



GENERAL ORDER

OAK BROOK POLICE DEPARTMENT

OPR 358 – Unmanned Aerial Systems (UAS)

358.1 Policy

Establish guidelines, operational procedures, and compliance requirements for using unmanned aerial systems (UAS) and for storing and handling images and data captured by UAS.

358.2 Purpose

Unmanned aerial systems enhance the department's mission of protecting life and property when other means and resources are unavailable or are less effective. Any use of a UAS will comply with Constitutional Rights, Federal Aviation Administration (FAA) regulations, the Illinois Freedom from Drone Surveillance Act 725 ILCS 167/1, and FAA Certificate of Waiver pursuant to 14 CFR § 91.113.

358.3 Program Coordinator

The Chief of Police or their designee will appoint a program coordinator responsible for managing the UAS program. The program coordinator will ensure that policies and procedures conform to current laws, regulations, and best practices and will have the following additional responsibilities:

1. Coordinating and obtaining any necessary FAA Certificate of Waiver or Authorization and ensuring that all remote Pilot in command operators have a current FAA Remote Pilot Certificate (Part 107) and have completed any required department-approved training in the operation, laws, and policies of a UAS.
2. Registering all UASs with the FAA.
3. Preparing and maintaining UAS inspection and maintenance schedule. Maintaining records of such maintenance and ensure each UAS's continuous airworthiness.
4. Developing and maintaining an operational protocol for the deployment and operation of the UAS.
5. Implementing a system for public notification of UAS deployment (if applicable) and notifying the DuPage County States Attorney's Office when a UAS deployment occurs under the Illinois Freedom from Drone Surveillance Act.
6. Developing a protocol for comprehensively documenting all missions.
7. Developing protocols to ensure that all data obtained or used as evidence is accessed, maintained, stored, and retrieved in a manner that ensures its integrity as evidence and follows applicable laws.

8. Conducting an annual audit of UAS operations or as required by the Chief of Police.

358.4 UAS Operations

1. All operators, who must be authorized by the Chief of Police and possess a current FAA remote pilot certificate or are under the direct supervision of Part 107 certified remote pilot, are permitted to operate the UAS.
 - a. Operating a drone exclusively within a residence or other structure is exempt from this requirement as the FAA does not regulate indoor space.
2. Vision enhancement technology (e.g., thermal and other imaging equipment not generally available to the public) is permissible in viewing areas only where there is no protectable privacy interest or when in compliance with a search warrant or court order.
3. UAS operations may be conducted during daylight or nighttime, following FAA rules. The UAS should not be flown over people without a waiver or as authorized by FAA rules.
4. The UAS or images and data produced by its use may not be used for personal business.
5. Any use of the UAS that is not explicitly related to the operation or mission of this department shall require the express authorization of the Chief of Police or the authorized designee.
6. UAS may not be used to gather information except as outlined in 725 ILCS 167/15:
 - a. 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 a threat.
 - b. Under a search warrant based on probable cause. The warrant must be limited to 45 days, renewable by a judge upon showing good reason for subsequent periods of 45 days.
 - c. Upon a reasonable suspicion, swift action is needed to prevent imminent harm to life, forestall the imminent escape of a suspect, or prevent the destruction of evidence. The use of a UAS under this paragraph is limited to 48 hours. Within 24 hours of UAS initiation under this paragraph, the Chief of Police must report its use, in writing, to the State's Attorney.
 - d. To locate a missing person while not also undertaking a criminal investigation.
 - e. To obtain crime scene and traffic crash scene photography in a geographically confined and time-limited manner. Using the UAS under this paragraph on private property requires a search warrant or lawful consent.
 - f. To obtain information necessary to determine whether a disaster or public health emergency should be declared, manage a disaster by monitoring weather or emergency conditions, survey the damage, or coordinate response and recovery efforts.
7. Department personnel possessing or under the supervision of a Part 107 licensed remote pilot in command may deploy UAS for training, provided no information is gathered following 725 ILCS 167/1.

358.5 Remote Pilot in Command

The Remote Pilot in Command (RPIC) is the assigned, licensed pilot present and responsible for a flight. Remote pilots shall be chosen by the Chief of Police or their designee. Listed below are the following responsibilities of the RPIC:

1. The decision of whether safe conditions exist to deploy the UAS lies solely with the designated RPIC, who shall consider the following conditions before conducting a mission:
 - a. Airspace and weather conditions.
 - b. Condition of RPIC.
 - c. Condition of UAS and associated equipment.
 - d. Before the operation and use of any UAS, the RPIC shall inspect the UAS and its associated equipment for any conditions that would adversely affect the safe operation of the UAS.
 - e. In the event the RPIC experiences any problematic condition with the UAS, its associated equipment, or other outside factors during a flight mission, he will safely land the UAS to assess and remedy the problem before continued use.
 - f. If at any time during a flight mission, the RPIC believes that the situation or conditions dictate that the mission is no longer safe or feasible, the RPIC shall safely land the UAS and cease all UAS operations.
 - g. Upon completing any flight mission, any reporting documentation and associated paperwork shall be completed and submitted to the Program Coordinator assigned to the UAS program and the Support Services Deputy Chief.

