated; and
3. Can be expendable or recoverable.”

“**Unmanned aircraft system**” does **not** include:

1. A satellite orbiting the earth;
2. “Unmanned aircraft systems” that are being used by the federal government, the state after consultation with the governor, or as a result of a state or federal contract to inspect critical infrastructure
3. An unmanned aircraft used by a law enforcement agency, emergency medical service agency, hazardous materials response team, disaster management agency, or other emergency management agency for the purpose of incident command, area reconnaissance, personnel and equipment deployment monitoring, training, or a related purpose.

“**Critical infrastructure**” means:

- (A) An electrical power generation or delivery system;
- (B) A petroleum refinery;
- (C) A chemical or rubber manufacturing facility; or
- (D) A petroleum or chemical storage facility;

Statutes/Bills (passed):

[§ 5-60-103](#). - Unlawful use of unmanned aircraft system

A person commits the offense of unlawful use of an unmanned aircraft system if he or she knowingly uses an unmanned aircraft system to conduct surveillance of, gather evidence or collect information about, or photographically or electronically record critical infrastructure without the prior written consent of the owner of the critical infrastructure.

Unlawful use of an unmanned aircraft system is a class B misdemeanor. Second or subsequent offenses are a Class A misdemeanor.

[§ 5-16-102](#). - Voyeurism

[§ 5-16-101](#). - Crime of video voyeurism

Using a drone to spy or video someone without their consent is a punishable crime.

California

Definitions:

California law defines **drone** as an “**unmanned aircraft**” functioning without the possibility of direct human involvement. The term also includes the “communication links” and controller which help the pilot navigate the ‘aircraft’.

Statutes/Bills (passed):

California Civil Code 1708.8

California’s first “drone law” was not specifically aimed at drones, but rather amended the invasion of privacy statute to penalize drone operators who violate the privacy of others as described by the statute.

California Civil Code 43.101

These laws limited the civil liability of first responders who damage a drone while working.

It also creates a misdemeanor offense for people who fly drones in a way that interferes with the work of first responders and other emergency workers.

California Government Code 853

A local public entity or public employee of a local public entity shall not be liable for any damage to an unmanned aircraft or unmanned aircraft system, if the damage was caused while the local public entity or public employee of a local public entity was providing, and the unmanned aircraft or unmanned aircraft system was interfering with, the operation, support, or enabling of any of the following emergency services:

1. Emergency medical services or ambulance transport services, including, but not limited to, air ambulance services.
2. Firefighting or firefighting-related services, including, but not limited to, air services related to firefighting or firefighting-related services.
3. Search and rescue services, including, but not limited to, air search and rescue services.

California Penal Code 402.- CRIMES AGAINST THE PUBLIC HEALTH AND SAFETY

(a)

(1) Every person who goes to the scene of an emergency, or stops at the scene of an emergency, for the purpose of viewing the scene or the activities of police officers, firefighters, emergency medical, or other emergency personnel, or military personnel coping with the emergency in the course of their duties during the time it is necessary for emergency vehicles or those personnel to be at the scene of the emergency or to be moving to or from the scene of the emergency for the purpose of protecting lives or property, unless it is part of the duties of that person’s employment to view that scene or those activities, and thereby impedes police officers, firefighters, emergency medical, or other emergency personnel or military personnel, in the performance of their duties in coping with the emergency, is guilty of a misdemeanor.

(2) For purposes of this subdivision, a person shall include a person, regardless of his or her location, who **operates or uses an unmanned aerial vehicle, remote piloted aircraft, or drone** that is at the scene of an emergency.

(b) Every person who knowingly resists or interferes with the lawful efforts of a lifeguard in the discharge or attempted discharge of an official duty in an emergency situation, when the person knows or reasonably should know that the lifeguard is engaged in the performance of his or her official duty, is guilty of a misdemeanor.

(c) For the purposes of this section, an emergency includes a condition or situation involving injury to persons, damage to property, or peril to the safety of persons or property, which results from a fire, an explosion, an airplane crash, flooding, windstorm damage, a railroad accident, a traffic accident, a power plant accident, a toxic chemical or biological spill, or any other natural or human-caused event.

Colorado

Statutes/Bills (passed):

[HB 1070](#) - Study Drone Use By Public Safety Agencies

Requires the center of excellence within the department of public safety to perform a study. The study must identify ways to integrate UAS within local and state government functions relating to firefighting, search and rescue, accident reconstruction, crime scene documentation, emergency management, and emergencies involving significant property loss, injury or death. The study must also consider privacy concerns, costs, and timeliness of deployment for each of these uses. The legislation also creates a pilot program, requiring the deployment of at least one team of UAS operators to a region of the state that has been designated as a fire hazard where they will be trained on the use of UAS for the above specifies functions.

[406-0 #004](#) – AIDS IN TAKING WILDLIFE

It shall be unlawful to use a drone to look for, scout, or detect wildlife as an aid in the hunting or taking of wildlife.

For the purposes of this regulation, drone shall be defined as including, without limitation, any contrivance invented, used or designed for navigation of, or flight in the air that is unmanned or guided remotely. A drone may also be referred to as “Unmanned Aerial Vehicle” (UAV) or “Unmanned Aerial Vehicle System” (UAVS).

Connecticut

Definitions:

“Commercial unmanned aircraft” means an aircraft operated remotely by a pilot in command holding a valid remote pilot certificate with a small unmanned aircraft systems rating issued by the Federal Aviation Administration.

Statutes/Bills (passed):

[Public Act 17-52](#) - AN ACT CONCERNING MUNICIPALITIES AND UNMANNED AIRCRAFT

This statute limits municipalities in enacting regulations regarding commercial unmanned aircraft. No municipality shall enact or enforce an ordinance or resolution that regulates the ownership, possession, purchase, sale, use, transportation or operation of any commercial unmanned aircraft, except as otherwise authorized by state and federal law, and to the extent they do not conflict with policies and procedures adopted by the Connecticut Airport Authority. The statute makes an exception for municipalities that are also water companies.

Delaware

Definitions:

“Unmanned aircraft system” means a powered, aerial vehicle that:

1. Does not carry a human operator;
2. Uses aerodynamic forces to provide vehicle lift;
3. Can fly autonomously or be piloted remotely; and
4. Can be expendable or recoverable.

“Critical infrastructure” means petroleum refineries, petroleum storage facilities, chemical storage facilities, chemical manufacturing facilities, fuel storage facilities, electric substations, power plants, electric generation facilities, military facilities, commercial port and harbor facilities, rail yard facilities, drinking water treatment or storage facilities, correctional facilities, government buildings, and public safety buildings or facilities.

“First responder” means federal, state, and local law-enforcement officers, fire, and emergency medical services personnel, hazardous materials response team members, 9-1-1 dispatchers, or any individual who is responsible for the protection and preservation of life and is directed to respond to an incident that could result in death or serious injury.

Statutes/Bills (passed):

[§ 1334](#) - Unlawful use of an unmanned aircraft system; unclassified misdemeanor; class B misdemeanor; class A misdemeanor

Prohibited acts. — Except as provided in this section, no person shall knowingly operate, direct, or program an unmanned aircraft system to fly:

1. Over any sporting event, concert, automobile race, festival, or other event at which more than 1500 people are in attendance; or
2. Over any critical infrastructure; or

3. Over any incident where first responders are actively engaged in response or air, water, vehicular, ground or specialized transport.

Exemptions. — The prohibitions set forth in subsection (b) of this section shall not apply to:

1. An unmanned aircraft system used for law-enforcement purposes; or
2. An unmanned aircraft system flying over property where written permission has been granted by the property owner or occupier; or
3. An unmanned aircraft system operated by an institution of higher education for educational purposes in compliance with Federal Aviation Administration regulations; or
4. An unmanned aircraft system that is being used for a commercial or other purpose if the operator is authorized by the Federal Aviation Administration.

Penalties. — Unlawful use of an unmanned aircraft system is an unclassified misdemeanor for a first offense and a class B misdemeanor for a second or subsequent offense, except that in any case where physical injury to a person or damage to property occurs as a result of a violation of this section unlawful use of an unmanned aircraft system is a class A misdemeanor.

[9202 - Regulations Governing Natural Areas and Nature Preserves](#)

No person shall voluntarily bring, land or cause to descend or alight on or upon any lands or waters administered by the Division any aircraft, flying machine, balloon, parachute, drones or other apparatus for aviation except with the prior consent of the Director. "Voluntarily" shall mean for purposes of this paragraph anything other than a forced or emergency landing.

[Florida](#)

Definitions:

Florida Statutes, defines a drone as a "powered, aerial vehicle that:

1. Does not carry a human operator;
2. Uses aerodynamic forces to provide vehicle lift;
3. Can fly autonomously or be piloted remotely;
4. Can be expendable or recoverable; and
5. Can carry a lethal or nonlethal payload."

"Unmanned aircraft system" means a drone and its associated elements, including communication links and the components used to control the drone which are required for the pilot in command to operate the drone safely and efficiently.

"Critical infrastructure facility" means any of the following, if completely enclosed by a fence or other physical barrier that is obviously designed to exclude intruders, or if clearly marked with a sign or signs which indicate that entry is forbidden and which are posted on the property in a manner reasonably likely to come to the attention of intruders:

1. An electrical power generation or transmission facility, substation, switching station, or electrical control center.
2. A chemical or rubber manufacturing or storage facility.
3. A mining facility.
4. A natural gas or compressed gas compressor station, storage facility, or natural gas or compressed gas pipeline.
5. A liquid natural gas or propane gas terminal or storage facility with a capacity of 4,000 gallons or more.
6. Any portion of an aboveground oil or gas pipeline.
7. A wireless communications facility, including the tower, antenna, support structures, and all associated ground-based equipment.

Statutes/Bills (passed):

330.41 - Unmanned Aircraft Systems Act

PROTECTION OF CRITICAL INFRASTRUCTURE FACILITIES.—

(a) A person may not knowingly or willfully:

1. Operate a drone over a critical infrastructure facility;
2. Allow a drone to make contact with a critical infrastructure facility, including any person or object on the premises of or within the facility; or
3. Allow a drone to come within a distance of a critical infrastructure facility that is close enough to interfere with the operations of or cause a disturbance to the facility.

934.50 - Freedom from Unwarranted Surveillance Act

PROHIBITED USE OF DRONES.—

1. A law enforcement agency may not use a drone to gather evidence or other information.
2. A person, a state agency, or a political subdivision as defined in s. [11.45](#) may not use a drone equipped with an imaging device to record an image of privately owned real property or of the owner, tenant, occupant, invitee, or licensee of such property with the intent to conduct surveillance on the individual or property captured in the image in violation of such person's reasonable expectation of privacy without his or her written consent. For purposes of this section, a person is presumed to have a reasonable expectation of privacy on his or her privately owned real property if he or she is not observable by persons located at ground level in a place where they have a legal right to be, regardless of whether he or she is observable from the air with the use of a drone.

EXCEPTIONS.—This section does not prohibit the use of a drone:

1. To counter a high risk of a terrorist attack by a specific individual or organization if the United States Secretary of Homeland Security determines that credible intelligence indicates that there is such a risk.
2. If the law enforcement agency first obtains a search warrant signed by a judge authorizing the use of a drone.
3. If the law enforcement agency possesses reasonable suspicion that, under particular circumstances, swift action is needed to prevent imminent danger to life or serious

damage to property, to forestall the imminent escape of a suspect or the destruction of evidence, or to achieve purposes including, but not limited to, facilitating the search for a missing person.

4. By a person or an entity engaged in a business or profession licensed by the state, or by an agent, employee, or contractor thereof, if the drone is used only to perform reasonable tasks within the scope of practice or activities permitted under such person's or entity's license. However, this exception does not apply to a profession in which the licensee's authorized scope of practice includes obtaining information about the identity, habits, conduct, movements, whereabouts, affiliations, associations, transactions, reputation, or character of any society, person, or group of persons
5. By an employee or a contractor of a property appraiser who uses a drone solely for the purpose of assessing property for ad valorem taxation.
6. To capture images by or for an electric, water, or natural gas utility:
7. For aerial mapping, if the person or entity using a drone for this purpose is operating in compliance with Federal Aviation Administration regulations.
8. To deliver cargo, if the person or entity using a drone for this purpose is operating in compliance with Federal Aviation Administration regulations.
9. To capture images necessary for the safe operation or navigation of a drone that is being used for a purpose allowed under federal or Florida law.
10. By a communications service provider or a contractor for a communications service provider for routing, siting, installation, maintenance, or inspection of facilities used to provide communications services.

Georgia

Definitions:

'Unmanned aircraft system' means a powered, aerial vehicle that:

1. Does not carry a human operator and is operated without the possibility of direct human intervention from within or on the aircraft
2. Uses aerodynamic forces to provide vehicle lift;
3. Can fly autonomously or be piloted remotely;
4. Can be expendable or recoverable.
5. Such term shall not include a satellite.

Statutes/Bills (passed):

No state drone laws. However, a resolution has been passed by house and senate to amend Chapter 6-1 to include 6-1-4 including unmanned aircraft systems.

[HB 481](#) Aviation;unmanned aircraft systems

On November 2nd, 2016, the Governor of Georgia issued an [executive order](#) "That a Commission on Unmanned Aircraft Technology appointed by the Governor is hereby created to

make state-level recommendations to the Governor consistent with current FAA regulations as well as the State’s business and public safety interests.”

The Governor appointed the following people to serve as members of the Commission of Unmanned Aircraft Technology:

- David Vigilante, Legal Senior Vice President, CNN
- Christopher Davidson, State Archivist/Assistant Vice Chancellor, Georgia Archives, Board of Regents of the University System of Georgia
- Jacob Hinton, Partner, Flyover Services LLC
- Lewis Massey, Partner, Massey, Watson & Hembree LLC
- Michael Wall, VP of Government and Regulatory Affairs, Comcast (Georgia)

Hawaii

Statutes/Bills (passed):

No state drone laws. However, a statute did establish an unmanned aerial systems test site advisory board.

§201-72.6 - Hawaii unmanned aerial systems test site advisory board; established

This statute established a Hawaii unmanned aerial systems test site advisory board, as a subcommittee of the Hawaii aerospace advisory committee, to oversee the planning and operation of the Hawaii unmanned aerial systems test site.

Idaho

Definitions:

“**Unmanned aircraft system**” (**UAS**) means an unmanned aircraft vehicle, drone, remotely piloted vehicle, remotely piloted aircraft or remotely operated aircraft that is a powered aerial vehicle that does not carry a human operator, can fly autonomously or remotely and can be expendable or recoverable.

