

HOUSE OF REPRESENTATIVES STAFF FINAL BILL ANALYSIS

BILL #: CS/CS/HB 1049 Use of Drones by Government Agencies

SPONSOR(S): Judiciary Committee and Criminal Justice & Public Safety Subcommittee, Giallombardo and others

TIED BILLS: IDEN./SIM. BILLS: CS/CS/SB 44

FINAL HOUSE FLOOR ACTION: 88 Y's

24 N's

GOVERNOR'S ACTION: Approved

SUMMARY ANALYSIS

CS/CS/HB 1049 passed the House on April 26, 2021, as CS/CS/SB 44 as amended. The Senate concurred in the House amendment to the Senate bill and subsequently passed the bill as amended on April 28, 2021.

Florida law defines a drone as a powered, aerial vehicle that does not carry a human operator, uses aerodynamic forces to provide vehicle lift, can fly autonomously or be piloted remotely, can be expendable or recoverable, and can carry a lethal or nonlethal payload. Florida law restricts the use of drones to conduct surveillance. Law enforcement (LE) may not use a drone to gather evidence or other information, with certain exceptions. When LE has reasonable suspicion that swift action is needed for one of the following reasons, drone use is permitted:

- To prevent imminent danger to life or serious damage to property;
- To forestall the imminent escape of a suspect or the destruction of evidence; or
- To achieve purposes including facilitating the search for a missing person.

Other exceptions authorizing drone use include, among others, countering terrorist attacks, effecting a search warrant, aerial mapping, and certain lawful business activities licensed by the state.

The bill expands the exceptions to the prohibition on drone surveillance to permit the use of a drone:

- To provide a LE agency with an aerial perspective of a crowd of 50 people or more, but only if:
 - The agency establishes policies and procedures, including guidelines: for the agency's use of a drone; for the proper storage, retention, and release of images or video captured by the drone; and addressing the personal safety and constitutional protections of the people being observed.
 - The head of the LE agency using the drone provides written authorization for such use and maintains a copy of such authorization on file at the agency.
- To assist a LE agency with traffic management, except that a drone may not be used to issue a traffic infraction citation based on images or video captured by the drone.
- To facilitate a LE agency's collection of evidence at a crime scene or traffic crash scene.
- By a state agency or political subdivision: to assess damage during a declared state of emergency due to a natural disaster; or for vegetation or wildlife management on publicly owned land or water.
- By certified fire department personnel to perform tasks within the scope and practice of their certification.

The bill requires certain security measures to ensure that the data collected, transferred, or stored by a governmental agency drone is protected from outside interference, including requiring the Department of Management Services (DMS) to publish a list of drone manufacturers approved for governmental agency use and to adopt rules establishing minimum security requirements for governmental agency drone use, consistent with federal guidance on drone security measures. The bill requires a governmental agency using any unapproved drone to: submit to DMS a comprehensive plan to discontinue such use by July 1, 2022; and discontinue such use by January 1, 2023.

The bill may have an initial indeterminate negative fiscal impact on state and local governments by requiring the use of certain drones to be discontinued, but may have an overall positive fiscal impact on state and local governments by allowing drones to be used in place of more costly methods of gathering information.

The bill was approved by the Governor on June 29, 2021, ch. 2021-165, L.O.F., and became effective on July 1, 2021.

I. SUBSTANTIVE INFORMATION

A. EFFECT OF CHANGES:

Background

Under Florida law, a drone is a powered, aerial vehicle that:

- Does not carry a human operator;
- Uses aerodynamic forces to provide vehicle lift;
- Can fly autonomously or be piloted remotely;
- Can be expendable or recoverable; and
- Can carry a lethal or nonlethal payload.¹

The entire system of a drone and its associated elements, including communication links and components used to control the drone, are called an unmanned aircraft system.² Drones vary in size and weight and may be controlled manually or by an autopilot system using a data link that connects the drone's pilot to the drone. A drone may be equipped with infrared cameras³ and "LADAR" (laser radar).⁴

