



DP53

**REMOTELY PILOTED
AIRCRAFT SYSTEMS**

DP53

Effective Date: 23 January 2020
Last Reviewed/Revised Date: 16 October 2024*

Contents

POLICY..... 1

REASON FOR POLICY 2

RELATED POLICIES 2

DEFINITIONS 2

PROCEDURES..... 2

 Oversight..... 2

 Authorized Use..... 2

 Operation 3

 Responsibilities – Pilot 3

 Responsibilities – RPAS Operations Manager 4

POLICY

1. Only Remotely Piloted Aircraft Systems (RPAS) approved by Transport Canada, and provided or approved for use by the Chief Constable, may be used by members of the Delta Police Department (Department) in the performance of their duties.
2. Only members of the Department qualified as RPAS Pilots, and on duty, are allowed to use Department RPAS.
3. The use and deployment of RPAS by members of the Department must comply with:
 - a) the federal Aeronautics Act;
 - b) Canadian Aviation Regulations (CARs);
 - c) relevant training; and
 - d) the legal requirements of the *Criminal Code of Canada*.
4. In order to prevent access by unauthorized persons, when not in use all Department RPAS will be securely stored on Department property and

DP53

Remotely Piloted Aircraft Systems

DP53



subject to any other safeguards necessary to ensure that they are accessible only by trained personnel.

REASON FOR POLICY

5. To regulate the authorization, use and control of RPAS by the Department and seek to ensure that the same complies with the Canadian aviation law.

RELATED POLICIES

DP20 – Property & Equipment Management

DEFINITIONS

6. For the purposes of this Policy, the following definition will apply:

Remotely Piloted Aircraft Systems (RPAS): a power-driven aircraft that is remotely operated without a person on board, along with its associated elements, such as control systems and cameras.

PROCEDURES

Oversight

7. The Superintendent i/c Community Policing Bureau is responsible for oversight of the RPAS program, including determining and authorizing necessary training and equipment, and reviewing all incidents involving RPAS use associated injuries to persons or damage to property, or damage to the RPAS.

Authorized Use

8. RPAS may only be used for the following purposes:
 - a) in support of an investigation;
 - b) search and rescue;
 - c) public order surveillance;
 - d) disaster or other emergency response;



- e) training and public relations; and
 - f) if approved by the Duty Officer, to assist with municipal infrastructure assessment and safety planning.
9. When using RPAS to conduct an investigative search, the investigating member must assess whether a 'reasonable expectation of privacy' exists, and prior judicial authorization is required.
10. The Duty Officer or Inspector i/c Investigative Services in exigent circumstances, may approve use of RPAS for a purpose not listed in Section 8, or to conduct a search without a warrant.

Operation

11. Members shall only operate RPAS:
- a) in accordance with the manufacturer's recommended cameras/video equipment or payload within the working abilities of the RPAS;
 - b) if environmental operating conditions do not exceed the RPAS's safe handling characteristics, as defined in the manufacturer's operating manual; and
 - c) in a manner that seeks to avoid injury to any person, damage to property, or damage to the RPAS.

Responsibilities – Pilot

12. The pilot of the RPAS shall determine whether a RPAS can safely carry out the operation, and during flight operations is responsible for all aspects of flight planning, operation, and recovery.
13. Prior to each flight, the pilot must complete all pre-flight safety and equipment checklists, according to the manufacturer's instructions.
14. During the operation of each flight, the pilot is responsible for:
- a) if within controlled airspace, obtaining pre-approval of NAV Canada or in exigent circumstances, contacting the local airport tower;
 - b) if within restricted airspace (e.g., military installations), obtaining permission from the airspace holder;



- c) maintaining control of the flight at all times and focusing exclusively on the RPAS operation; and
 - d) determining if it is appropriate to abort an operational flight.
15. The pilot shall report any damage to or malfunctions of the RPAS (which must be addressed by the Operations Manager prior to any subsequent flights), damage to property, or injuries to persons, to the Operations Manager.

Responsibilities – RPAS Operations Manager

16. The Operations Manager is responsible for the training, safety, security, and operational control and maintenance of RPAS, including:
- a) obtaining a valid Special Flight Operating Certificate, issued by a Transport Canada (Canadian Aviation Regulations, 603.67), if required;
 - b) designating members to become qualified in operating RPAS, and continually monitoring their proficiency and directing them to re-attend training, if required;
 - c) ensuring members have completed the required training;
 - d) suspending or terminating members' flight privileges, as necessary;
 - e) maintaining all associated RPAS records, manuals, and logs; and
 - f) providing reports to Transport Canada, as required.

*Revised Dates:
N/A