“**Unmanned aircraft system**” does not include:

1. Model flying airplanes or rockets including, but not necessarily limited to, those that are radio controlled or otherwise remotely controlled and that are used purely for sport or recreational purposes; and
2. An unmanned aircraft system used in mapping or resource management.

Statutes/Bills (passed):

21-213. - RESTRICTIONS ON USE OF UNMANNED AIRCRAFT SYSTEMS — DEFINITION — VIOLATION — CAUSE OF ACTION AND DAMAGES

The statute prohibits surveillance of, the gathering of evidence or information about, and photographic or electronic recording of “specifically targeted” persons or private property without a warrant. An exception is made for emergency response for safety, search and rescue, and controlled substance investigations.

Any person who is the subject of prohibited conduct under subsection (2) of this section shall:

1. Have a civil cause of action against the person, entity or state agency for such prohibited conduct; and
2. Be entitled to recover from any such person, entity or state agency damages in the amount of the greater of one thousand dollars (\$1,000) or actual and general damages, plus reasonable attorney’s fees and other litigation costs reasonably incurred.

36-1101 - TAKING OF WILDLIFE UNLAWFUL EXCEPT BY STATUTE OR COMMISSION RULE OR PROCLAMATION — METHODS PROHIBITED — EXCEPTIONS

Idaho law prohibits the use of any unmanned aircraft system to aid in hunting activities unless the hunter has a physical disability and obtains a permit for such use

Illinois

Definitions:

“**Drone**” means any aerial vehicle that does not carry a human operator.

“**Authority**” means the Illinois Criminal Justice Information Authority.

“**Information**” means any evidence, images, sounds, data, or other information gathered by a drone.

“**Law enforcement agency**” means any agency of this State or a political subdivision of this State which is vested by law with the duty to maintain public order and to enforce criminal laws.

Statutes/Bills:

[725 ILCS 167/](#) - Freedom from Drone Surveillance Act

Sec. 10. **Prohibited use of drones.** Except as provided in Section 15, a law enforcement agency may not use a drone to gather information.

Sec. 15. **Exceptions.** This Act does not prohibit the use of a drone by a law enforcement agency:

1. To counter a high risk of a terrorist attack by a specific individual or organization if the United States Secretary of Homeland Security determines that credible intelligence indicates that there is that risk.

2. If a law enforcement agency first obtains a search warrant based on probable cause issued under Section 108-3 of the Code of Criminal Procedure of 1963. The warrant must be limited to a period of 45 days, renewable by the judge upon a showing of good cause for subsequent periods of 45 days.
3. If a law enforcement agency possesses reasonable suspicion that, under particular circumstances, swift action is needed to prevent imminent harm to life, or to forestall the imminent escape of a suspect or the destruction of evidence. The use of a drone under this paragraph (3) is limited to a period of 48 hours. Within 24 hours of the initiation of the use of a drone under this paragraph (3), the chief executive officer of the law enforcement agency must report in writing the use of a drone to the local State's Attorney.
4. If a law enforcement agency is attempting to locate a missing person, and is not also undertaking a criminal investigation.
5. If a law enforcement agency is using a drone solely for crime scene and traffic crash scene photography. Crime scene and traffic crash photography must be conducted in a geographically confined and time-limited manner to document specific occurrences. The use of a drone under this paragraph (5) on private property requires either a search warrant based on probable cause under Section 108-3 of the Code of Criminal Procedure of 1963 or lawful consent to search. The use of a drone under this paragraph (5) on lands, highways, roadways, or areas belonging to this State or political subdivisions of this State does not require a search warrant or consent to search. Any law enforcement agency operating a drone under this paragraph (5) shall make every reasonable attempt to only photograph the crime scene or traffic crash scene and avoid other areas.
6. If a law enforcement agency is using a drone during a disaster or public health emergency, as defined by Section 4 of the Illinois Emergency Management Agency Act. The use of a drone under this paragraph (6) does not require an official declaration of a disaster or public health emergency prior to use. A law enforcement agency may use a drone under this paragraph (6) to obtain information necessary for the determination of whether or not a disaster or public health emergency should be declared, to monitor weather or emergency conditions, to survey damage, or to otherwise coordinate response and recovery efforts. The use of a drone under this paragraph (6) is permissible during the disaster or public health emergency and during subsequent response and recovery efforts.

Sec. 20. Information retention. If a law enforcement agency uses a drone under Section 15 of this Act, the agency within 30 days shall destroy all information gathered by the drone, except that a supervisor at that agency may retain particular information if:

1. there is reasonable suspicion that the information contains evidence of criminal activity,
or
2. the information is relevant to an ongoing investigation or pending criminal trial.

Sec. 25. Information disclosure. If a law enforcement agency uses a drone under Section 15 of this Act, the agency shall not disclose any information gathered by the drone, except that a supervisor of that agency may disclose particular information to another government agency, if:

1. there is reasonable suspicion that the information contains evidence of criminal activity, or
2. the information is relevant to an ongoing investigation or pending criminal trial.

Sec. 30. Admissibility. If the court finds by a preponderance of the evidence that a law enforcement agency used a drone to gather information in violation of the information gathering limits in Sections 10 and 15 of this Act, then the information shall be presumed to be inadmissible in any judicial or administrative proceeding.

Sec. 35. Reporting.

(a) If a law enforcement agency owns one or more drones, then subsequent to the effective date of this Act, it shall report in writing annually by April 1 to the Authority the number of drones that it owns.

(b) On July 1 of each year, the Authority shall publish on its publicly available website a concise report that lists every law enforcement agency that owns a drone, and for each of those agencies, the number of drones that it owns.

Sec. 40. Law enforcement use of private drones.

(a) Except as provided in Section 15, a law enforcement agency may not acquire information from or direct the acquisition of information through the use of a drone owned by a private third party. In the event that law enforcement acquires information from or directs the acquisition of information through the use of a privately owned drone under Section 15 of this Act, any information so acquired is subject to Sections 20 and 25 of this Act.

(b) Nothing in this Act prohibits private third parties from voluntarily submitting information acquired by a privately owned drone to law enforcement. In the event that law enforcement acquires information from the voluntary submission of that information, whether under a request or on a private drone owner's initiative, the information is subject to Sections 20 and 25 of this Act.

[720 ILCS 5/48-3 Criminal Code of 2012. - Hunter or fisherman interference](#)

A person commits the crime of "hunter or fisherman interference" when they use a drone to interfere with someone's lawful hunting or fishing or animals. The statute does not apply to law enforcement personnel, officers of the U.S. Fish and Wildlife Service, and employees of the Department of Natural Resources, as long as their actions are authorized by law and necessary for the performance of their duties.

Indiana

Definitions:

“Unmanned aerial vehicle” means an aircraft that:

1. does not carry a human operator; and
2. is capable of flight under remote control or autonomous programming.

“Use of an unmanned aerial vehicle” means the use of an unmanned aerial vehicle by a law enforcement officer to obtain evidence relevant to the enforcement of statutes, rules, or regulations. The term includes:

1. the interception of wire, electronic, or oral communications; and
2. the capture, collection, monitoring, or viewing of images.

Statutes/Bills (passed):

[Indiana Code 14-22-6-16](#) - Use of unmanned aerial vehicles to aid hunting

Prohibits use of drones to aid in hunting activity.

[Indiana Code 35-31.5-2-342.3](#)

[Indiana Code 35-33-5-9](#) - Unmanned aerial vehicles; search warrant; exceptions

Places limits on law enforcement use of drones; creates an exception that law enforcement may use drones to obtain aerial photographs or recordings of motor vehicle accidents on public streets or highways.

Iowa

Statutes/Bills (passed):

[808.15](#) - Unmanned aerial vehicle — information — admissibility

Information obtained as a result of the use of an unmanned aerial vehicle is not admissible as evidence in a criminal or civil proceeding, unless the information is obtained pursuant to the authority of a search warrant, or unless the information is otherwise obtained in a manner that is consistent with state and federal law.

[321.492B](#) - Use of unmanned aerial vehicle for traffic law enforcement prohibited

The state or a political subdivision of the state shall not use an unmanned aerial vehicle for traffic law enforcement.

Kansas

Definitions:

“Unmanned aerial system” means a powered, aerial vehicle that:

1. Does not carry a human operator;
2. uses aerodynamic forces to provide vehicle lift;
3. may fly autonomously or be piloted remotely;
4. may be expendable or recoverable; and
5. may carry a lethal or nonlethal payload.

Statutes/Bills (passed):

[Bill 319](#) - amended the Protection from Stalking Act to address drones

“Harassment” shall include any course of conduct carried out through the use of an unmanned aerial system over or near any dwelling, occupied vehicle or other place where one may reasonably expect to be safe from uninvited intrusion or surveillance.

Kentucky

Definitions:

"Unmanned aircraft" means an aircraft operated without the possibility of direct human intervention from within or on the aircraft.

"Operator" means a person operating or flying an unmanned aircraft

Statutes/Bills (passed):

[HB 540](#) - An ACT relating to aviation safety

HB 540 allows commercial airports to prepare unmanned aircraft facility maps. The bill specifies that UAS operators cannot operate, take off or land in areas designated by an airport's map. It also prohibits operation of UAS in a reckless manner that creates a serious risk of physical injury or damage to property. Anyone who violates these provisions is guilty of a class A misdemeanor, or a class D felony if the violation causes a significant change of course or a serious disruption to the safe travel of an aircraft. The law specifies that these provisions do not apply to commercial operators in compliance with FAA regulations.

Louisiana

Definitions:

“Unmanned aerial system” means an unmanned aircraft and all associated support equipment, control station, data links, telemetry, communications, and navigation equipment necessary to operate the unmanned aircraft. The system may include drones, remote-controlled aircraft, unmanned aircraft, or any other such aircraft that is controlled autonomously by computer or remote control from the ground.

“Unmanned aircraft system” means an unmanned, powered aircraft that does not carry a human operator, may be autonomous or remotely piloted or operated, and may be expendable or recoverable.

The definition of unmanned aircraft system does not include use of a satellite orbiting the earth, an unmanned aircraft system used by the federal or state government or agent for the government to conduct surveillance of specific persons, use by local law enforcement agencies or fire departments, etc.

“Targeted facility” means the following systems:

1. Petroleum and alumina refineries.
2. Chemical and rubber manufacturing facilities.
3. Nuclear power electric generation facilities.
4. School and school premises as defined by R.S. 14:40.6

Statutes/Bills (passed):

[LA Revised Statutes §2.- Regulation of unmanned aerial systems and unmanned aircraft systems; preemption](#)

The state shall have exclusive jurisdiction to regulate all unmanned aircraft systems and all unmanned aerial systems. This means that all state law will preempt and supersede any rule, regulation, code, or ordinance of any political subdivision or other local government. If federal law or regulation preempts any of the provisions of the Louisiana regulation, the federal regulation should be deemed to be the controlling law.

LA Revised Statutes 3:41-48 apply to the use of drones by the Department of Agriculture and Forestry (the “department”) in the course of agricultural operations.

[LA Revised Statutes 3:41 Definitions](#)

[LA Revised Statutes 3:42. Powers of the commissioner](#)

[LA Revised Statutes 3:43. Licenses and registration](#)

[LA Revised Statutes 3:44. Unmanned aerial systems; operation](#)

[LA Revised Statutes 3:45. Violations](#)

[LA Revised Statutes 3:46. Stop orders](#)

[LA Revised Statutes 3:47. Penalties](#)

[LA Revised Statutes 3:48. Fees](#)

[LA Revised Statutes 14:63. Criminal trespass](#)

[LA Revised Statutes 14:108. Resisting an officer](#)

[LA Revised Statutes 14:283. Video voyeurism; penalties](#)

[LA Revised Statutes 14:283.1. Voyeurism; penalties](#)

[LA Revised Statutes 14:284. Peeping Tom; penalties](#)

[LA Revised Statutes 14:337. Unlawful use of an unmanned aircraft system](#)

Unlawful use of an unmanned aircraft system is either of the following:

1. The intentional use of an unmanned aircraft system to conduct surveillance of, gather evidence or collect information about, or photographically or electronically record a targeted facility without the prior written consent of the owner of the targeted facility.
2. The intentional use of an unmanned aircraft system over the grounds of a state or local jail, prison, or other correctional facility that incarcerates or detains juveniles or adults accused of, convicted of, sentenced for, or adjudicated delinquent for violations of criminal law without the express written consent of the person in charge of that state or local jail, prison, or other correctional facility.

[Maine](#)

Definitions:

“Unmanned aerial vehicle” means an aircraft operated without a physical human presence within or on the aircraft that, in the manner in which the aircraft is used or the manner in which it is equipped, is capable of performing audio or visual surveillance.

Statutes/Bills:

[§4501. - Regulation of unmanned aerial vehicles](#)

Places limits on law enforcement use of drones.

[Maryland](#)

Definitions:

“Unmanned aircraft” means the flying portion of an unmanned aircraft system, flown by a pilot via a ground control system, or autonomously through use of an onboard computer, a communication link, and any additional equipment that is necessary for the unmanned aircraft to operate safely.

“Unmanned aircraft system” means an unmanned aircraft and all the associated support equipment, control stations, data links, telemetry, communications and navigation equipment, and other equipment necessary to operate the unmanned aircraft.

Statutes/Bills (passed):

[SB 0370 - Unmanned Aircraft Systems Research, Development, Regulation, and Privacy Act of 2015](#)

Maryland's statewide drone statute establishes that only the state may enact a law or take any other action to prohibit, restrict, or regulate the testing or operation of unmanned aircraft systems in the State. These state laws will preempt any laws created by counties or municipalities on the same subject and trumps any law currently in existence. State law will supersede any ordinances that local governments may enact or have previously enacted.

[Massachusetts](#)

No state drone laws

[Michigan](#)

Definitions:

“Unmanned aircraft system” means an unmanned aircraft and all of the associated support equipment, control station, data links, telemetry, communications, navigation equipment, and other equipment necessary to operate the unmanned aircraft.

“Unmanned aircraft” means an aircraft flown by a remote pilot via a ground control system, or autonomously through use of an on-board computer, communication links, and any additional equipment that is necessary for the unmanned aircraft to operate safely.

Statutes/Bills:

[Act 436 - Unmanned Aircraft Systems Act](#)

Enacts a range of drone-related laws for the state of Michigan:

- State preemption, banning cities and municipalities from enacting their own drone regulations or ordinances.
- Confirms that drone operation in the state is legal as long as the operator is complying with FAA regulations.
- An individual shall not knowingly and intentionally operate an unmanned aircraft system in a manner that interferes with the official duties of any of the following: police officer, firefighter, paramedic, search and rescue personnel.
- Expands harassment, restraining order, and invasion of privacy laws to include activity conducted via a drone.
- Places restrictions on drone usage by registered sex offenders.
- Created an Unmanned Aircraft Systems Task Force to develop statewide policy recommendations on the operation, use, and regulation of unmanned aircraft systems in this state.

