

Generally speaking, for a No Drone Zone in a public place to be legally enforceable, there must exist underlying authority (ordinance, law, etc.). If the property in question is privately owned, the landowner's right to designate no UAS use is enforceable through trespass law.

3. Flight over or near people and manned aircraft. In general, UAS remote pilots and recreational flyers should avoid flying over or near people or manned aircraft operations, and in any manner that could be construed as reckless or dangerous. See paragraph 11–8–3, Precautions: Flight Over or Near People, Manned Aircraft, and Night Flight, for specific information on flight over or near people.

4. Correctional Institutions. Flight over some federal prisons is restricted under 14 CFR Section 99.7, Special Security Instructions. Flight near other correctional institutions may be prohibited by other federal, state or local statutes. Subparagraph 11–4–6e, Special Restrictions over Critical Infrastructure, contains additional information regarding restrictions over critical infrastructure.

REFERENCE–

14 CFR Section 99.7, Special Security Instructions.

11–4–7. UAS Traffic Management (UTM)

a. UTM Operations. UTM is predicated on layers of information sharing and data exchange amongst a range of stakeholders including UAS operators, service providers, and the FAA to achieve safe operations. Operators share their flight intent with each other and coordinate to de–conflict and safely separate trajectories. The primary means of communication and coordination between operators, the FAA, and other stakeholders is through a distributed information network, rather than between pilots and air traffic controllers via traditional voice communications. The FAA makes real–time airspace constraints available to UAS operators, who are responsible for managing their own operations safely within these constraints without receiving ATC services from the FAA. However, the FAA does have access to applicable UTM operational information as necessary.

b. UAS operators not receiving ATC separation services are required to participate in UTM at some level using applicable services to meet the performance requirements of their operations. See FIG 11–4–2 for UTM in the context of Air Traffic Management operations. The number and type of services required varies based on the type and location of the intended operation and the associated communication, navigation, surveillance (CNS), and other operational needs.