Public Safety Uses for Drones

Drones have proven useful to law enforcement and governmental entities. A study by the Center for the Study of the Drone at Bard College estimates that at least 910 state and local police, fire, emergency medical services, and other public safety agencies have acquired drones in recent years.⁵ Two thirds of the public safety agencies using drones are law enforcement agencies.⁶ Some available capabilities include searching for missing persons;⁷ enhancing situational awareness in active shooter, hostage, or barricaded suspect incidents;⁸ and assisting with border patrol operations.⁹

In traffic accident reconstruction, a drone can capture photographs from above a crash site for highly accurate reconstructions using composite images.¹⁰ The North Carolina Department of Transportation (NCDOT) found that by utilizing drones and advanced imaging software, law enforcement could greatly accelerate accident investigations at a lower cost and with less risk to motorists and investigators.¹¹ In one study, NCDOT simulated a two-car crash and found that a drone was able to map the scene in 25 minutes while a terrestrial scanner, traditionally used for such mapping, took one hour and 51

¹ S. 934.50(2)(a), F.S.

² S. 330.41(2)(c), F.S.

³ Infrared cameras can see objects through walls based on the relative levels of heat produced by the objects. Congressional Research Service, *Drones in Domestic Surveillance Operations: Fourth Amendment Implications and Congressional Response*, (Apr. 3, 2013) www.fas.org/sqp/crs/natsec/R42701.pdf (last visited May 4, 2021).

⁴ The research and development laboratory at the Massachusetts Institute of Technology has developed airborne LADAR systems that generate detailed 3D imagery of terrain and structures, including those beneath dense foliage. The lab reports that a micro-LADAR could be used under both clear and heavy foliage conditions for surveillance and reconnaissance missions as well as for humanitarian assistance and disaster relief operations. Massachusetts Institute of Technology, *Micro-ladar*, <https://www.ll.mit.edu/r-d/projects/micro-ladar> (last visited May 4, 2021).

⁵ Dan Gettinger, Center for the Study of the Drone at Bard College, *Public Safety Drones: An Update*, (May 2018) <https://dronecenter.bard.edu/files/2018/05/CSD-Public-Safety-Drones-Update-1.pdf> (last visited May 4, 2021).

⁶ *Id.*

⁷ Associated Press, *Lost horse riders found with drone*, (Jan. 26, 2019) <https://www.wctv.com/content/news/Lost-horse-riders-found-with-drone-504913522.html> (last visited May 4, 2021).

⁸ Los Angeles Police Department, *Small Unmanned Aerial System Pilot Program Deployment Guidelines and Procedures*, (Oct. 13, 2017) http://www.lapdpolice.com.lacity.org/101717/BPC_17-0410.pdf (last visited May 4, 2021).

⁹ David Bier and Matthew Feeney, *Drones on the Border: Efficacy and Privacy Implications*, Cato Institute, (May 1, 2018) <https://www.cato.org/publications/immigration-research-policy-brief/drones-border-efficacy-privacy-implications> (last visited May 4, 2021).

¹⁰ Bob Susnjara, *How drones help Lake County police investigate crashes, get roads open faster*, Daily Herald, (May 7, 2017) <http://www.dailyherald.com/news/20170506/how-drones-help-lake-county-police-investigate-crashes-get-roads-open-faster> (last visited May 4, 2021).