[Act 451 - Hunting & Fishing Restrictions](#)

Illegal to use drones to aid in hunting or fishing activity.

[Act 451 - Hunting & Fishing Interference](#)

Illegal to use drones to interfere with or disrupt lawful hunting or fishing activity.

Minnesota

Statutes/Bills:

[SF 550 - Moose Calf Surveys and Monitoring](#)

Appropriates \$348,000 to assess the use of UAS in natural resource monitoring of moose populations and changes in ecosystems.

[Mississippi](#)

Statutes/Bills:

[SB 2022 - An ACT to amend Section 97-29-61, Mississippi Code of 1972](#)

Mississippi addresses drones in its “voyeurism” statute. It is considered a felony offense to use a drone or other instrumentality to spy on another person.

Penalties range from up to five years for a person who was over the age of twenty-one at the time of the offense, to up to ten years when a person who was over the age of twenty-one at the time of the offense spied upon a child under the age of sixteen.

[Missouri](#)

Definitions:

Statutes/Bills:

[Missouri Revised Statutes Section 44.023.1 - Disaster volunteer program established, agency's duties—expenses—immunity from liability, exception](#)

The Missouri state emergency management agency shall establish and administer an emergency volunteer program to be activated in the event of a disaster. This program is to allow volunteers, to offer the use of their services and equipment - either manned or unmanned - as needed to assist the state emergency management agency.

[Montana](#)

Definitions:

“Unmanned aerial vehicle” means an aircraft that is:

1. capable of sustaining flight; and
2. operated with no possible direct human intervention from on or within the aircraft.

“Unmanned aerial vehicle system” means the entire system used to operate an unmanned aerial vehicle, including:

1. the unmanned aerial vehicle;
2. communications equipment;
3. navigation equipment;
4. controllers;
5. support equipment; and
6. autopilot functionality.

Statutes/Bills:

[46-5-109.](#) - Limitations on unmanned aerial vehicles.

In any prosecution or proceeding within the state of Montana, information from an unmanned aerial vehicle is not admissible as evidence unless the information was obtained:

1. pursuant to the authority of a search warrant; or
2. in accordance with judicially recognized exceptions to the warrant requirement.

[7-32-401.](#) - Limitations on excess property provided to local law enforcement — definitions.

Law enforcement may not acquire armored or weaponized drones from military surplus.

[76-13-214.](#) - Obstruction of aerial wildfire suppression effort — penalty — exceptions.

Establishes legal penalties for drone flights that interfere with wildfire response efforts.

Nebraska

No state drone laws

[Nevada](#)

Definitions:

“Unmanned aerial vehicle” means a powered aircraft of any size without a human operator aboard the vehicle and that is operated remotely or autonomously.

Nevada also includes the term “unmanned aerial vehicle” in its general definition of aircraft.

“Aircraft” includes a balloon, airplane, hydroplane, **unmanned aerial vehicle** and any other vehicle used for navigation through the air.

“Critical facility” means a petroleum refinery, a petroleum or chemical production, transportation, storage or processing facility, a chemical manufacturing facility, a pipeline and any appurtenance thereto, a wastewater treatment facility, a water treatment facility, a mine as that term is defined in [NRS 512.006](#), a power generating station, plant or substation and any appurtenances thereto, any transmission line that is owned in whole or in part by an electric utility as that term is defined in subsection 5 of [NRS 704.187](#), a county, city or town jail or detention facility and any prison, facility or institution under the control of the Department of Corrections. The term does not include any facility or infrastructure of a utility that is located underground.

Statutes/Bills:

[NRS 360.753](#) Partial abatement of certain taxes imposed on aircraft, components of aircraft and other personal property used for certain purposes related to aircraft: Powers and duties of Office of Economic Development, Nevada Tax Commission, applicant for abatement, business approved for abatement and county treasurer. [Effective through June 30, 2035.]

[Title 44 Aeronautics, Chapter 493 - GENERAL PROVISIONS](#)

UNIFORM LAW

[NRS 493.010](#) Short title.

[NRS 493.010](#) to [493.120](#), inclusive, may be cited as the Uniform State Law for Aeronautics. [12:66:1923; NCL § 286] — (NRS A [2015, 1777](#))

[NRS 493.020](#) Definitions.

[NRS 493.030](#) Sovereignty in space.

[NRS 493.040](#) Ownership of space.

[NRS 493.050](#) Lawfulness of flight and landing; liability for forced landing.

1. Flight of an aircraft over the lands and waters of this state is lawful:
 - (a) Unless at such a low altitude as to interfere with the then existing use to which the land or water, or the space over the land or water, is put by the owner.
 - (b) Unless so conducted as to be imminently dangerous to persons or property lawfully on the land or water beneath.
 - (c) Unless specifically prohibited by the provisions of [NRS 493.010](#) to [493.120](#), inclusive, or any regulations adopted pursuant thereto.
2. The landing of an aircraft on the lands or waters of another, without his or her consent, is unlawful, except in the case of a forced landing. For damages caused by a forced landing, the owner, lessee or operator of the aircraft is liable as provided in [NRS 493.060](#).

[4:66:1923; NCL § 278] — (NRS A [1991, 253; 2015, 1777](#))

[NRS 493.060](#) Liability for damages on land or water; lien for damages.

1. The owner of every aircraft which is operated over the lands or waters of this state is presumed liable for injuries to persons or property on the land or water beneath, caused by the:
 - (a) Ascent, descent or flight of the aircraft; or
 - (b) Dropping or falling of any object therefrom, unless the injury is caused in whole or in part by the negligence of the person injured, or of the owner or bailee of the property injured.

[NRS 493.070](#) Liability for collision of aircraft.

The liability of the owner of one aircraft to the owner of another aircraft, or to operators or passengers in either aircraft, for damage caused by a collision on land or in the air, must be determined by the rules of law applicable to torts on land.

[6:66:1923; NCL § 280] — (NRS A [1991, 253](#))

NRS 493.080 Jurisdiction over crimes and torts.

All crimes, torts and other wrongs committed by or against an operator or passenger while in flight over this state are governed by the laws of this state.

NRS 493.090 Jurisdiction over contracts.

NRS 493.100 Dangerous flying: Penalty.

1. Any operator or passenger, while an aircraft is in flight over a heavily populated area or over a public gathering within this state, who:
 - (a) Except as otherwise provided in subsection 2, engages in trick or acrobatic flying, or in any acrobatic feat;
 - (b) Except while in landing or taking off, flies at such a low level as to endanger the persons on the surface beneath; or
 - (c) Drops any object with reckless disregard for the safety of other persons and willful indifference to injuries that could reasonably result from dropping the object, is guilty of a misdemeanor.

2. The provisions of paragraph (a) of subsection 1 do not apply to the operator of an unmanned aerial vehicle in a park unless the operator is operating the unmanned aerial vehicle with reckless disregard for the safety of other persons and with willful indifference to injuries that could reasonably result from such operation.

[9:66:1923; NCL § 283] — (NRS A [1967, 596](#); [1991, 254](#); [2015, 1778](#))

NRS 493.103 Unmanned aerial vehicles: Action for trespass against owner or operator; exceptions; award of treble damages for injury to person or property; award of attorney's fees and costs and injunctive relief.

1. Except as otherwise provided in subsection 2, a person who owns or lawfully occupies real property in this State may bring an action for trespass against the owner or operator of an unmanned aerial vehicle that is flown at a height of less than 250 feet over the property if:
 - (a) The owner or operator of the unmanned aerial vehicle has flown the unmanned aerial vehicle over the property at a height of less than 250 feet on at least one previous occasion; and
 - (b) The person who owns or occupies the real property notified the owner or operator of the unmanned aerial vehicle that the person did not authorize the flight of the unmanned aerial vehicle over the property at a height of less than 250 feet. For the purposes of this paragraph, a person may place the owner or operator of an unmanned aerial vehicle on notice in the manner prescribed in subsection 2 of [NRS 207.200](#).

2. A person may not bring an action pursuant to subsection 1 if:
 - (a) The unmanned aerial vehicle is lawfully in the flight path for landing at an airport, airfield or runway.
 - (b) The unmanned aerial vehicle is in the process of taking off or landing.
 - (c) The unmanned aerial vehicle was under the lawful operation of:
 - (1) A law enforcement agency in accordance with [NRS 493.112](#).
 - (2) A public agency in accordance with [NRS 493.115](#).
 - (d) The unmanned aerial vehicle was under the lawful operation of a business registered in this State or a land surveyor if:
 - (1) The operator is licensed or otherwise approved to operate the unmanned aerial vehicle by the Federal Aviation Administration;
 - (2) The unmanned aerial vehicle is being operated within the scope of the lawful activities of the business or surveyor; and
 - (3) The operation of the unmanned aerial vehicle does not unreasonably interfere with the existing use of the real property.
3. A plaintiff who prevails in an action for trespass brought pursuant to subsection 1 is entitled to recover treble damages for any injury to the person or the real property as the result of the trespass. In addition to the recovery of damages pursuant to this subsection, a plaintiff may be awarded reasonable attorney's fees and costs and injunctive relief.

(Added to NRS by [2015, 1774](#))

[NRS 493.106](#) Unmanned aerial vehicles: Weaponization prohibited; penalties.

1. A person shall not weaponize an unmanned aerial vehicle or operate a weaponized unmanned aerial vehicle. A person who violates this section is guilty of a category D felony and shall be punished as provided in [NRS 193.130](#).
2. A person who weaponizes an unmanned aerial vehicle in violation of subsection 1 and who discharges the weapon is guilty of a category C felony and shall be punished as provided in [NRS 193.130](#).

(Added to NRS by [2015, 1773](#))

[NRS 493.109](#) Unmanned aerial vehicles: Operation near critical facility or within 5 miles of airport prohibited; exceptions; penalty.

1. A person shall not operate an unmanned aerial vehicle within:
 - (a) A horizontal distance of 500 feet or a vertical distance of 250 feet from a critical facility without the written consent of the owner of the critical facility.
 - (b) Except as otherwise provided in subsection 2, 5 miles of an airport.
2. A person may operate an unmanned aerial vehicle within 5 miles of an airport only if the person obtains the consent of the airport authority or the operator of the airport, or if the person has otherwise obtained a waiver, exemption or other authorization for such operation pursuant to any rule or regulation of the Federal Aviation Administration. A person who is authorized to operate an unmanned aerial vehicle within 5 miles of an airport pursuant to this subsection shall, at all times during such operation, maintain on his or her person documentation of any waiver, exemption, authorization or consent permitting such operation.
3. A person who violates this section is guilty of a misdemeanor.

4. As used in this section, "airport" means any area of land or water owned, operated or maintained by or on behalf of a city, county, town, municipal corporation or airport authority that is designed and set aside for the landing and taking off of aircraft and that is utilized in the interest of the public for such purposes.

(Added to NRS by [2015, 1773](#))

NRS 493.112 Unmanned aerial vehicles: Operation by law enforcement agency; warrant required under certain circumstances; information acquired in violation of section inadmissible and may not be used to establish reasonable suspicion or probable cause.

1. Except as otherwise provided in this section, nothing in this section shall be deemed to otherwise prohibit the operation of an unmanned aerial vehicle by a law enforcement agency for any lawful purpose in this State.
2. Except as otherwise provided in subsection 3, a law enforcement agency shall not operate an unmanned aerial vehicle for the purpose of gathering evidence or other information within the curtilage of a residence or at any other location or upon any property in this State at which a person has a reasonable expectation of privacy, unless the law enforcement agency first obtains a warrant from a court of competent jurisdiction authorizing the use of the unmanned aerial vehicle for that purpose. A warrant authorizing the use of an unmanned aerial vehicle must specify the period for which operation of the unmanned aerial vehicle is authorized. A warrant must not authorize the use of an unmanned aerial vehicle for a period of more than 10 days. Upon motion and a showing of probable cause, a court may renew a warrant after the expiration of the period for which the warrant was initially issued.
3. A law enforcement agency may operate an unmanned aerial vehicle without obtaining a warrant issued pursuant to subsection 2:
 - (a) If the law enforcement agency has probable cause to believe that a person has committed a crime, is committing a crime or is about to commit a crime, and exigent circumstances exist that make it unreasonable for the law enforcement agency to obtain a warrant authorizing the use of the unmanned aerial vehicle.
 - (b) If a person provides written consent to the law enforcement agency authorizing the law enforcement agency to acquire information about the person or the real or personal property of the person. The written consent must specify the information to be gathered and the time, place and manner in which the information is to be gathered by the law enforcement agency.
 - (c) For the purpose of conducting search and rescue operations for persons and property in distress.
 - (d) Under circumstances in which the law enforcement agency believes that an imminent threat exists to the life and safety of an individual person or to the public at large, including, without limitation, the threat of an act of terrorism. A law enforcement agency that operates an unmanned aerial vehicle pursuant to this paragraph shall document the factual basis for its belief that such an imminent threat exists and shall, not later than 2 business days after initiating operation, file a sworn statement with a court of competent jurisdiction describing the nature of

the imminent threat and the need for the operation of the unmanned aerial vehicle.

(e) Upon the declaration of a state of emergency or disaster by the Governor. A law enforcement agency that operates an unmanned aerial vehicle pursuant to this paragraph shall not use the unmanned aerial vehicle outside of the geographic area specified in the declaration or for any purpose other than the preservation of public safety, the protection of property, or the assessment and evaluation of environmental or weather-related damage, erosion or contamination.

4. Any photograph, image, recording or other information that is acquired by a law enforcement agency through the operation of an unmanned aerial vehicle in violation of this section, or that is acquired from any other person or governmental entity, including, without limitation, a public agency and any department or agency of the Federal Government, that obtained the photograph, image, recording or other information in a manner inconsistent with the requirements of this section, and any evidence that is derived therefrom:
 - (a) Is not admissible in and must not be disclosed in a judicial, administrative or other adjudicatory proceeding; and
 - (b) May not be used to establish reasonable suspicion or probable cause as the basis for investigating or prosecuting a crime or offense.

(Added to NRS by [2015, 1775](#))

NRS 493.115 Unmanned aerial vehicles: Operation by public agency; requirements; prohibited uses; information acquired in violation of section inadmissible and may not be used to establish reasonable suspicion or probable cause.

