

 UNIVERSITY OF DENVER	UNIVERSITY OF DENVER POLICY MANUAL UNMANNED AIRCRAFT (DRONES AND MODEL AIRCRAFT)	
<u>Responsible Department:</u> Division of Campus Safety <u>Recommended By:</u> Chief of Campus Safety, SVC Business and Financial Affairs, Associate Vice Chancellor, Chief Risk & Compliance Officer, and Senior Vice Chancellor and General Counsel <u>Approved By:</u> Chancellor	<u>Policy Number</u> SAFE 7.10.031	<u>Effective Date</u> 4/18/2025

I. INTRODUCTION

- A. Unmanned Aircraft Systems (“UAS”), including drones and model aircraft, offer valuable academic and recreational opportunities.
- B. Operation of UAS is regulated by the Federal Aviation Administration and by federal, state and local laws.
- C. This Policy establishes an approval process and procedures for the safe and responsible operation of UAS on or within University Premises.

II. POLICY OVERVIEW

- A. The use of UAS is not permitted on University Premises unless otherwise authorized by the Division of Campus Safety via the processes outlined in this Policy.
- B. Anyone who seeks to operate UAS in relation to an educational program or activity while on University Premises or at any University-sponsored event must receive approval in advance in accordance with this Policy.
- C. All members of the University community are personally responsible for complying with FAA regulations (including any Certificate of Authorization issued by the FAA), state and federal laws, and University policies.

III. PROCESS OVERVIEW

- A. Any University student, employee, or unit who wishes to operate a UAS as part of University research or employment must first obtain authorization from the Division of Campus Safety. When submitting a request to Campus Safety for such authorization, the requesting individual or unit shall identify (1) whether the

request is for a single event or an ongoing research/classroom activities/event, and (2) the name(s) of the individuals that will be operating the UAS.

Note: When UAS are operated by members of the University as part of University research or within the context of an educational program or departmental activity, the related University Department also may need to obtain approval from the FAA via the 333-exemption process. Additional state and local authorizations may also apply.

- B.** Any third party or hobbyist (including students or employees operating UAS for personal use) wishing to use a UAS or model aircraft on or over University Premises must first receive approval through the Division of Campus Safety.
1. Third parties planning to use UAS must provide proof of FAA and local airport approval, if applicable.
 2. Operation of a UAS or model aircraft over University Premises by a third party or hobbyist (that is *not* a student or employee) must have a contract with the University which indemnifies the University from any resulting claims for any injuries or damages resulting from the UAS use. A certificate of insurance reflecting liability coverage in the amount of \$1M that is applicable to UAS use also will be required.

Note: Using a UAS to take photos/videos for personal use is recreational. Using the same device to take photos/videos for compensation or sale is commercial use; commercial use requires an FAA Sec. 333 Exemption or a Special Airworthiness Certificate. A Certification of Waiver or Certificate of Authorization means an FAA grant of approval for a specific unmanned operation. (See www.faa.gov).

- C.** When operating an UAS for the purposes of recording or transmitting visual images, operators must take all reasonable measures to avoid violations of privacy including University Policy UR 15.10.010 - *Photography/Videography* and local and state privacy laws. A reasonable expectation of privacy is applied within the University community.
- D.** Any violations of this policy may result in disciplinary action.
1. For students and employees, sanctions may lead up to and include separation from the University.
 2. For third parties and guests, sanctions may include removal from University Premises.
 3. Additionally, local, state, and federal prohibitions may also apply for the inappropriate use of UAS on University Premises or during University-sponsored events. Fines or damages incurred by individuals or departments that do not comply with this Policy will not be paid by the University and will be the responsibility of those persons involved.

IV. DEFINITIONS

- A. **"University Premises"** includes, but is not limited to, all indoor and outdoor common and educational areas, all University owned, leased, or operated facilities, University owned or operated housing (including but not limited to University property leased to University-recognized fraternities and sororities), campus sidewalks, campus parking lots, recreational areas, outdoor stadiums, and University owned or leased vehicles (regardless of location). University Premises does not include municipal property that goes through or is adjacent to campus, such as sidewalks or alleys.
- B. **"Unmanned Aircraft Systems" or "UAS"** means any remotely operated or controlled aircraft intended to fly within the National Airspace System. Commonly referred to as drones, UAS may also include communications, support and navigational equipment and are regulated by the FAA regardless of size or weight. Model aircraft, a subset of UAS, have separate FAA regulations for operation. Refer to Section 336 off the FAA Modernization Reform Act of 2012.
- C. **"333-Exemption"** is a FAA exemption based on Section 333 of the FAA Modernization and Reform Act of 2012, which grants case-by-case authorization for certain unmanned aircraft to perform commercial operations within the National Airspace System.
- D. **"Certificate of Authorization"** is a certificate granted to an individual or entity by the FAA which outlines specific conditions for flight. The FAA may insert provisions during the approval process to ensure the UAS can be operated safely.
- E. **"Model Aircraft"** is an unmanned aircraft system that is flown for hobby or recreational purposes, capable of sustained flight, and flown within visual line of sight of the aircraft operator. Model aircraft must not exceed 55 pounds and require FAA registration and appropriate marking prior to flight operation. Refer to Section 336 of the FFA Modernization and Reform Act of 2012.

V. RESOURCES

- A. Federal Aviation Administration information on UAS: <https://www.faa.gov/uas/>

Revision Effective Date	Purpose
4/18/2025	Minor revision to update reference to MCOM to UR