¹¹ North Carolina Department of Transportation, Aviation Division, *Collision Scene Reconstruction and Investigation Using Unmanned Aircraft Systems*, (August 2017) <https://www.ncdot.gov/divisions/aviation/Documents/ncshp-uas-mapping-study.pdf#search=traffic%20reconstruction%20drone> (last visited May 4, 2021).

minutes.¹² Other departments cite similar timesaving benefits to drone use, which consequently saves resources and helps reopen roads more quickly.¹³

Another potential use for drones is in traffic management, where the need for timely information on traffic flow and incidents is essential.¹⁴ A 2004 study from the University of Florida, in conjunction with the Florida Department of Transportation, found that drone use in data collection and other tasks could drastically improve traffic management.¹⁵ More recently, the Georgia Institute of Technology conducted a feasibility study to determine the economic and operational benefits of using drones in Georgia Department of Transportation operations.¹⁶ The study noted that current traffic surveillance technologies are either inflexible, such as fixed traffic sensors, or labor intensive;¹⁷ however, drones provide a low-cost means of observing traffic aerially and thus improve response times and outcomes for a number of different traffic events.¹⁸ In 2018, the Ohio Department of Transportation launched a three-year study on the potential for coordination and communication between smart vehicles, transportation infrastructure, and drones.¹⁹

Drones also promote efficiency in responding to natural disasters. A drone can quickly assess damage to buildings and infrastructure.²⁰ During Hurricane Harvey in Houston in 2017, drones were used to monitor levees, predict flooding, estimate how long an area would be underwater, and create detailed maps to help emergency management agencies.²¹ Following Hurricane Michael in 2018, the University of Florida Institute of Food and Agricultural Sciences used drones to determine agricultural crop damage and yield reduction to provide a more accurate account of the damage caused by the storm.²² Drones may also provide vital assistance to fire departments by using thermal cameras to find victims trapped in a fire, assess how a fire is spreading, or to make emergency supply deliveries.²³

Other potential uses for drones include accurately estimating event sizes, which may be important for city planners, concert coordinators, social movements, or others interested in knowing how many are present at an event, such as law enforcement. While current efforts to estimate crowd size have used both on-the-ground and in-the-air methods, such as traditional aircraft, drones may provide an opportunity to more safely, accurately, and affordably estimate crowd size.²⁴

Federal Drone Regulation

The Federal Aviation Administration (FAA) regulates use of navigable airspace.²⁵ FAA has allowed drone use for essential public operations such as firefighting, disaster relief, search and rescue, law

¹² *Id.*

¹³ Jenni Bergal, Pew Charitable Trusts, *Another Use for Drones: Investigating Car Wrecks*, (Aug. 6, 2018) <https://www.pewtrusts.org/en/research-and-analysis/blogs/stateline/2018/08/06/another-use-for-drones-investigating-car-wrecks> (last visited May 4, 2021).

¹⁴ Florida Department of Transportation, *Use of Unmanned Aerial Vehicles in Traffic Surveillance and Traffic Management: Technical Memorandum*, pg. 1, (May 12, 2005) https://www.i95coalition.org/wp-content/uploads/2015/03/Report_TechMemo_UAV_FL.pdf (last visited May 4, 2021).

¹⁵ *Id.* at 4.

¹⁶ Javier Irizarry and Eric Johnson, *Feasibility Study to Determine the Economic and Operational Benefits of Utilizing Unmanned Aerial Vehicles (UAVs): Final Report*, (May 6, 2014) <https://smartech.gatech.edu/bitstream/handle/1853/52810/FHWA-GA-1H-12-38.pdf> (last visited May 4, 2021).

¹⁷ *Id.* at 13.

¹⁸ *Id.*

¹⁹ Matt Leonard, *Ohio plans to integrate drones into traffic management*, GCN, (Jun. 19, 2018) <https://gcn.com/articles/2018/06/19/ohio-drone-traffic-management.aspx> (last visited May 4, 2021).

²⁰ Matthew Hutson, *Hurricanes Show Why Drones Are the Future of Disaster Relief*, (Sep. 9, 2017) <https://www.nbcnews.com/mach/science/hurricanes-show-why-drones-are-future-disaster-relief-ncna799961> (last visited May 4, 2021).

²¹ *Id.*

²² Beverly James, *Florida Panhandle: Drones Used to Assess Hurricane Michael Damage*, (Oct. 30, 2018) <https://agfax.com/2018/10/30/florida-panhandle-drones-used-to-assess-hurricane-michael-damage/> (last visited May 4, 2021).