1. A public agency:
 - (a) May operate an unmanned aerial vehicle only if:
 - (1) Before the operation of the unmanned aerial vehicle, the public agency registers the unmanned aerial vehicle with the Department pursuant to subsection 2 of [NRS 493.118](#).
 - (2) The public agency operates the unmanned aerial vehicle in accordance with the regulations adopted by the Department pursuant to subsection 4 of [NRS 493.118](#).
 - (b) Must not operate an unmanned aerial vehicle for the purposes of assisting a law enforcement agency with law enforcement or conducting a criminal prosecution.
2. Any photograph, image, recording or other information that is acquired by a public agency through the operation of an unmanned aerial vehicle in violation of this section, and any evidence that is derived therefrom:
 - (a) Is not admissible in, and must not be disclosed in, a judicial, administrative or other adjudicatory proceeding; and
 - (b) May not be used to establish reasonable suspicion or probable cause as the basis for investigating or prosecuting a crime or offense.

(Added to NRS by [2015, 1776](#))

NRS 493.118 Unmanned aerial vehicles: Department of Public Safety required to establish and maintain registry of such vehicles operated by public agencies; public agencies required to submit certain information for inclusion in registry; annual reports to Legislature; regulations.

1. The Department shall, to the extent that money is available for this purpose, establish and maintain a registry of unmanned aerial vehicles that are operated by public agencies in this State. The Department shall include on its Internet website the information that is maintained in the registry.
2. A public agency shall, for each unmanned aerial vehicle the public agency intends to operate, submit to the Department, on a form provided by the Department, for inclusion in the registry:
 - (a) The name of the public agency;
 - (b) The name and contact information of each operator of the unmanned aerial vehicle;
 - (c) Sufficient information to identify the unmanned aerial vehicle; and
 - (d) A statement describing the use of the unmanned aerial vehicle by the public agency.

NRS 493.120 Uniformity of interpretation.

[NRS 493.010](#) to [493.120](#), inclusive, shall be so interpreted and construed as to effectuate their general purpose to make uniform the law of those states which enact them, and to harmonize, as far as possible, with federal laws and regulations on the subject of aeronautics. They shall not be interpreted or construed to apply in any manner to aircraft owned and operated by the Federal Government.

[11:66:1923; NCL § 285] — (NRS A [2015, 1778](#))

REGULATION

NRS 493.130 Operation of aircraft while under influence of intoxicating liquor or controlled substance or in reckless manner: Penalty; exception.

1. Any person operating an aircraft in the air, or on the ground or water:
 - (a) While under the influence of intoxicating liquor or a controlled substance, unless in accordance with a lawfully issued prescription; or
 - (b) In a careless or reckless manner so as to endanger the life or property of another, is guilty of a gross misdemeanor.
2. As used in this section:
 - (a) "Aircraft" includes an unmanned aerial vehicle as that term is defined in subsection 8 of [NRS 493.020](#).

[1:114:1947; 1943 NCL § 288.1] — (NRS A [1967, 597](#); [1971, 2031](#); [1973, 8](#); [1987, 1554](#); [1993, 2237](#); [1995, 1723](#); [2015, 1778](#))

NRS 493.140 Standards for determining whether operation is careless or reckless.

In any proceeding charging careless or reckless operation of aircraft in violation of [NRS 493.130](#) to [493.200](#), inclusive, the court in determining whether the operation was careless or reckless shall consider the standards for safe operation of aircraft prescribed by federal statutes or regulations governing aeronautics.

NRS 493.150 United States certificate, permit or license required for operation of civil aircraft within State.

It shall be unlawful for any person to operate or cause or authorize to be operated any civil aircraft within this State unless such aircraft has an appropriate effective certificate, permit or license issued by the United States, if such certificate, permit or license is required by the United States.

NRS 493.160 Licensing of airmen and operators.

It shall be unlawful for any person to engage in aeronautics as an airman or operator in this state unless the person has an appropriate effective airman certificate, permit, rating or license issued by the United States authorizing him or her to engage in the particular class of aeronautics in which he or she is engaged, if such certificate, permit, rating or license is required by the United States.

[4:114:1947; 1943 NCL § 288.4] — (NRS A [1991, 254](#))

NRS 493.170 Licensing of aeronautics instructors.

It shall be unlawful for any aeronautics instructor to give instruction in flying unless such instructor has an appropriate effective instructor's rating, certificate, permit or license as a flight instructor issued by the United States.

[5:114:1947; 1943 NCL § 288.5]

NRS 493.180 Posting and inspection of license of airman and aircraft.

1. Where a certificate, permit, rating or license is required for an airman by the United States, it shall:
 - (a) Be kept in the airman's personal possession when he or she is operating within the State.
 - (b) Be presented for inspection upon the demand of any peace officer, or any other officer of this state or of a municipality, or any official, manager or person in charge of any airport upon which the airman shall land, or upon the reasonable request of any other person.
2. Where a certificate, permit or license is required by the United States for an aircraft, it shall:
 - (a) Be carried in the aircraft at all times while the aircraft is operating in the State.
 - (b) Be conspicuously posted in the aircraft where it may be readily seen by passengers or inspectors.
 - (c) Be presented for inspection upon the demand of any peace officer, or any other officer of the State or of a municipality, or any official, manager or person in charge of any airport upon which the aircraft shall land, or upon the reasonable request of any person.

[6:114:1947; 1943 NCL § 288.6] — (NRS A 1959, 64)

NRS 493.190 Powers and duties of state and municipal officers.

Every state and municipal officer charged with the enforcement of state and municipal laws, shall enforce and assist in the enforcement of [NRS 493.130](#) to [493.200](#), inclusive, and of all rules, regulations and orders issued pursuant thereto, and of all other laws of this state relating to aeronautics. In that connection, each of the aforesaid persons is authorized to inspect and examine at reasonable hours any premises, and the buildings and other structures thereon, where airports, air navigation facilities, air schools, or other aeronautical activities are operated or conducted.

NRS 493.200 Penalty.

Unless a specific penalty is otherwise provided, any person violating any of the provisions of [NRS 493.130](#) to [493.200](#), inclusive, is guilty of a misdemeanor.

MISCELLANEOUS PROVISIONS

NRS 493.210 Aerial navigational chart: Contents; fee; use of receipts.

1. The Commission on Tourism shall prepare and publish an aerial navigational chart of the State for the use of pilots of private aircraft. The chart must contain such navigational and other information as the Commission determines to be desirable. The Commission shall charge a fee for each chart which is sufficient to pay for the cost of printing the chart.
2. The Aerial Navigational Chart Account is hereby created in the State General Fund. All money received by the Commission pursuant to subsection 1 must be deposited in the Account. Money in the Account may only be used by the Commission for printing aerial navigational charts of the State for the use of pilots of private aircraft.

(Added to NRS by [1979, 1091](#); A [1983, 1171](#))

New Hampshire

Definitions:

“Unmanned aerial vehicle” or **“UAV”** means any device capable of flying in the air which is remotely, automatically, or otherwise piloted without an occupant, including but not limited to, drones.

Statutes/Bills:

[**SB 222** - Hunting & Fishing Interference](#)

This bill extends the prohibition on harassment of persons hunting, fishing, or trapping and adds the use of unmanned aerial vehicles to the activities prohibited.

New Jersey

Definitions:

“Operate” means to fly, control, direct, or program the flight of an unmanned aircraft system.

“Unmanned aircraft” means an aircraft that is operated without the possibility of direct human intervention from within or on the aircraft.

“Unmanned aircraft system” means an unmanned aircraft and associated elements, including communication links and the components that control the unmanned aircraft, that are required for the pilot in command to operate safely and efficiently.

“Correctional facility” means a jail, prison, lockup, penitentiary, reformatory, training school, or other similar facility within the State of New Jersey

Statutes/Bills:

[**SB 3370** - AN ACT concerning the operation of unmanned aircraft systems and amending and supplementing various parts of the statutory law.](#)

This act allows UAS operation that is consistent with federal law. The law specifies that owners or operators of critical infrastructure may apply to the FAA to prohibit or restrict operation of UAS near the critical infrastructure. Operating a UAS in a manner that endangers the life or property of another is a disorderly persons offense.

It is a fourth degree crime if a person “knowingly or intentionally creates or maintains a condition which endangers the safety or security of a correctional facility by operating an unmanned aircraft system on the premises of or in close proximity to that facility.”

Using a UAS to conduct surveillance of a correctional facility is a third degree crime. It also makes it a criminal offense to operate a UAS in a way that interferes with a first responder actively engaged in response and to use a UAS to take wildlife.

Operating a UAS under the influence of drugs or with a BAC of .08 percent is a disorderly persons offense.

The law also applies the operation of UAS to limitations within restraining orders and specifies that convictions under the law are separate from other convictions such as harassment, stalking, and invasion of privacy.

The bill preempts localities from regulating UAS in any way that is inconsistent with this legislation.

New Mexico

Definitions:

“**Drone**” is defined as any device used or designed for navigation or flight in the air that is unmanned and guided remotely or by an onboard computer or onboard control system. Drones may also be referred to as “unmanned aerial vehicle (UAV)” or “unmanned aerial vehicle systems (UAVS).”

Statutes/Bills:

Title 19, Chapter 31, Part 10, 19.31.10.13 - USE OF VEHICLES AND ROADS IN HUNTING:

It shall be unlawful, at any time, to pursue, harass, harr, drive, or rally any protected species by use of a drone. It is also unlawful to use a drone to assist in the locating or taking of any protected species.

Exceptions: Aircraft, drone and vehicle exemptions to this rule: The Director may exempt a person from the prohibition of utilizing an aircraft, drone or vehicle for management purposes.

New York

Statutes/Bills:

N.Y. Tax Law Article 28, Part 3, § 1115.

New York’s current statutory law only addresses drones in the context of its tax code. The statutes provide for drones in its list of sales tax and compensating use tax exemptions.

New York City Parks has a [website listing where you can fly your model aircraft.](#)

North Carolina

Definitions:

“**Unmanned aircraft**” – An aircraft, as defined in G.S. 63-1, that is operated without the possibility of human intervention from within or on the aircraft and that does not meet the definition of model aircraft.

“Unmanned aircraft system” – An unmanned aircraft and associated elements, including communication links and components that control the unmanned aircraft that are required for the pilot in command to operate safely and efficiently in the national airspace system.

“Model aircraft” – An aircraft, as defined in G.S. 63-1, that is mechanically driven or launched into flight and that meets all of the following requirements:

1. Is flown solely for hobby or recreational purposes.
2. Is not used for payment, consideration, gratuity, or benefit, directly or indirectly charged, demanded, received, or collected, by any person for the use of the aircraft or any photographic or video image produced by the aircraft.

Statutes/Bills:

Chapter 15A – Criminal Procedure

[**§15A-300.1**](#) Restrictions on use of UAS

General Prohibitions. – No person, entity, or State agency shall use an unmanned aircraft system to do any of the following:

Conduct surveillance of:

1. A person or a dwelling occupied by a person and that dwelling’s curtilage without the person’s consent.
2. Private real property without the consent of the owner, easement holder, or lessee of the property.

Photograph an individual, without the individual’s consent, for the purpose of publishing or otherwise publicly disseminating the photograph. This subdivision shall not apply to newsgathering, newsworthy events, or events or places to which the general public is invited.

Law Enforcement Exceptions. – The use of unmanned aircraft systems by law enforcement agencies of the State or a political subdivision of the State is not prohibited in the following instances:

1. To counter a high risk of a terrorist attack by a specific individual or organization if the United States Secretary of Homeland Security or the Secretary of the North Carolina Department of Public Safety determines that credible intelligence indicates that such a risk exists.
2. To conduct surveillance in an area that is within a law enforcement officer’s plain view when the officer is in a location the officer has a legal right to be.
3. If the law enforcement agency first obtains a search warrant authorizing the use of an unmanned aircraft system.
4. If the law enforcement agency possesses reasonable suspicion that, under particular circumstances, swift action is needed to prevent imminent danger to life or serious damage to property, to forestall the imminent escape of a suspect or the destruction of evidence, to conduct pursuit of an escapee or suspect, or to facilitate the search for a missing person.
5. To photograph gatherings to which the general public is invited on public or private land.

[§15A-300.2 Regulation of launch and recovery sites](#)

[§15A-300.3 Use of an unmanned aircraft system near a confinement or correctional facility prohibited](#)

Prohibition. – No person, entity, or State agency shall use an unmanned aircraft system within either a horizontal distance of 500 feet, or a vertical distance of 250 feet from any local confinement facility, as defined in G.S. 153A-217, or State or federal correctional facility.

Penalty. – The following penalties apply for violations of this section:

1. A person who uses an unmanned aircraft system (i) in violation of subsection (a) of this section or (ii) pursuant to an exception in subsection (b) of this section and who delivers, or attempts to deliver, a weapon to a local confinement facility or State or federal correctional facility is guilty of a Class H felony, which shall include a fine of one thousand five hundred dollars (\$1,500). For purposes of this subdivision, the term “weapon” is as defined in G.S. 14-401.24(c).
2. A person who uses an unmanned aircraft system (i) in violation of subsection (a) of this section or (ii) pursuant to an exception in subsection (b) of this section and who delivers, or attempts to deliver, contraband to a local confinement facility or State or federal correctional facility is guilty of a Class I felony, which shall include a fine of one thousand dollars (\$1,000). For purposes of this subdivision, the term “contraband” includes controlled substances, as defined in G.S. 90-87, cigarettes, alcohol, and communication devices, but does not include weapons.
3. A person who uses an unmanned aircraft system in violation of subsection (a) of this section for any other purpose is guilty of a Class 1 misdemeanor, which shall include a fine of five hundred dollars (\$500.00).

Chapter 14 – Criminal Law

[§14-7.45 Crimes committed by use of UAS](#)

All crimes committed by use of an unmanned aircraft system, as defined in [G.S.15A- 300.1](#), while in flight over this State shall be governed by the laws of this State, and the question of whether the conduct by an unmanned aircraft system while in flight over this State constitutes a crime by the owner of the unmanned aircraft system shall be determined by the laws of this State.

[§14.280.3 Interference with manned aircraft by UAS](#)

Class H felony to any person who willfully damages, disrupts the operation of, or otherwise interferes with a manned aircraft through use of an unmanned aircraft system, while the manned aircraft is taking off, landing, in flight, or otherwise in motion.

[§14.401.24 Unlawful possession and use of UAS \(Weapon attached\)](#)

It shall be a Class E felony for any person to possess or use an unmanned aircraft or unmanned aircraft system that has a weapon attached.

It is a Class 1 misdemeanor to fish or to hunt using an unmanned aircraft system.

It is a Class A1 misdemeanor to publish or disseminate images taken through the use of infrared or other thermal imaging technology attached to an unmanned aircraft system revealing individuals, materials, or activities inside of a structure without the consent of the property owner.