Equipment to be kept in the vehicle:

- DJI Matrice M30T
- DJI Smart Controller RM700B and Controller Battery (1x)
- DJI Intelligent Flight Battery TB30 (4 sets of 2)
- HDMI Cable
- Set of extra propellers and tools (4x)
- Attachment Light and Loudspeaker
- USB Charging Cables
- Lanyard Controller Attachment
- Clip-on shoulder light
- Operating Manuals and Documentation
- Intelligent Battery Charging Station BS30
- Hard Carry Case
- Vehicle Power Inverter (1x)
- Drone Pilot High-Visibility Vest
- Portable Traffic Cones (5x)
- Roll of Police and Caution Tape
- Drone Operation Sign
- Folding Landing Pad

358.6 Information Handling

Under 725 ILCS 167/20 all data and information captured through the use of a UAS (including any information obtained from or provided by a private UAS) will be destroyed within 30 days by the Program Coordinator except when there is reasonable suspicion the information contains evidence of criminal activity or is relevant to an ongoing investigation or pending criminal trial.

The disclosure of information gathered by the UAS is prohibited except to another government agency when there is reasonable suspicion that the information contains evidence of criminal activity or is relevant to an ongoing investigation or pending criminal trial 725 ILCS 167/25.

358.7 Reporting

The Chief of Police or the authorized designee shall:

1. Make a report to the Illinois Criminal Justice Information Authority detailing the number of UASs owned by the Oak Brook Police Department by April 1st of each year in accordance with 725 ILCS 167/35.
2. Within 24 hours of UAS initiation, notify the appropriate State's Attorney's Office of any use requiring such notification, as required by the Illinois Freedom from Drone Surveillance Act.

The Remote Pilot in Command shall:

1. Within ten (10) days, notify the FAA (<https://uas-support.faa.gov/s/>) of an accident in the following situations:
 - a. The accident causes serious injury to any person or loss of consciousness.
 - b. The accident causes damage to any property, other than the UAS, unless one of the following conditions is satisfied (a) the cost of repair, including materials and labor, does not exceed \$500.00 or (b) the fair market value of the property does not exceed \$500.00 in the event of a total loss.
2. Immediately notify the program coordinator of any damage to the UAS, related equipment, or another person's property.

Before the end of their shift, complete a report documenting the use of the UAS and a follow-up police report when drone photographs or video are retained as evidence or as directed by a supervisor.

358.8 Drone as First Responder (DFR) Operations

1. This section applies to all UAS operations conducted under the authority of the FAA waiver, including operations within visual line of sight, beyond visual line of sight, and over people and moving vehicles, as permitted by the waiver provisions. All operational activities described in this document must be conducted under the authority of FAA Waiver Number 91.133-2025-00116, issued to the Oak Brook Police Department. All flights must comply with the conditions of the waiver, all applicable sections of Title 14 CFR Part 91, and the specific provisions outlined within the FAA waiver.
2. The purpose of launching the DFR is to provide advanced and real time information regarding crimes in progress or calls for service to responding officers on the ground.
3. The DFR pilots must meet the requirements outlined in section 358.4. DFR pilots will conform to the guidelines for all UAS pilots as outlines in this policy.
4. The DFR is only to be utilized by trained Real Time Crime Center (RTCC) personnel from the RTCC. Other Oak Brook Police Department UAS pilots may utilize the DFR only for purposes of maintenance or under the express direction of a supervisor and if such use is operationally necessary.
5. The decision on whether or not to fly in a specific situation is at the sole discretion of the DFR Remote Pilot in Command. The pilot will consider the nature of the crime or call for service, the weather conditions, location, and all other factors when determining whether or not a DFR launch is appropriate.
6. The DFR may be launched to assist other agencies provided the launch can be conducted safely, within the confines of the predetermined geofence, and does not compromise operations within the Village of Oak Brook.
7. DFR pilots should prepare the DFR for operations at the beginning of each shift. This includes a visual preflight inspection of the DFR. Any issues or deficiencies shall be forwarded to UAS program coordinator for review and repair. The Remote Pilot in Command will determine if these issues or deficiencies will impair safe operations and will cease operations as necessary until the deficiencies are corrected.
8. The DFR pilot shall conform to the predetermined UAS settings including altitude limits, speed, and geofencing unless such deviation is required due to an inflight emergency.
9. Each DFR flight requires an Aerodome flight log to be completed (training flights or operational flights). Each operational flight (call for service, etc.) must have a completed Oak Brook Police Department flight log.
10. DFR flights will be reported as required under section 358.7.
11. DFR video evidence must be downloaded from Aerodome and saved to evidence.com when the flight video records video of fleeing suspects (foot/vehicle), arrest of suspects, use of force incidents or as requested by officers or supervisors.

358.9 Issuing Authority

This General Order will supersede any directives or understandings in conflict, by order of:



Brian Strockis, Chief of Police

Revisions

12/18/2024 - Revised Format, Grammar, added hyperlinks

10/02/2025 – Add section 358.8 Drones as First Responder (DFR) Operations, added Deputy Chief to reporting requirements, grammar