²³ Zacc Dukowitz, *7 ways Fire Departments Use Drones in the Field*, (Apr. 25, 2018) <https://uavcoach.com/drones-fire-departments/> (last visited May 4, 2021).

²⁴ Austin Choi-Fitzpatrick and Tautvydas Juskauskas, *Up in the Air: Applying the Jacobs Crowd Formula to Drone Imagery*, *Procedia Engineering* Vol. 107, 273-281, (2015) <https://www.sciencedirect.com/science/article/pii/S1877705815010358> (last visited May 4, 2021).

²⁵ 49 U.S.C. § 40103 (2019).

enforcement, border patrol, scientific research, and testing and evaluation since 1990.²⁶ In February 2012, the Congress passed the Federal Aviation Authority Modernizing and Reform Act (Act), which required FAA to safely open the nation's airspace to drones by September 2015.²⁷

In June 2016, based on authority granted by the Act, the FAA issued its regulations on the operation and certification of small drones, those weighing less than 55 pounds at take-off.²⁸ The 2016 small drone regulations facilitated civilian drone use in the navigable airspace and included airspace restrictions and a waiver mechanism allowing deviations from drone operational restrictions upon application and authorization by FAA. These regulations, which are currently in effect:

- Prohibit a small drone from flying more than 400 feet above the ground or a structure;
- Require a small drone operator to maintain visual line of sight of the aircraft; and
- Prohibit operating a small drone at night.

In 2017, the FAA launched the Unmanned Aircraft Systems Integration Pilot Program.²⁹ One objective of this pilot program is to test and evaluate various models of state, local, and tribal government involvement to develop and enforce federal regulation of drone operations. Current pilot program participants are exploring package delivery, delivery of life-saving medical equipment, pipeline inspection, airport security, and border protection.³⁰ These proposals require the FAA to waive some regulations controlling drone operation.

On January 18, 2019, the FAA announced a new proposed regulation for the use of drones that would allow drone operators to routinely fly over people and fly at night.³¹ The final rule was published in the Federal Register on March 10, 2021, and is effective April 21, 2021. In addition to allowing routine flying of small drones over people, over moving vehicles, and at night if the drone and its user meet certain safety and pilot training criteria, the rule also requires certain remote identification information (remote ID) to be publicly broadcast by a drone in real time, including the drone's: identification; location and altitude; velocity; control station location and elevation; time mark; and emergency status. Under the rule, a drone pilot may comply with the remote ID requirements by operating a:

- Standard remote ID Drone (remote ID capability is built into the drone);
- Drone fitted with a remote ID broadcast module (remote ID capability is added to a drone without built-in ability to transmit the required information); or
- Drone without Remote ID, but only in a limited geographical area set aside for community-based organizations and educational facilities approved by the FAA.³²

Fourth Amendment Considerations

The Fourth Amendment of the United States Constitution guarantees:

- The right of the people to be secure in their persons, houses, papers, and effects, against unreasonable searches and seizures shall not be violated; and
- No warrants shall issue without probable cause, supported by oath or affirmation, and particularly describing the place to be searched, and the persons or things to be seized.³³

Under Fourth Amendment jurisprudence, a search occurs whenever the government intrudes upon an area in which a person has a reasonable expectation of privacy. If there is no reasonable expectation of

²⁶ FAA, *Fact Sheet – Unmanned Aircraft Systems*, (Feb. 15, 2015) https://www.faa.gov/news/fact_sheets/news_story.cfm?newsId=18297 (last visited May 4, 2021).

²⁷ Public Law 112-095.

²⁸ 81 Fed. Reg. 42063 (2016).

²⁹ Federal Aviation Administration, UAS Integration Program, *Program Overview*, (Oct. 25, 2017) https://www.faa.gov/uas/programs_partnerships/integration_pilot_program/ (last visited May 4, 2021).

³⁰ Federal Aviation Administration, *Integration Pilot Program Lead Participants*, https://www.faa.gov/uas/programs_partnerships/integration_pilot_program/lead_participants/ (last visited May 4, 2021).