[§14.401.25 Unlawful distribution of images](#)

Chapter 113 – Conservation and Development

[§113-295 Unlawful harassment of persons taking wildlife resources](#)

Chapter 63 – Aeronautics

This chapter does not apply to “model aircrafts.”

[§63-95 Training required for operations of UAS](#)

[§63-96 License required for commercial operation of UAS](#)

[North Dakota](#)

Definitions:

“**Unmanned aerial vehicle**” means any aerial vehicle that is operated without the possibility of direct human intervention within or on the aerial vehicle. The term does not include satellites.

“**Unmanned aerial vehicle system**” means an unmanned aerial vehicle and associated elements, including communication links and the components that control the unmanned aerial vehicle, which are required for the pilot in command to operate safely and efficiently in state airspace.

“**Flight data**” means imaging or other observation recording.

“**Flight information**” means flight duration, flight path, and mission objective.

Statutes/Bills:

[29-29.4-02. Limitations on use of unmanned aerial vehicle system.](#)

Information obtained from an unmanned aerial vehicle is not admissible in a prosecution or proceeding within the state unless the information was obtained:

1. Pursuant to the authority of a search warrant; or
2. In accordance with exceptions to the warrant requirement.

[29-29.4-03. Warrant requirements.](#)

A warrant for the use of an unmanned aerial vehicle must satisfy the requirements of the Constitution of North Dakota. In addition, the warrant must contain a data collection statement that includes:

1. The persons that will have the power to authorize the use of the unmanned aerial vehicle;
2. The locations in which the unmanned aerial vehicle system will operate;
3. The maximum period for which the unmanned aerial vehicle system will operate in each flight; and
4. Whether the unmanned aerial vehicle system will collect information or data about individuals or groups of individuals

29-29.4-04. Exceptions.

Does not prohibit any use of an unmanned aerial vehicle for surveillance during the course of:

1. Patrol of national borders.
2. Exigent circumstances. Exigent circumstances exist when a law enforcement agency possesses reasonable suspicion that absent swift preventative action, there is an imminent danger to life or bodily harm.
3. An environmental or weather-related catastrophe.
4. Research, education, training, testing, or development efforts undertaken by or in conjunction with a school or institution of higher education within the state and its political subdivisions, nor to public and private collaborators engaged in mutually supported efforts involving research, education, training, testing, or development related to unmanned aerial vehicle systems or unmanned aerial vehicle system technologies and potential applications.

29-29.4-05. Prohibited use.

1. A law enforcement agency may not authorize the use of, including granting a permit to use, an unmanned aerial vehicle armed with any lethal weapons.
2. This chapter prohibits any use of an unmanned aerial vehicle for:
 - a. Domestic use in private surveillance. A law enforcement agency may not authorize the use of, including granting a permit to use, an unmanned aerial vehicle to permit any private person to conduct surveillance on any other private person without the express, informed consent of that other person or the owner of any real property on which that other private person is present.
 - b. Surveillance of the lawful exercise of constitutional rights, unless the surveillance is otherwise allowed under this chapter.

29-29.4-06. Documentation of unmanned aerial vehicle use.

The person authorized to conduct the surveillance must document all use of an unmanned aerial vehicle for surveillance. The person shall document all surveillance flights as to duration, flight path, and mission objectives.

Ohio

Statutes/Bills:

[HB 292](#) - Ohio aerospace and aviation technology committee.

Ohio created an aerospace and aviation technology committee. The legislation that established this committee is the only Ohio law that addresses the use of drones. The committee's duties include the promotion of research and development in the aviation, aerospace, and technology industry, "including research and development of unmanned aerial vehicles."

There is hereby created the Ohio aerospace and aviation technology committee, consisting of the following members:

1. Three members of the senate, appointed by the president of the senate, not more than two of whom may be members of the same political party;
2. Three members of the house of representatives, appointed by the speaker of the house of representatives, not more than two of whom may be members of the same political party;
3. Fifteen members representing the aviation, aerospace, or technology industry, the military, or academia. One such member shall be appointed by the governor, and fourteen such members shall be appointed by majority vote of the six members representing the senate and house of representatives.

The duties of the committee shall include, but are not limited to, all of the following:

1. Studying and developing comprehensive strategies to promote the aviation, aerospace, and technology industry throughout the state, including through the commercialization of aviation, aerospace, and technology products and ideas;
2. Encouraging communication and resource-sharing among individuals and organizations involved in the aviation, aerospace, and technology industry, including business, the military, and academia;
3. Promoting research and development in the aviation, aerospace, and technology industry, including research and development of unmanned aerial vehicles;
4. Providing assistance related to military base realignment and closure.

Oklahoma

Definitions:

"Unmanned aircraft" means an aircraft without occupants that is flown by a pilot via a ground control system or autonomously through use of an onboard computer and other additional equipment necessary to operate the aircraft and includes unmanned aircraft commonly called drones.

"Critical infrastructure facility" means:

a. one of the following, if completely enclosed by a fence or other physical barrier that is obviously designed to exclude intruders, or if clearly marked with a sign or signs that are posted on the property, are reasonably likely to come to the attention of intruders, and indicate that entry is forbidden or flight of unmanned aircraft without site authorization is forbidden:

1. a petroleum or alumina refinery,
2. an electrical power generating facility, substation, switching station or electrical control center,
3. a chemical, polymer or rubber manufacturing facility,
4. a water intake structure, water treatment facility, wastewater treatment plant or pump station,
5. a natural gas compressor station,
6. a liquid natural gas terminal or storage facility,
7. a telecommunications central switching office,
8. wireless telecommunications infrastructure, including cell towers,
9. a port, railroad switching yard, trucking terminal or other freight transportation facility,
10. a gas processing plant, including a plant used in the processing, treatment or fractionation of natural gas or natural gas liquids,
11. a transmission facility used by a federally licensed radio or television station,
12. a steelmaking facility that uses an electric arc furnace to make steel,
13. a facility identified and regulated by the United States Department of Homeland Security Chemical Facility Anti-Terrorism Standards (CFATS) program,
14. a dam that is regulated by the state or federal government, or
15. a natural gas distribution utility facility, including, but not limited to, pipeline interconnections, a city gate or town border station, metering station, aboveground piping, a regulator station and a natural gas storage facility, or

b. any aboveground portion of an oil, gas, hazardous liquid or chemical pipeline that is enclosed by a fence or other physical barrier that is obviously designed to exclude intruders;
Statutes/Bills (passed):

[HB2599](#)

3-322. Critical infrastructure facility – Unmanned aircraft prohibited.

A person shall not intentionally or knowingly:

1. Operate an unmanned aircraft over a critical infrastructure facility if the unmanned aircraft is less than four hundred (400) feet above ground level;
2. Allow an unmanned aircraft to make contact with a critical infrastructure facility, including any person or object on the premises of or within the facility; or
3. Allow an unmanned aircraft to come within a distance of a critical infrastructure facility that is close enough to interfere with the operations of or cause a disturbance to the facility.

This law does not apply to conduct committed by:

1. The federal government, the state or a political subdivision of the state;

2. A person under contract with or otherwise acting under the direction or on behalf of the federal government, the state or a political subdivision of the state;
3. A law enforcement agency;
4. A person under contract with or otherwise acting under the direction or on behalf of a law enforcement agency;
5. An owner or operator of the critical infrastructure facility;
6. A person under contract with or otherwise acting under the direction or on behalf of an owner or operator of the critical infrastructure facility;
7. A person who has the prior written consent of the owner or operator of the critical infrastructure facility;
8. The owner or occupant of the property on which the critical infrastructure facility is located or a person who has the prior written consent of the owner or occupant of that property; or
9. An operator of an unmanned aircraft that is being used for a commercial purpose, if the operator is authorized by the Federal Aviation Administration to conduct operations over that airspace.

Oregon

Definitions:

“Unmanned aircraft system” means an unmanned flying machine, commonly known as a drone, and its associated elements, including communication links and the components that control the machine.

Statutes/Bills:

837.310 Restrictions; exceptions.

Except as otherwise provided in ORS 837.310 to 837.345, a law enforcement agency may not operate an unmanned aircraft system, acquire information through the operation of an unmanned aircraft system or disclose information acquired through the operation of an unmanned aircraft system.

Oregon law enforcement may only use a drone under one or more of the following circumstances: they obtain a written warrant that specifies the period of use of the drone which cannot exceed 30 days, they reasonably believe that exigent circumstances exist in the commitment of a crime making it unreasonable to wait for a warrant, they have written consent from the individual whose property is being searched, they are using the drone solely for training purposes, or if they intend to use the drone to conduct search and rescue operations during a time of emergency.

837.320 Authorized use upon issuance of warrant; exigent circumstances.

1. A law enforcement agency may operate an unmanned aircraft system, acquire information through the operation of an unmanned aircraft system, or disclose information acquired through the operation of an unmanned aircraft system, if:

- (a) A warrant is issued authorizing use of an unmanned aircraft system; or
- (b) The law enforcement agency has probable cause to believe that a person has committed a crime, is committing a crime or is about to commit a crime, and exigent circumstances exist that make it unreasonable for the law enforcement agency to obtain a warrant authorizing use of an unmanned aircraft system.

2. A warrant authorizing the use of an unmanned aircraft system must specify the period for which operation of the unmanned aircraft system is authorized. In no event may a warrant provide for the operation of an unmanned aircraft system for a period of more than 30 days. Upon motion and good cause shown, a court may renew a warrant after the expiration of the 30-day period. [2013 c.686 §3; 2015 c.315 §3]

837.330 Written consent.

A law enforcement agency may operate an unmanned aircraft system for the purpose of acquiring information about an individual, or about the individual's property, if the individual has given written consent to the use of an unmanned aircraft system for those purposes. [2013 c.686 §4; 2015 c.315 §4]

837.335 Search and rescue; use in emergencies.

A law enforcement agency may operate an unmanned aircraft system for the purpose of search and rescue activities, assisting an individual in an emergency, and during a state of emergency that is declared by the Governor.

837.340 Criminal investigations.

A law enforcement agency may operate an unmanned aircraft system, acquire information through the operation of an unmanned aircraft system, or disclose information acquired through the operation of an unmanned aircraft system, for the purpose of reconstruction of a specific crime scene or accident scene, or similar physical assessment, related to a specific criminal investigation.

837.345 Training.

A law enforcement agency may operate an unmanned aircraft system for training purposes.

837.360 Restrictions; civil penalties; registration; fees; rules.

1. A public body may not operate an unmanned aircraft system in the airspace over this state without registering the unmanned aircraft system with the Oregon Department of Aviation.
2. The Oregon Department of Aviation may impose a civil penalty of up to \$10,000 against a public body that violates subsection (1) of this section.
3. Evidence obtained by a public body through the use of an unmanned aircraft system in violation of subsection (1) of this section is not admissible in any judicial or administrative proceeding and may not be used to establish reasonable suspicion or probable cause to believe that an offense has been committed.

4. The Oregon Department of Aviation shall establish a registry of unmanned aircraft systems operated by public bodies and may charge a fee sufficient to reimburse the department for the maintenance of the registry.
5. The Oregon Department of Aviation shall require the following information for registration of an unmanned aircraft system:
 - (a) The name of the public body that owns or operates the unmanned aircraft system.
 - (b) The name and contact information of the individuals who operate the unmanned aircraft system.
 - (c) Identifying information for the unmanned aircraft system as required by the department by rule.
6. A public body that registers one or more unmanned aircraft systems under this section shall provide an annual report to the Oregon Department of Aviation that:
 - (a) Summarizes the frequency of use of the unmanned aircraft systems by the public body during the preceding calendar year;
 - (b) Summarizes the purposes for which the unmanned aircraft systems have been used by the public body during the preceding calendar year; and
 - (c) Indicates how the public can access the policies and procedures established under section 7 of this 2016 Act.
7. The State Aviation Board may adopt all rules necessary for the registration of unmanned aircraft systems in Oregon that are consistent with federal laws and regulations.

Section 9 of HB4066 said:

1. Section 7 of this 2016 Act and the amendments to ORS 837.360 by section 8 of this 2016 Act become operative on January 1, 2017.
2. A public body may take any action before the operative date specified in subsection (1) of this section that is necessary to enable the public body to exercise, on and after the operative date specified in subsection (1) of this section, all the duties, functions and powers conferred on the public body by section 7 of this 2016 Act and the amendments to ORS 837.360 by section 8 of this 2016 Act.

837.365 Weaponized unmanned aircraft systems.

A person may not intentionally, knowingly or recklessly operate or cause to be operated an unmanned aircraft system that is capable of firing a bullet or projectile or otherwise operate or cause to be operated an unmanned aircraft system in a manner that causes the system to function as a dangerous weapon as defined in ORS 161.015

Violations are either a class B or C felony depending on whether the action resulted in the drone causing physical injury to another person.

Rule does not apply if:

1. The person uses the unmanned aircraft system to release, discharge, propel or eject a nonlethal projectile for purposes other than to injure or kill persons or animals;

2. The person uses the unmanned aircraft system for nonrecreational purposes in compliance with specific authorization from the Federal Aviation Administration;
3. The person notifies the Oregon Department of Aviation, the Oregon State Police and any other agency that issues a permit or license for the activity requiring the use of the unmanned aircraft system of the time and location at which the person intends to use an unmanned aircraft system that is capable of releasing, discharging, propelling or ejecting a projectile at least five days before the person uses the system;
4. If the person intends to use an unmanned aircraft system that is capable of releasing, discharging, propelling or ejecting a projectile in an area open to the public, the person provides reasonable notice to the public of the time and location at which the person intends to use the unmanned aircraft system; and
5. The person maintains a liability insurance policy in an amount not less than \$1 million that covers injury resulting from use of the unmanned aircraft system.

837.375 Interference with an unmanned aircraft system; unauthorized control.

In addition to any other remedies allowed by law, a person who intentionally interferes with, or gains unauthorized control over, an unmanned aircraft system licensed by the Federal Aviation Administration, or operated by the Armed Forces of the United States as defined in ORS 352.313, an agency of the United States or a federal, state or local law enforcement agency, is liable to the owner of the unmanned aircraft system in an amount of not less than \$5,000. The court shall award reasonable attorney fees to a prevailing plaintiff in an action under this section.

837.380 Owners of real property; Attorney General.

Oregon statutes forbid any person from flying a drone over another's property multiple times, as long as the drone has been flown over the property at least once and the property owner notified the drone operator or owner that they did not want the drone flown over property. However, the property owner has no cause of action if the drone is taking off or landing, or is lawfully in the flight path of an airport or runway. If the property owner brings a cause of action and prevails, they may recover treble damages and attorneys' fees.

