Appendix B: Do’s and Do Not’s of a Municipal Drone Ordinance
The Do’s & Don’ts of City Drone Ordinances

**DON’T**

- Don’t create restrictions affecting the airspace or regulating the in-flight operation of unmanned aircraft.
  e.g. “No flying a drone faster than 100mph.”

- Don’t copy and paste the restrictions within FAA Part 107 into a city’s ordinance.
  e.g. “No flights over 400ft.”

- Don’t create outright bans on unmanned aircraft usage and operation.
  e.g. Implement excessive and onerous permitting and reporting requirements.

- Don’t create rules that place undue burden on an operator.
  e.g. “Drones may only take-off and land in a small designated area of the city.”

- Don’t place multiple use restrictions.
  e.g. “No flying within 20ft of an open-air assembly area during regular school hours.”

**DO**

- Create rules rooted in a city’s traditional land use or zoning powers.
  e.g. “No take-off or landing near a police heliport.”

- Follow the recommendations of the FAA and NLC, and tailor restrictions to traditional municipal authority.
  e.g. Laws of general applicability related to nuisance or trespass.

- Create reasonable time, manner and place restrictions to safeguard your citizens.
  e.g. “No take-off or landing in a residential zone from 10pm-9am M-F.”

- Make it easy for operators to understand and be aware of local rules and be held accountable.
  e.g. Drone operators are required to give notice of their flights.

- Create flexible rules to accommodate changing needs and technology.