³¹ Safe and Secure Operations of Small Unmanned Aircraft Systems, 84 Fed. Reg. 3732, (Feb. 13, 2019) (codified at 14 CFR Part 107) <https://www.govinfo.gov/content/pkg/FR-2019-02-13/pdf/2019-00758.pdf> (last visited May 4, 2021).

³² Federal Aviation Administration, *UAS Remote Identification Overview*, https://www.faa.gov/uas/getting_started/remote_id/#:~:text=Final%20Rule%20on%20Remote%20ID,station%20or%20take%20Doff%20ocation (last visited May 4, 2021).

³³ U.S. Const. amend. IV.

privacy in the area, Fourth Amendment protections do not apply. However, if the activity qualifies as a search because there is a reasonable expectation of privacy in the area, either the government must secure a warrant or an exception to the warrant requirement must apply.³⁴

Searches from the Navigable Airspace

The United States Supreme Court (Court) has generally held that a person does not have an expectation of privacy in the navigable airspace above otherwise protected areas, such as a home. In 1986, the Court held in *California v. Ciraolo* that police officers who flew a private plane 1,000 feet over a yard to observe marijuana growing within did not conduct a search under the Fourth Amendment.³⁵ The Court reasoned that a person does not have a reasonable expectation of privacy under these circumstances because “[a]ny member of the public flying in this airspace who glanced down could have seen everything that these officers observed.”³⁶ Of note, the officers’ observations in *Ciraolo* were naked eye.

During the same term as *Ciraolo*, the Court considered *Dow Chemical Co. v. United States*, in which the federal Environmental Protection Agency (EPA) employed a contractor to conduct aerial surveillance of a chemical plant using an airplane and aerial mapping camera.³⁷ The Court noted that the photographs used by the EPA are commonly used in mapmaking, further reasoning that “any person with an airplane and an aerial camera could readily duplicate them.”³⁸ The Court signaled, however, that more sophisticated technologies might give rise to Fourth Amendment protections:

It may well be, as the Government concedes, that surveillance of private property by using highly sophisticated surveillance equipment not generally available to the public, such as satellite technology, might be constitutionally proscribed absent a warrant. But the photographs here are not so revealing of intimate details as to raise constitutional concerns. Although they undoubtedly give EPA more detailed information than naked-eye views, they remain limited to an outline of the facility’s buildings and equipment. The mere fact that human vision is enhanced somewhat, at least to the degree here, does not give rise to constitutional problems.³⁹

Governmental Use of Advanced Technologies

In 2001, the Court held in *Kyllo v. United States* that police use of sense-enhancing technology not generally available to the public constituted a search under the Fourth Amendment when used to intrude into a constitutionally protected area.⁴⁰ The technology at issue in *Kyllo* was a thermal-imaging sensor, which police used to scan a home to detect marijuana cultivation within it. Although the police did not physically enter the home, the Court held that using a device not in general public use to explore details of the home that would previously have been unknowable without physical intrusion was a search that was presumptively unreasonable without a warrant.⁴¹

The Court has not addressed drones and the Fourth Amendment. Importantly, the use of drones by civilian hobbyists and commercial enterprises has increased in recent years along with their use by law enforcement. The FAA estimates the market for commercial drones will triple by 2023.⁴² As drone flight is available to the general public, it follows under both the *Ciraolo* line of cases regarding aerial surveillance and *Kyllo* that drone observations would not constitute a search. However, the Court has

³⁴ Examples of exceptions to the warrant requirement include exigent circumstances, searches of motor vehicles, and searches incident to arrest.

³⁵ *California v. Ciraolo*, 476 U.S. 207 (1986).

³⁶ *California*, 476 U.S. at 214-15.

³⁷ *Dow Chemical Co. v. U.S.*, 476 U.S. 227 (1986).

³⁸ *Dow*, 476 U.S. at 231.