837.385 Preemption of local laws regulating unmanned aircraft systems.

Except as expressly authorized by state statute, the authority to regulate the ownership or operation of unmanned aircraft systems is vested solely in the Legislative Assembly. Except as expressly authorized by state statute, a local government, as defined ORS 174.116, may not enact an ordinance or resolution that regulates the ownership or operation of unmanned aircraft systems or otherwise engage in the regulation of the ownership or operation of unmanned aircraft systems.

837.995 Crimes involving unmanned aircraft systems; penalties.

1. A person commits a Class A felony if the person possesses or controls an unmanned aircraft system and intentionally causes, or attempts to cause, the unmanned aircraft system to:
 - (a) Fire a bullet or other projectile at an aircraft while the aircraft is in the air;
 - (b) Direct a laser at an aircraft while the aircraft is in the air; or
 - (c) Crash into an aircraft while the aircraft is in the air.
2. A person who intentionally interferes with, or gains unauthorized control over, an unmanned aircraft system licensed by the Federal Aviation Administration, or operated by the Armed Forces of the United States as defined in ORS 352.313, an agency of the United States or a federal, state or local law enforcement agency, commits a Class C felony.

HB 4066 Critical Infrastructure Facility (Passed as law but waiting on location to where it is to be added between 837.300-390)

“Critical infrastructure facility” means any of the following facilities, if completely enclosed by a fence or other physical barrier that is obviously designed to exclude intruders, or if marked with a sign conspicuously posted on the property that indicates that entry is forbidden:

1. A petroleum or alumina refinery;
2. An electrical power generating facility, substation, switching station or electrical control center;
3. A chemical, polymer or rubber manufacturing facility;
4. A water intake structure, water treatment facility, wastewater treatment plant or pump station;
5. A natural gas compressor station;
6. A liquid natural gas terminal or storage facility;
7. A telecommunications central switching office;
8. A port, railroad switching yard, trucking terminal or other freight transportation facility;
9. A gas processing plant, including a plant used in the processing, treatment or fractionation of natural gas;
10. A transmission facility used by a federally licensed radio or television station;
11. A steelmaking facility that uses an electric arc furnace to make steel;
12. A dam that is classified as a high hazard by the Water Resources Department;
13. Any portion of an aboveground oil, gas or chemical pipeline that is enclosed by a fence or other physical barrier that is obviously designed to exclude intruders; or
14. A correctional facility or law enforcement facility.

A person commits a Class A violation if the person intentionally or knowingly:

1. Operates an unmanned aircraft system over a critical infrastructure facility at an altitude not higher than 400 feet above ground level; or
2. Allows an unmanned aircraft system to make contact with a critical infrastructure facility, including any person or object on the premises of or within the facility.

Violations do not apply to:

1. The federal government.
2. A public body.
3. A law enforcement agency.
4. A person under contract with or otherwise acting under the direction or on behalf of the federal government, a public body or a law enforcement agency.
5. An owner or operator of the critical infrastructure facility.
6. A person who has the prior written consent of the owner or operator of the critical infrastructure facility.
7. The owner or occupant of the property on which the critical infrastructure facility is located.
8. A person who has the prior written consent of the owner or occupant of the property on which the critical infrastructure facility is located.
9. A person operating an unmanned aircraft system for commercial purposes in compliance with authorization granted by the Federal Aviation Administration.

498.128 Use of drones for pursuit of wildlife prohibited

The State Fish and Wildlife Commission shall adopt rules prohibiting the use of drones for the following purposes related to the pursuit of wildlife:

1. Angling;
2. Hunting;
3. Trapping;
4. Aiding angling, hunting or trapping through the use of drones to harass, track, locate or scout wildlife; and
5. Interfering in the acts of a person who is lawfully angling, hunting or trapping.

Oregon Aviation Regulations Chapter 738

Purpose and Statutory Authority:

To regulate the registration of aircraft and UAS in Oregon

[738-080-0015 Definitions](#)

[738-080-0020 Exemption from Aircraft and UAS Registration Fee](#)

[738-080-0030 Temporary Exemption from Registration of Manned Aircraft](#)

[738-080-0045 Public Agency Registration of Unmanned Aircraft System \(UAS\)](#)

Pennsylvania

No state drone laws

Pennsylvania Department of Conservation and Natural Resources created [a management policy for drones in the state parks](#).

Pennsylvania's Department of Transportation created a [UAS page](#).

Rhode Island

Statutes/Bills:

[§ 1-8-1 Exclusive aerial regulations](#).

Subject to federal law, the state of Rhode Island and the Rhode Island airport corporation shall have exclusive legal authority to regulate any object capable of flying that is remotely controlled

and flies autonomously through software-controlled flight plans embedded in the object's system by a global-position system, commonly known as unpiloted aerial vehicles, remotely piloted aircraft, drones, or unmanned aircraft systems.

South Carolina

No state drone laws

South Dakota

Definitions:

"Drone" means a powered, aerial vehicle that does not carry a human operator, uses aerodynamic forces to provide vehicle lift, and can fly autonomously or be piloted remotely. The vehicle may be expendable or recoverable.

Statutes/Bills:

[22-21-1.](#) - Trespassing to eavesdrop—Installation or use of unauthorized eavesdropping device—Drones.

Any person who, except as authorized by law:

1. Trespasses on property with intent to subject anyone to eavesdropping or other surveillance in a private place;
2. Installs in any private place, without the consent of the person or persons entitled to privacy there, any device for observing, photographing, recording, amplifying, or broadcasting sounds or events in such place, or uses any such unauthorized installation;
3. Intentionally uses a drone to photograph, record, or otherwise observe another person in a private place where the person has a reasonable expectation of privacy; or
4. Lands a drone on the lands or waters of another resident provided the resident owns the land beneath the water body in its entirety without the owner's consent, except in the case of forced landing and the owner or lessee of the drone will be liable for any damage resulting from a forced landing;

is guilty of a Class 1 misdemeanor. Subdivisions (2) and (3) do not apply to law enforcement officers, or to those acting under the direction of a law enforcement officer, while engaged in the performance of the officer's lawful duties. These restrictions do not apply to a drone operator operating a drone for commercial or agricultural purposes pursuant to or in compliance with federal aviation administration regulations, authorizations, and exemptions nor do they apply to an emergency management worker operating a drone within the scope of the worker's duties.

[50-11-9.1.](#) - Certain unmanned aircraft exempt from registration.

Exempts UAS that weigh less than 55 pounds from aircraft registration requirements.

[50-15-1.](#) - Drone defined.

[50-15-2.](#) Compliance with federal requirements—Exemption from chapter.

Any operation of a drone in the state shall comply with all applicable federal aviation administration requirements. Any drone operating under the authority of the Armed Forces of the United States, including the National Guard, is exempt from this chapter.

[50-15-3.](#) - Authorization required to operate drone over certain facilities–Violation as misdemeanor.

No person may operate a drone over the grounds of a prison, correctional facility, jail, juvenile detention facility, or any military facility unless expressly authorized by the administrator thereof. A violation of this section is a Class 1 misdemeanor.

[50-15-4.](#) - Prohibited delivery of contraband or controlled substance–Felony.

Any person who uses a drone to deliver contraband or controlled substances to a state prison or other correctional facility is guilty of a Class 6 felony in addition to the penalty for the principal offense.

Tennessee

Definitions:

The Tennessee Freedom from Unwanted Surveillance Act defines a “**drone**” as “a powered, aerial vehicle” that:

1. does not carry a human operator and cannot be operated by a human from within or on the aircraft;
2. uses aerodynamic forces for lift;
3. can be piloted remotely or fly autonomously;
4. can be recoverable or expendable.

“**Law enforcement agency**” refers to an agency that is responsible for preventing and detecting crime, for enforcing local government code, and for enforcing “penal, traffic, regulatory, game, or controlled substance laws.”

“**Critical infrastructure facility**” means:

1. An electrical power generation system; electrical transmission system, either as a whole system or any individual component of the transmission system; or electrical distribution substation;
2. A petroleum refinery;
3. A manufacturing facility that utilizes any hazardous substance, as defined in § 68-131-102, either in storage or in the process of manufacturing;
4. A chemical or rubber manufacturing facility;
5. A petroleum or chemical storage facility;
6. A water or wastewater treatment facility;
7. Any facility, equipment, or pipeline infrastructure utilized in the storage, transmission, or distribution of natural gas or propane; and
8. Railroad yards and facilities not open to the general public;

The statute generally prohibits drone use by a law enforcement agency to gather evidence or other information. Following the general prohibition, the statute prescribes exceptions by which drone use is permissible.

The statute allows use of a drone in these circumstances:

1. to counter a high risk of a terrorist attack by a specific individual or organization if the United States secretary of homeland security determines that credible intelligence indicates that there is such a risk;
2. if the law enforcement agency first obtains a search warrant signed by a judge authorizing its use;
3. if the law enforcement agency possesses reasonable suspicion that, under particular circumstances, swift action is needed to prevent imminent danger to life;
4. to provide continuous aerial coverage when law enforcement is searching for a fugitive or escapee or is monitoring a hostage situation; or
5. to provide more expansive aerial coverage when deployed for the purpose of searching for a missing person.

In 2014, the Tennessee General Assembly enacted a chapter concerning “Surveillance by Unmanned Aircraft” as part of the Tennessee Code’s Criminal Offenses Title. It first defines “images” broadly, including “any capturing of sound waves, thermal, infrared, ultraviolet, visible light, or other electromagnetic waves, odor, or other conditions existing on or about real property in this state or an individual located on that property.” The definition of “unmanned aircraft” is broad, including any “airborne device that is operated without an individual in or on the device.”

[39-13-902.](#) - Lawful capture of images – Use for lawful purposes.

it is legal to capture an image using a drone in any of the following circumstances:

1. for purposes of professional or scholarly research and development by a person acting on behalf of an institution of higher education;
2. in airspace designated as a test site or range authorized by the Federal Aviation Administration for the purpose of integrating unmanned aircraft systems into the national airspace;
3. as part of an operation, exercise, or mission of any branch of the United States military, as long as it complies with the United States Constitution;
4. if the image is captured by a satellite for the purposes of mapping;
5. if the image is captured by or for an electric or natural gas utility for one of several listed purposes;
6. with the consent of the individual who owns or lawfully occupies the real property captured in the image;
7. (7) “for law enforcement purposes,” as defined by another statute, (see Tenn. Code 39-13-609);

8. (8) if the image is captured by state law enforcement authorities, or a person who is under contract with or otherwise acting under the direction or on behalf of state authorities to survey a catastrophe or determine whether a state of emergency should be declared, to preserve public safety or protect property or survey damage or contamination during a lawfully declared state of emergency, or to conduct routine air quality sampling and monitoring;
9. at the scene of a spill, or a suspected spill, of hazardous materials;
10. for the purpose of fire suppression;
11. for the purpose of rescuing a person whose life or well-being is in imminent danger;
12. if the image is captured by a Tennessee licensed real estate broker in connection with the marketing, sale, or financing of real property, provided no individual can be identified in the image;
13. if the image is of real property or a person on that property;
14. if the image is captured by the owner or operator of an oil, gas, water, or other pipeline for the purpose of inspecting, maintaining, or repairing pipelines or other related facilities, and is captured without the intent to conduct surveillance on an individual or real property located in Tennessee;
15. in connection with oil and gas pipeline and well safety and protection;
16. in connection with port authority surveillance and security;
17. as authorized or permitted by the Federal Aviation Administration for use in a motion picture, television or similar production where the filming is authorized by the property owner and a state or local film permit agency, if necessary;
18. as a part of a commercial service that has received authorization from the federal aviation administration to use unmanned aircraft or an unmanned aircraft operating under regulations promulgated by the federal aviation administration for commercial use of unmanned aircraft; (19) when an image is “captured by a state or local government agency, or by a person who is under contract with or otherwise acting under the direction or on behalf of such agency, [it] shall be handled in accordance with § 39-13-609 and shall not be used for any purpose other than the lawful purpose for which the image was captured as permitted by this section.” A recent amendment to the statute provides that it is legal to use drones to capture images in land surveying; by the department of transportation; or photogrammetric mapping.

39-13-903. Unlawful capture of image with intent to conduct surveillance a misdemeanor offense -Defense.

If drones are used to capture images in any of the following ways, actions result in a Class C misdemeanor:

1. uses an unmanned aircraft to capture an image of an individual or privately owned real property in Tennessee with the intent to conduct surveillance on the individual or property captured in the image;

2. knowingly uses an image captured for law enforcement purposes by a state or local law enforcement agency, or by a person who is under contract with or otherwise acting under the direction of or on behalf of such agency;
3. uses an unmanned aircraft to intentionally capture an image of an individual or event at an open-air event venue wherein more than one hundred individuals are gathered for a ticketed event, provided there is no consent from the venue owner or operator;
4. knowingly uses an unmanned aircraft within or over a designated fireworks discharge site, fireworks display site, or fireworks fallout area during an event, subject to provided definitions of “discharge site,” “display site,” and “fallout area”; or
5. knowingly uses an unmanned aircraft over the grounds of a correctional facility;
6. knowingly uses an unmanned aircraft within two hundred fifty feet of the perimeter of any critical infrastructure facility without the business operator's written consent for the purpose of conducting surveillance of, gathering evidence or collecting information about, or photographically or electronically recording, critical infrastructure data.

39-13-904. - Possession or distribution and use of unlawfully captured images – Misdemeanor offenses – Separate images constitute separate offenses – Defenses.

The statutes create a Class C misdemeanor offense when a person possesses an image in violation of the law, and, a Class B misdemeanor when one “discloses, displays, distributes, or otherwise uses that image.” Each image creates a separate offense.

The section concludes by listing two separate defenses to these charges:

1. that one destroyed the image as soon as he or she had knowledge it was captured illegally, or
2. that one “stopped disclosing, displaying, distributing, or otherwise using the image” as soon as he or she had knowledge it was captured illegally.

39-13-905. Use of unlawfully captured images as evidence -Disclosure of images limited.

39-13-906. Applicability of part.

39-13-907. Construction of part.

The Tennessee Hunter Protection Act

70-4-301. Part definitions.

70-4-302. Violations -Penalty.

70-4-303. Injunctions – Damages – Construction.

The Tennessee Hunter Protection Act concerns the use of drones to interfere with a lawful exercise of taking wildlife. The statute creates a Class C misdemeanor for using a drone with the intent to conduct video surveillance of private citizens who are lawfully hunting or fishing without obtaining the written consent of the persons being surveilled prior to conducting the surveillance.

Texas

Definitions:

"Image" means: any capturing of sound waves, thermal, infrared, ultraviolet, visible light, or other electromagnetic waves, odor, or other conditions existing on or about real property in this state or an individual located on that property.