³⁹ *Dow*, 476 U.S. at 238.

⁴⁰ *Kyllo v. U.S.*, 533 U.S. 27, 34 (2001).

⁴¹ *Kyllo*, 533 U.S. at 40.

⁴² Federal Aviation Administration, *FAA Aerospace Forecast: Fiscal Years 2019-2039*,

https://www.faa.gov/data_research/aviation/aerospace_forecasts/media/FY2019-39_FAA_Aerospace_Forecast.pdf (last visited May 4, 2021).

recently changed course in Fourth Amendment jurisprudence with several key cases addressing new technological capabilities in other areas, such as with cell phones, mobile trackers, and cell site tracking.⁴³ These cases addressing new technologies suggest a trend towards increasing privacy protections beyond the traditional analyses used in the *Ciraolo* and *Kyllo* era, making it difficult to predict with any precision how the courts will handle drones and privacy issues.

Florida Law

Section 934.50, F.S., the Freedom from Unwarranted Surveillance Act (act), restricts the use of drones by individuals and government entities to conduct surveillance. The act prohibits law enforcement agencies from using a drone to gather evidence or other information with certain exemptions. The act recognizes that a real property owner is presumed to have a reasonable expectation of privacy on his or her privately owned real property if he or she cannot be seen by persons at ground level who are in a place they have a legal right to be.⁴⁴ Thus, law enforcement may not use a drone to gather evidence or other information, with certain exceptions. When law enforcement has reasonable suspicion that swift action is needed for one of the following reasons, drone use is permitted to:

- Prevent imminent danger to life or serious damage to property;
- Forestall the imminent escape of a suspect or the destruction of evidence; or
- Achieve purposes including facilitating the search for a missing person.⁴⁵

Other exceptions authorizing drone use include:

- Countering terrorist attacks;
- Effecting search warrants authorized by a judge;
- Lawful business activities licensed by the state, with certain exceptions;
- Assessing property for ad valorem taxation purposes;
- Capturing images of utilities for specified purposes;
- Aerial mapping;
- Cargo delivery;
- Capturing images necessary for drone navigation;
- Routing, siting, installation, maintenance, or inspection of communications service facilities; and
- By non-law enforcement employees of the Fish and Wildlife Conservation Commission or the Florida Forest Service for managing invasive exotic plants or animals, and suppressing and mitigating wildfires.⁴⁶

The act further provides that evidence obtained or collected by a law enforcement agency using a drone is not admissible in a criminal prosecution in any court of law in the state, unless it is permitted under an exception.⁴⁷

Drone Data Security

In 2017, the U.S. Army discontinued the use of drones manufactured by China-based Da Jiang Innovations (DJI), the world's largest supplier of drones, including all DJI drones and systems that use DJI components or software, after alleging in a memo that the company shared critical infrastructure and law enforcement data with the Chinese government.⁴⁸ The U.S. Department of Defense (DOD) released a policy in May 2018, suspending the procurement and use of commercially available drones due to similar security concerns.⁴⁹ In May 2019, the U.S. Department of Homeland Security issued an alert that Chinese-made drones may be sending sensitive flight data to manufacturers in China, where

⁴³ *Riley v. California*, 134 S.Ct. 2473 (2014); *United States v. Jones*, 565 U.S. 400 (2012); *Carpenter v. United States*, 138 S.Ct. 2206 (2018).

⁴⁴ S. 934.50(3)(a) and (4), F.S.

⁴⁵ S. 934.50(4)(c), F.S.

⁴⁶ S. 934.50(4)(a)-(b), and (d)-(j), F.S.

⁴⁷ S. 934.50(6), F.S.

⁴⁸ Alwyn Scott, *U.S. Army halts use of Chinese-made drones over cyber concerns*, Reuters, (Aug. 4, 2017)

<https://www.reuters.com/article/us-usa-army-drones/u-s-army-halts-use-of-chinese-made-drones-over-cyber-concerns-idUSKBN1AK2C0> (last visited May 4, 2021).

⁴⁹ Peter Navarro, *Peter Navarro: US responds to threat from Chinese drones – We're rebuilding American drone industry*, FOX News, (Dec. 28, 2019) <https://www.foxnews.com/opinion/peter-navarro-chinese-drones-american-skies> (last visited May 4, 2021).

the data may be accessed by the Chinese government because of the Chinese government's unusually harsh obligations on its citizens to support national intelligence activities. The alert warned that such drones may pose a potential risk to an organization's information because the Chinese-produced products contain components that can compromise data and share information on a server accessed beyond the company itself.⁵⁰

In October 2019, the U.S. Department of the Interior (DOI) temporarily grounded all non-emergency drones in its fleet that were manufactured in China or that contained Chinese-made parts to conduct a review of the drone program's cybersecurity. In January 2020, DOI issued a further order grounding its entire fleet of drones due to continuing concerns that certain Chinese-made parts within the drones may be used for spying on sensitive information collected by the drones.⁵¹ In January 2021, the U.S. General Services Administration announced the removal of all drones from its federal supply schedule, except those drones that are approved by the DOD Defense Innovation Unit⁵² through its Blue sUAS Program,^{53, 54} which comply with Section 848 of the National Defense Authorization Act for Fiscal Year 2020 which prohibits operating or procuring unmanned aircraft systems manufactured in China.⁵⁵

Florida does not currently regulate drones used by governmental agencies in any similar manner.

⁵⁰ David Shortell, *DHS warns of 'strong concerns' that Chinese-made drones are stealing data*, CNN, (May 20, 2019) <https://www.cnn.com/2019/05/20/politics/dhs-chinese-drone-warning> (last visited May 4, 2021).

⁵¹ Lisa Friedman and David McGabe, *Interior Dept. Grounds Its Drones Over Chinese Spying Fears*, The New York Times (Jan. 29, 2020) <https://www.nytimes.com/2020/01/29/technology/interior-chinese-drones.html> (last visited May 4, 2021).

⁵² The Defense Innovation Unit (DIU) was started in August 2015 to rebuild the department's relationship with the commercial technology sector. As one of the first "experimental" innovation organizations, DIU connects its DOD partners with leading commercial technology companies. DIU is the only DOD organization focused exclusively on fielding and scaling commercial technology across the U.S. military at commercial speed. Defense Innovation Unit, *About*, <https://www.diu.mil/about> (last visited May 4, 2021).

⁵³ U.S. General Services Administration: GSA Interact, *Removal of Drones from GSA Multiple Award Schedule Contracts*, (Jan. 12, 2021) <https://interact.gsa.gov/blog/removal-drones-gsa-multiple-award-schedule-contracts> (last visited May 4, 2021).

⁵⁴ The DIU began testing drones in November 2018, and after 18 months of research, released a list of five drones approved for use by federal agencies. Zacc Dukowitz, *Pentagon Releases List of 5 Government Approved Drones, Culmination of 18 Months of Research and Testing*, UAV Coach, (Aug. 27, 2020) <https://uavcoach.com/diu-approved-drones/> (last visited May 4, 2021).

⁵⁵ Press Release, *DEFENSE INNOVATION UNIT ANNOUNCES sUAS PRODUCT AVAILABILITY TO PROVIDE SECURE, CAPABLE SMALL UNMANNED AERIAL SYSTEMS FOR CRITICAL USES ACROSS THE GOVERNMENT: Culmination of an 18-Month Effort Will Spur Stronger U.S. Drone Industrial Base For Future Innovation* U.S. Department of Defense, (Aug. 20, 2020) <https://www.defense.gov/Newsroom/Releases/Release/Article/2318799/defense-innovation-unit-announces-suas-product-availability-to-provide-secure-c/> (last visited May 4, 2021).