"Critical infrastructure facility" means:

(A) one of the following, if completely enclosed by a fence or other physical barrier that is obviously designed to exclude intruders, or if clearly marked with a sign or signs that are posted on the property, are reasonably likely to come to the attention of intruders, and indicate that entry is forbidden:

1. a petroleum or alumina refinery;
2. an electrical power generating facility, substation, switching station, or electrical control center;
3. a chemical, polymer, or rubber manufacturing facility;
4. a water intake structure, water treatment facility, wastewater treatment plant, or pump station;
5. a natural gas compressor station;
6. a liquid natural gas terminal or storage facility;
7. a telecommunications central switching office or any structure used as part of a system to provide wired or wireless telecommunications services;
8. a port, railroad switching yard, trucking terminal, or other freight transportation facility;
9. a gas processing plant, including a plant used in the processing, treatment, or fractionation of natural gas;
10. a transmission facility used by a federally licensed radio or television station;
11. a steelmaking facility that uses an electric arc furnace to make steel;
12. a dam that is classified as a high hazard by the Texas Commission on Environmental Quality; or
13. a concentrated animal feeding operation, as defined by Section [26.048](#), Water Code; or

(B) if enclosed by a fence or other physical barrier obviously designed to exclude intruders:

1. any portion of an aboveground oil, gas, or chemical pipeline;
2. an oil or gas drilling site;
3. a group of tanks used to store crude oil, such as a tank battery;
4. an oil, gas, or chemical production facility;
5. an oil or gas wellhead; or
6. any oil and gas facility that has an active flare.

"Correctional facility" means:

1. a confinement facility operated by or under contract with any division of the Texas Department of Criminal Justice;
2. a municipal or county jail;
3. a confinement facility operated by or under contract with the Federal Bureau of Prisons; or
4. a secure correctional facility or secure detention facility, as defined by Section [51.02](#), Family Code.

"Detention facility" means a facility operated by or under contract with United States Immigration and Customs Enforcement for the purpose of detaining aliens and placing them in removal proceedings.

Statutes/Bills:

Texas Government Code [Chapter 423](#).- USE OF UNMANNED AIRCRAFT

The State of Texas's Government Code regarding use of unmanned aircrafts details what is permissible use (423.002) and what is considered an offense (423.003, 423.004, 423.045, 423.046).

The statute provides that it is legal to capture an image using a drone in any of the following circumstances:

1. "for the purpose of professional or scholarly research and development or for another academic purpose by a person acting on behalf of an institution of higher education";
2. "in airspace designated as a test site or range authorized by the Federal Aviation Administration for the purpose of integrating unmanned aircraft systems into the national airspace";
3. "as part of an operation, exercise or mission of any branch of the United States military";
4. "if the image is captured by a satellite for the purposes of mapping";
5. "if the image is captured by or for an electric or natural gas utility or a telecommunications provider" for express purposes;
6. "with the consent of the individual who owns or lawfully occupies the real property captured in the image";
7. "pursuant to a valid search or arrest warrant";
8. "if the image is captured by a law enforcement authority or a person who is under contract with or otherwise acting under the direction or on behalf of a law enforcement authority" in "immediate pursuit" of a suspect upon probable cause, to document a crime scene, to investigate a scene of death or serious motor vehicle accident, to search for a missing person, to conduct a high-risk tactical operation; of private property that is generally open to the public where property owner provides consent to law enforcement public safety responsibilities; or of real property or a person on real property that is within 25 miles of the United States border for the sole purpose of ensuring border security;
9. for the same law enforcement authority designated above, except for the purposes of surveying a catastrophe, preserving public safety and protecting property, surveying during a declared state of emergency, or conducting routine air quality monitoring;
10. "at the scene of a spill, or a suspected spill, of hazardous materials";
11. "for the purpose of fire suppression";
12. "for the purpose of rescuing a person whose life or well-being is in imminent danger";
13. "if the image is captured by a Texas licensed real estate broker in connection with the marketing, sale, or financing of real property," provided no individual can be identified in the image;

14. "from a height no more than eight feet above ground level in a public place, if the image was captured without using any electronic, mechanical, or other means to amplify the image beyond normal human perception";
15. if the image is "of public real property or a person on that property";
16. "if the image is captured by the owner or operator of an oil, gas, water, or other pipeline for the purpose of inspecting, maintaining, or repairing pipelines or other related facilities, and is captured without the intent to conduct surveillance on an individual or real property" located in Texas;
17. "in connection with oil pipeline safety and rig protection";
18. "in connection with port authority surveillance and security";
19. "if the image is captured by a registered professional land surveyor in connection with the practice of professional surveying," and if no individual can be identified in the image;
20. "if the image is captured by a professional, licensed engineer," provided the image is captured in connection with the practice of engineering and no individual can be identified in the image;
21. "the image is captured by an employee of an insurance company or of an affiliate of the company in connection with the underwriting of an insurance policy, or the rating or adjusting of an insurance claim, regarding real property or a structure on real property; and the operator of the unmanned aircraft is authorized by the Federal Aviation Administration to conduct operations within the airspace from which the image is captured."

Sec. 423.003. OFFENSE: ILLEGAL USE OF UNMANNED AIRCRAFT TO CAPTURE IMAGE.

- (a) A person commits an offense if the person uses an unmanned aircraft to capture an image of an individual or privately owned real property in this state with the intent to conduct surveillance on the individual or property captured in the image.
- (b) An offense under this section is a Class C misdemeanor.
- (c) It is a defense to prosecution under this section that the person destroyed the image:
 - (1) as soon as the person had knowledge that the image was captured in violation of this section; and
 - (2) without disclosing, displaying, or distributing the image to a third party.
- (d) In this section, "intent" has the meaning assigned by Section [6.03](#), Penal Code.

The statutes prescribe a Class C misdemeanor when a "person uses an unmanned aircraft to capture an image of an individual or privately owned real property in this state with the intent to conduct surveillance on the individual or property captured in the image."

Sec. 423.004. OFFENSE: POSSESSION, DISCLOSURE, DISPLAY, DISTRIBUTION, OR USE OF IMAGE.

A person commits an offense if the person:

1. captures an image in violation of Section [423.003](#); and

2. possesses, discloses, displays, distributes, or otherwise uses that image.

An offense under this section for the possession of an image is a Class C misdemeanor. An offense under this section for the disclosure, display, distribution, or other use of an image is a Class B misdemeanor.

Each image a person possesses, discloses, displays, distributes, or otherwise uses in violation of this section is a separate offense.

Sec. 423.0045. OFFENSE: OPERATION OF UNMANNED AIRCRAFT OVER CORRECTIONAL FACILITY, DETENTION FACILITY, OR CRITICAL INFRASTRUCTURE FACILITY.

The statutes create a Class B misdemeanor, or a Class A misdemeanor in the case of a previous conviction, for “intentionally or knowingly” committing any of the following acts:

1. operates an unmanned aircraft over a correctional facility, detention facility, or critical infrastructure facility and the unmanned aircraft is not higher than 400 feet above ground level;
2. allows an unmanned aircraft to make contact with a correctional facility, detention facility, or critical infrastructure facility, including any person or object on the premises of or within the facility; or
3. allows an unmanned aircraft to come within a distance of a correctional facility, detention facility, or critical infrastructure facility that is close enough to interfere with the operations of or cause a disturbance to the facility.

Sec. 423.0046. OFFENSE: OPERATION OF UNMANNED AIRCRAFT OVER SPORTS VENUE.

In this section, "**sports venue**" means an arena, automobile racetrack, coliseum, stadium, or other type of area or facility that:

1. has a seating capacity of 30,000 or more people; and
2. is primarily used for one or more professional or amateur sports or athletics events.

A person commits an offense if the person intentionally or knowingly operates an unmanned aircraft over a sports venue and the unmanned aircraft is not higher than 400 feet above ground level. An offense under this section is a Class B misdemeanor, except that the offense is a Class A misdemeanor if the actor has previously been convicted under this section or [Section 423.0045](#).

Sec. 423.006. CIVIL ACTION.

An owner or tenant of privately owned real property located in this state may bring against a person who, in violation of [Section 423.003](#), captured an image of the property or the owner or tenant while on the property an action to:

1. enjoin a violation or imminent violation of [Section 423.003](#) or [423.004](#);

2. recover a civil penalty of:
 - (A) \$5,000 for all images captured in a single episode in violation of Section [423.003](#); or
 - (B) \$10,000 for disclosure, display, distribution, or other use of any images captured in a single episode in violation of Section [423.004](#); or
- (3) recover actual damages if the person who captured the image in violation of Section [423.003](#) discloses, displays, or distributes the image with malice.

An action brought under this section must be commenced within two years from the date the image was:

1. captured in violation of Section [423.003](#); or
2. initially disclosed, displayed, distributed, or otherwise used in violation of Section [423.004](#).

Sec. 423.005. ILLEGALLY OR INCIDENTALY CAPTURED IMAGES NOT SUBJECT TO DISCLOSURE.

(a) Except as otherwise provided by Subsection (b), an image captured in violation of Section [423.003](#), or an image captured by an unmanned aircraft that was incidental to the lawful capturing of an image:

1. may not be used as evidence in any criminal or juvenile proceeding, civil action, or administrative proceeding;
2. is not subject to disclosure, inspection, or copying under Chapter [552](#); and
3. is not subject to discovery, subpoena, or other means of legal compulsion for its release.

(b) An image described by Subsection (a) may be disclosed and used as evidence to prove a violation of this chapter and is subject to discovery, subpoena, or other means of legal compulsion for that purpose.

Sec. 423.007. RULES FOR USE BY LAW ENFORCEMENT.

The Department of Public Safety shall adopt rules and guidelines for use of an unmanned aircraft by a law enforcement authority in this state.

Sec. 423.008. REPORTING BY LAW ENFORCEMENT AGENCY.

(a) Not earlier than January 1 and not later than January 15 of each odd-numbered year, each state law enforcement agency and each county or municipal law enforcement agency located in a county or municipality, as applicable, with a population greater than 150,000, that used or operated an unmanned aircraft during the preceding 24 months shall issue a written report to the governor, the lieutenant governor, and each member of the legislature and shall:

1. retain the report for public viewing; and
2. post the report on the law enforcement agency's publicly accessible website, if one exists.

(b) The report must include:

1. the number of times an unmanned aircraft was used, organized by date, time, location, and the types of incidents and types of justification for the use;

2. the number of criminal investigations aided by the use of an unmanned aircraft and a description of how the unmanned aircraft aided each investigation;
3. the number of times an unmanned aircraft was used for a law enforcement operation other than a criminal investigation, the dates and locations of those operations, and a description of how the unmanned aircraft aided each operation;
4. the type of information collected on an individual, residence, property, or area that was not the subject of a law enforcement operation and the frequency of the collection of this information; and
5. the total cost of acquiring, maintaining, repairing, and operating or otherwise using each unmanned aircraft for the preceding 24 months.

Sec. 423.009. REGULATION OF UNMANNED AIRCRAFT BY POLITICAL SUBDIVISION.

Prohibits localities from regulating UAS except during a special event and when the UAS is used by the locality.

"Political subdivision" includes a county, a joint board created under Section [22.074](#), Transportation Code, and a municipality.

"Special event" means a festival, celebration, or other gathering that:

(A) involves:

1. (i) the reservation and temporary use of all or a portion of a public park, road, or other property of a political subdivision; and
2. (ii) entertainment, the sale of merchandise, food, or beverages, or mass participation in a sports event; and

(B) requires a significant use or coordination of a political subdivision's services.

Utah

Definitions:

"Unmanned aircraft" means an aircraft that is:

1. capable of sustaining flight; and
2. operated with no possible direct human intervention from on or within the aircraft.

"Unmanned aircraft system" means the entire system used to operate an unmanned aircraft, including:

1. the unmanned aircraft, including payload;
2. communications equipment;
3. navigation equipment;
4. controllers;
5. support equipment; and
6. autopilot functionality.

Statutes/Bills:

[Title 72 - Chapter 14 Part 1: General Provisions \(72-14-1\)](#)

[Section 101](#): Title

This chapter is known as "Unmanned Aircraft -- Drones."

[Section 102](#): Definitions

[Section 103](#): Preemption of local ordinance

[Section 104](#): Applicability

This chapter does not apply to a person or business entity:

1. using an unmanned aircraft for legitimate educational or business purposes; and
2. operating the unmanned aircraft system in a manner consistent with applicable Federal Aviation Administration rules, exemptions, or other authorizations.

[Title 72 - Chapter 14 Part 2](#): Law Enforcement Use of Unmanned Aircraft (72-14-2)

[Section 201](#): Title

This part is known as "Law Enforcement Use of Unmanned Aircraft."

[Section 202](#): Definitions

[Section 203](#): Unmanned aircraft system use requirements -- Exceptions.

A law enforcement agency or officer may not obtain, receive, or use data acquired through an unmanned aircraft system unless the data is obtained:

1. pursuant to a search warrant;
2. in accordance with judicially recognized exceptions to warrant requirements;
3. from a nongovernment actor, subject to limitations listed below;
4. to locate a lost or missing person in an area in which a person has no reasonable expectation of privacy; or
5. for purposes unrelated to a criminal investigation.

A law enforcement officer or agency may only use for law enforcement purposes data obtained from a nongovernment actor if:

1. the data appears to pertain to the commission of a crime; or
2. the law enforcement agency or officer believes, in good faith, that:
 - a. the data pertains to an imminent or ongoing emergency involving danger of death or serious bodily injury to an individual; and
 - b. disclosing the data would assist in remedying the emergency.

A law enforcement agency that "obtains, receives, or uses" data acquired pursuant to the methods above must destroy the data as soon as reasonably possible.

[Section 204](#): Data retention

[Section 205](#): Reporting

[Title 72 - Chapter 14 Part 3](#): Unlawful Use of Unmanned Aircraft

[Section 301](#): Title

This part is known as "Unlawful Use of Unmanned Aircraft."

[Section 302](#): Reserved

[Section 303](#): Weapon attached to unmanned aircraft -- Penalties.

A person is guilty of a Class B misdemeanor if they fly an unmanned aircraft that carries a weapon or to which a weapon is attached.

An exception is made when:

1. (1) for someone who flies a drone that carries or has attached to it a weapon if that person has approval from the FAA and acts accordingly;
2. (2) for someone who has a contract with the state or federal government, or
3. (3) someone who operates such aircraft with the Department of Defense's permission in airspace controlled by the U.S. Department of defense.

[Title 72 - Chapter 14 Part 4: Safe Use of Unmanned Aircraft](#)

[Section 401](#): Title

This part is known as "Safe Use of Unmanned Aircraft."