Effect of the Bill

The bill expands the current exceptions to the general prohibition on drone surveillance to permit the use of a drone:

- To provide a law enforcement agency with an aerial perspective of a crowd of 50 people or more, but only if:
 - The law enforcement agency establishes policies and procedures, including guidelines: for the agency's use of a drone; for the proper storage, retention, and release of images or video captured by the drone; and addressing the personal safety and constitutional protections of the people being observed; and
 - The head of the law enforcement agency using the drone provides written authorization for such use and maintains a copy of such authorization on file at the agency.
- To assist a law enforcement agency with traffic management, except that a drone may not be used to issue a traffic infraction citation based on images or video captured by the drone.
- To facilitate a law enforcement agency's collection of evidence at a crime scene or traffic crash scene.
- By a state agency or political subdivision:
 - To assess damage due to a flood, wildfire, or other natural disaster that is the subject of a declared state of emergency; or
 - For vegetation or wildlife management on publicly owned land or water.
- By certified fire department personnel to perform tasks within the scope and practice authorized under their certifications.

The bill protects the confidentiality, integrity, and availability of data collected, transmitted, or stored by governmental agency drones by requiring:

- The Department of Management Services (DMS), in consultation with the State Chief Information Officer, to publish a list of approved drone manufacturers whose drones appropriately safeguard drone data, by January 1, 2022;
- A governmental agency using an unapproved drone to submit to DMS a comprehensive plan to discontinue the use of the drone by July 1, 2022, and to discontinue the use of any such drone, by January 1, 2023;
- DMS to adopt rules establishing:
 - Requirements for a governmental agency's comprehensive plan to discontinue the use of an unapproved drone; and
 - Minimum security requirements for governmental agency drone use, consistent with federal guidance on drone security measures.

The bill authorizes DMS to consult with state and federal agencies in developing the list of approved drone manufacturers and with federal agencies and federal guidance in establishing the minimum security measures.

Under the bill, a "governmental agency" includes any state, county, local, or municipal governmental entity or any unit of government created or established by law that uses a drone for any purpose.

The bill may create opportunities for law enforcement and other governmental agencies to improve efficiency by authorizing drone use to accomplish tasks currently performed by manned aircrafts. By authorizing the state to consult federal guidance on drone cybersecurity, the bill may ensure that the data collected, transmitted, or stored by a governmental agency drone is not intercepted by any unauthorized entity.

As with any surveillance activity, governmental actors are bound by Fourth Amendment protections. Though the bill allows the government to use drones, the manner of use must comport with constitutional privacy protections.

Subject to the Governor's veto powers, the effective date of this bill is July 1, 2021.

II. FISCAL ANALYSIS & ECONOMIC IMPACT STATEMENT

A. FISCAL IMPACT ON STATE GOVERNMENT:

1. Revenues:

None.

2. Expenditures:

Drones have proven to be more efficient than traditional on-the-ground or manned aircraft efforts in several public safety operations. Authorizing their use for more purposes may reduce costs for state agencies performing these operations, such as the Florida Highway Patrol and the Department of Agriculture and Consumer Services. As such, the bill may have an initial indeterminate negative fiscal impact on state governments by requiring the use of certain drones to be discontinued, but may have an overall positive fiscal impact on state governments by allowing drones to be used in place of more costly methods of gathering information.

The bill may have an indeterminate negative fiscal impact on DMS by requiring DMS to perform a security analysis of drones to develop the required list of approved manufacturers.

B. FISCAL IMPACT ON LOCAL GOVERNMENTS:

1. Revenues:

None.

2. Expenditures:

Drones have proven to be more efficient than traditional on-the-ground or manned aircraft efforts in several public safety operations. Authorizing their use for more purposes may reduce costs for local agencies performing these operations. As such, the bill may have an initial indeterminate negative fiscal impact on local governments by requiring the use of certain drones to be discontinued, but may have an overall positive fiscal impact on local governments by allowing drones to be used in place of more costly methods of gathering information.

C. DIRECT ECONOMIC IMPACT ON PRIVATE SECTOR:

None.

D. FISCAL COMMENTS:

None.