[Section 402](#): Reserved

[Section 403](#): Safe operation of unmanned aircraft.

The individual operating the drone or an observer must:

1. maintain visual line of sight of the unmanned aircraft in order to:
 - a. know the location of the unmanned aircraft;
 - b. determine the attitude, altitude, and direction of flight;
 - c. observe the airspace for other air traffic or hazards; and
 - d. determine that the unmanned aircraft does not endanger the life or property of another person;

An individual may not operate an unmanned aircraft in Class B, Class C, or Class D airspace or within the lateral boundaries of the surface area of Class E airspace designated for an airport unless the operator of the unmanned aircraft has prior authorization from air traffic control.

An individual may not operate an unmanned aircraft in a manner that interferes with operations and traffic patterns at any airport, heliport, or seaplane base.

Flying a drone at an altitude higher than 400 feet above ground is prohibited unless :

1. the drone is flown within a 400-foot radius of a structure; and
2. is not flown higher than 400 feet above the structure's highest point.

An individual who violates this section is liable for any damages that may result from the violation. A law enforcement officer shall issue a written warning for the first violation. If an individual violates the statute after receiving a written warning, he or she is guilty of an infraction. Every subsequent offense of the statute after an infraction was received is a class B misdemeanor.

[65A-3-2.5 Wildland fire and unmanned aircraft.](#)

A person may not operate an unmanned aircraft system in a manner that causes an unmanned aircraft to fly within an area that is under a temporary flight restriction that is issued by the Federal Aviation Administration as a result of the wildland fire, or an area designated as a wildland fire scene on a system managed by a federal, state, or local government entity that disseminates emergency information to the public, unless the person operates the unmanned aircraft system with the permission of, and in accordance with the restrictions established by, the incident commander.

A person, other than a government official or a government employee acting within the person's capacity as a government official or government employee, that recklessly operates an unmanned aircraft system in a manner that causes an unmanned aircraft to fly within an area described in Subsection (2) is guilty of:

- a. (a) except as provided in Subsection (3)(b), (c), or (d), a class B misdemeanor, punishable by imprisonment as provided in Section 76-3-204 and a fine not to exceed \$2,500;
- b. (b) except as provided in Subsection (3)(c) or (d), a class A misdemeanor, punishable by imprisonment as provided in Section 76-3-204 and a fine not to exceed \$5,000, if the operation of the unmanned aircraft system:
 - (i) causes an aircraft being used to contain or control a wildland fire to drop a payload of water or fire retardant in a location other than the location originally designated for the aircraft to drop the payload;
 - (ii) causes an aircraft being used to contain or control a wildland fire to land without dropping a payload of water or fire retardant in the location originally designated for the aircraft to drop the payload; or
 - (iii) prevents an aircraft, intended for use in containing or controlling a wildland fire, from taking flight;
- c. except as provided in Subsection (3)(d), a third degree felony, punishable by imprisonment as provided in Section 76-3-203 and a fine not to exceed \$10,000, if the operation of the unmanned aircraft system causes the unmanned aircraft to come into direct physical contact with a manned aircraft; or
- d. a second degree felony, punishable by imprisonment as provided in Section 76-3-203 and a fine not to exceed \$15,000, if the operation of the unmanned aircraft is the proximate cause of a manned aircraft colliding with the ground, a structure, or another manned aircraft.

72-10-109 Certificate of registration of aircraft required – Exceptions.

Unmanned aircraft as defined in Section 72-14-102 are exempt from the state registration requirement

76-6-206 Criminal trespass.

Criminal trespass laws in relation to drones. In the context of this section, “enter” means “intrusion of the entire (...) unmanned aircraft.” “Remain unlawfully” is defined as staying on or

over private property when the property or part of it is not open to the public, and the person flying the drone is not authorized to do so.

A person is guilty of criminal trespass as it relates to drones if he or she:

1. causes a drone to “enter and remain unlawfully over property” and either intends to annoy or injure a person, or damage property, including by painting graffiti; intends to commit any crime besides theft or a felony; or “is reckless as to whether the (...) unmanned aircraft’s presence will cause fear for the safety of another,”
2. knowingly “causes an unmanned aircraft to enter or remain unlawfully over property to which notice against entering is given” through personal communication, a fence or other enclosure obviously meant to exclude, or posting signs in reasonably conspicuous place,

Violations of either of the above is a class B misdemeanor unless the violation is committed in a dwelling, in which event the violation is a class A misdemeanor.

[76-9-402 Privacy violation.](#)

The law specifies that a person is not guilty of what would otherwise be a privacy violation if the person is operating a UAS for legitimate commercial or education purposes consistent with FAA regulations.

[76-9-702.7 Voyeurism offenses – Penalties.](#)

It is a class A or class B misdemeanor to use any type of technology, including UAS, to secretly record video of a person in certain instances.

[R651-602-8. Operation of Unmanned Aircraft \(park system\)](#)

A person must obtain written permission from the park manager before operating an unmanned aircraft within the park system.

[HB 217 Harassment of livestock. \(76-9-308\)](#)

Prohibits a person from intentionally, knowingly, or recklessly chasing, actively disturbing, or harming livestock through the use of UAS. Anyone who violates this law is guilty of a class B misdemeanor for the first offense and a class A misdemeanor for a subsequent offense or if livestock is seriously injured or killed or there is damage in excess of \$1,000.

[Vermont](#)

Definitions:

“**Drone**” means a powered aerial vehicle that does not carry a human operator and is able to fly autonomously or to be piloted remotely.

Statutes/Bills:

§ 4622. Law enforcement use of drones

The statute generally prohibits any of these law enforcement agencies from using a drone “for the purpose of investigating, detecting, or prosecuting a crime” or to “gather or retain data on private citizens peacefully exercising their constitutional rights of free speech and assembly.”

Law enforcement agencies may use drones in the following circumstances, which serve as exceptions to the general rule:

1. if the agency has obtained a warrant pursuant to Rule 41 of the Vermont Rules of Criminal Procedure or
2. for public safety reasons that do not include collecting and keeping data.

§ 4623. Use of drones; Federal Aviation Administration requirements

Any use of drones by any person, including a law enforcement agency, shall comply with all applicable Federal Aviation Administration requirements and guidelines.

§ 4624. Reports

On or before September 1 of each year, any law enforcement agency that has used a drone within the previous 12 months shall report the following information to the Department of Public Safety:

1. The number of times the agency used a drone within the previous 12 months. For each use of a drone, the agency shall report the type of incident involved, the nature of the information collected, and the rationale for deployment of the drone.
2. The number of criminal investigations aided and arrests made through use of information gained by the use of drones within the previous 12 months, including a description of how the drone aided each investigation or arrest.
3. The number of times a drone collected data on any person, home, or area other than the target of the surveillance within the previous 12 months and the type of data collected in each instance.
4. The cost of the agency’s drone program and the program’s source of funding.

§ 4018. DRONES

No person shall equip a drone with a dangerous or deadly weapon or fire a projectile from a drone. A person who violates this section shall be imprisoned not more than one year or fined not more than \$1,000.00, or both.

§ 20 Aerial Hunting

The purpose of this rule is to restrict the taking of wild animals by use of aircraft and drones.

Prohibitions:

1. It shall be unlawful for any person to take or attempt to take wild animals while a person is in an aircraft.

2. It shall be unlawful for any person to take or attempt to take wild animals by use of an UAV.
3. It shall be unlawful for any person within an aircraft, or with the use of a drone or UAV, to:
 - a. a) attempt to locate, surveil, or aid or assist in attempting to locate or surveil any wild animal, for the purpose of taking or attempting to take the wild animal; or
 - b. b) drive or harass any wild animal, or otherwise aid or assist in taking or attempting to take a wild animal.

Virginia

Definitions:

“Unmanned aircraft” means an aircraft that is operated without the possibility of human intervention from within or on the aircraft.

“Unmanned aircraft system” means an unmanned aircraft and associated elements, including communication links, sensing devices, and the components that control the unmanned aircraft.

Statutes/Bills:

[§ 15.2-926.3. Local regulation of certain aircraft.](#)

No locality may regulate the use of privately owned, unmanned aircraft system as defined in [§ 19.2-60.1](#) within its boundaries.

[§ 19.2-60.1. Use of unmanned aircraft systems by public bodies; search warrant required.](#)

The statute prohibits the use of unmanned aircraft systems by any state or local government department or by law enforcement, except during the execution of a search warrant. Any evidence obtained without the warrant is inadmissible in court.

An unmanned aircraft system may be deployed without a warrant :

1. when an Amber Alert is activated pursuant to § 52-34.3,
2. when a Senior Alert is activated pursuant to § 52-34.6,
3. when a Blue Alert is activated pursuant to § 52-34.9,
4. where use of an unmanned aircraft system is determined to be necessary to alleviate an immediate danger to any person,
5. for training exercises related to such uses, or
6. if a person with legal authority consents to the warrantless search.

The warrant requirements of this section shall not apply when such systems are utilized to support the Commonwealth for purposes other than law enforcement, including damage assessment, traffic assessment, flood stage assessment, and wildfire assessment. Nothing herein shall prohibit use of unmanned aircraft systems for private, commercial, or recreational use or solely for research and development purposes by institutions of higher education and other research organizations or institutions.

In no case may a weaponized unmanned aircraft system be deployed in the Commonwealth or its use facilitated in the Commonwealth by a state or local government department, agency, or instrumentality or department of law enforcement in the Commonwealth except in operations at the Space Port and Naval/Aegis facilities at Wallops Island.

[HB 2350](#) Peeping or spying into dwelling or occupied building by electronic device; penalty.

Makes it a Class 1 misdemeanor to use UAS to trespass upon the property of another for the purpose of secretly or furtively peeping, spying, or attempting to peep or spy into a dwelling or occupied building located on such property.

[SB 873](#) Authority of a fire chief over unmanned aircraft at a fire, explosion, or other hazardous situation.

Specifies that the fire chief or other officer in charge of a fire department has authority to maintain order at an emergency incident including the immediate airspace. Individuals who don't obey the orders of the officer in charge are guilty of a class 4 misdemeanor.

Washington

Definitions:

“**Drones**” should apply to unmanned aerial vehicles controlled by a remote operator.

Sample definition: “An unmanned aircraft that is operated without the possibility of direct human intervention from within or on the aircraft.”

Statutes/Bills:

[WAC 200-250-030](#) Drone use prohibited; State Capitol Campus

Launching, landing, or operating an unmanned aircraft from or on lands and waters within the boundaries of the state capitol campus is prohibited except for the exclusions listed under [WAC 200-250-040](#).

The Chief Privacy Officer of the Washington Office of Privacy and Data Protection issued [guidelines for unmanned aircraft systems](#) for policy makers and stakeholders as they develop policy proposals.

West Virginia

Statutes/Bills:

[§20-2-5](#). Unlawful methods of hunting and fishing and other unlawful acts.

Except as authorized by the director or by law, it is unlawful at any time for any person to:

1. Hunt, take, kill, wound or shoot at wild animals or wild birds from an airplane or other airborne conveyance, a drone or other unmanned aircraft, an automobile or other land conveyance, or from a motor-driven water conveyance;
2. Use a drone or other unmanned aircraft to hunt, take or kill a wild bird or wild animal, or to use a drone or other unmanned aircraft to drive or herd any wild bird or wild animal for the purposes of hunting, trapping or killing;

[Wisconsin](#)

Definitions:

"Drone" means a powered, aerial vehicle that does not carry a human operator, uses aerodynamic forces to provide vehicle lift, and can fly autonomously or be piloted remotely. A drone may be expendable or recoverable.

Statutes/Bills:

[114.04](#) Flying and landing, limitations.

[114.045](#) Limitation on the operation of drones.(correctional institutions)

1. No person may operate a drone, as defined in s. 114.105 (1) (a), over a state correctional institution, as defined in s. 301.01 (4), including any grounds of the institution.
2. Any person who violates above rule may be required to forfeit not more than \$5,000.

[114.105](#) Local regulation.

[175.55](#) Use of drones restricted.

1. No person may operate a drone, as defined in s. [114.105](#) (1) (a), over a state correctional institution, as defined in s. 301.01 (4), including any grounds of the institution.
2. Any person who violates sub. (1) may be required to forfeit not more than \$5,000.
3. A law enforcement officer investigating an alleged violation of sub. (1) shall seize and transfer to the department of corrections any photograph, motion picture other visual representation, or data that represents a visual image that was created or recorded by a drone during an alleged violation of sub. (1).

[941.292](#) Possession of a weaponized drone.

Whoever operates any weaponized drone is guilty of a Class H felony. This subsection does not apply to a member of the U.S. armed forces or national guard acting in his or her official capacity.

[942.10](#) Use of a drone.

Use of a drone with the intention to photograph, record or otherwise observe an individual in a place where they have a reasonable expectation of privacy a Class A misdemeanor. The statute does not apply to the authorized use of a drone by law enforcement officers.

[Wyoming](#)

Definitions:

"Operator" means a person operating or flying an unmanned aircraft;

"Unmanned aircraft" means an aircraft operated without the possibility of direct human intervention from within or on the aircraft, but excludes small unmanned aircraft, weighing under 55 pounds.

Statutes/Bills:

[SF 170 AN ACT relating to aeronautics; authorizing the Wyoming aeronautics commission to promulgate rules related to unmanned aircraft.](#)

The law requires the Wyoming Aeronautics Commission to develop rules regulating where unmanned aircraft can take off and land. The commission is also permitted to develop reasonable rules regulating the operation of unmanned aircraft through coordination with the unmanned aircraft industry and local governments. The law specifies that the commission does not have the power to regulate unmanned aircraft operation in navigable airspace. It also makes it unlawful to land an unmanned aircraft on the property of another person, but operators can pilot an unmanned aircraft over their own property.

Washington, D.C.

[DC No Drone Zone](#)

The National Capital Region is governed by a Special Flight Rules Area (SFRA) within a 30-mile radius of Ronald Reagan Washington National Airport, which restricts all flights in the greater DC area.

The SFRA is divided into a 15-mile radius **inner** ring and a 30-mile radius **outer** ring.

- Flying an unmanned aircraft within the 15-mile radius **inner** ring is prohibited without specific FAA authorization.
- Flying a UAS for recreational or non-recreational use between 15 and 30 miles from Washington, D.C. is allowed under these operating conditions:
 - Aircraft must weigh less than 55 lbs. (including any attachments such as a camera)
 - Aircraft must be registered and marked (if it is not operated exclusively under the Special Rule for Model Aircraft, pending NOTAM change)
 - Fly below 400 ft.
 - Fly within visual line-of-sight
 - Fly in clear weather conditions
 - Never fly near other aircraft