



Air Traffic Management and Unmanned Aircraft Act 2021

– Police Powers

June 2021
Version 1.0

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Effective Date	11/06/2021
Review Date	11/12/2021

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1. Purpose

This document provides an overview for police practitioners of powers and associated offences introduced by Schedules 8, 9 and 10 of the Air Traffic Management and Unmanned Aircraft Act 2021.

The legislation relating to the use of unmanned aircraft in the UK is complex, and this document should be read in conjunction with NPCC guidance documents “Introduction to UK Drone Legislation”, “Quick Reference Guide - UK Drone Law” and “Investigating and Responding to Criminal Use of Drones.”

The NPCC Counter Drones Team can be contacted for specialist advice and guidance, using the contact details at the end of this document. The full legislation can be found in the Air Traffic Management and Unmanned Aircraft Act 2021, accessible through the Police National Legal Database or www.legislation.gov.uk/ukpga/2021/12/contents

2. Introduction

The Air Traffic Management and Unmanned Aircraft Act 2021 (ATMUA Act), which received Royal Assent in April 2021, introduces a number of new powers to allow police to respond to and deal with unlawful use of all types of unmanned aircraft, including drones and model aircraft, to protect the safety of the public, reduce irresponsible and unlawful use of drones, and to ensure that offenders are dealt with in an appropriate manner.

The relevant sections of the ATMUA Act relating to police powers involving unmanned aircraft are Schedules 8, 9 and 10, which can be summarised as follows:

- **Schedule 8 Part 1** provides powers to police relating to the use of unmanned aircraft by Operators and Pilots, including a power to require an Unmanned Aircraft to be grounded, a power to stop and search persons and vehicles in relation to relevant offences, a power to enter and search premises under a warrant, and a power to seize and retain property.
- **Schedule 8 Part 2** amends and extends Part III of the Police Act 1997 to allow authorities to be granted to interfere with property and wireless telegraphy for the purpose of preventing and detecting Serious Crime and preventing and detecting the use of unmanned aircraft in the commission of certain non-Serious Crime offences.
- **Schedule 9** provides powers to police in relation to ensuring compliance with the Air Navigation Order 2016 by Operators and Pilots of Unmanned Aircraft. This includes powers to require evidence of Operator registration, Pilot competency and relevant permissions and exemptions, and the power to require other relevant information as specified by the Secretary of State, with associated offences for non-compliance.
- **Schedule 10** provides a mechanism for the Secretary of State to designate certain offences as fixed penalty offences which can be dealt with by way of a Fixed Penalty Notice. *****NOTE - At time of writing the Secretary of State is yet to pass regulations to designate any offences as fixed penalty offences. This document will be updated and re-circulated when this changes.*****

3. Schedule 8 Part 1 - General Powers Of Police Officers

Para 1 - Power to require an Unmanned Aircraft to be grounded

A constable may require a person to ground an unmanned aircraft if they have:

1. Reasonable Grounds for **Believing** that a flight is taking place and that the person is controlling the aircraft, and
2. Reasonable Grounds for **Suspecting** that the aircraft has been, is, or is likely to be, involved in the commission of **any offence**.

Offence for non-compliance

It is an offence for a person who is controlling the aircraft to fail to comply with this requirement without reasonable excuse. (Summary – Fine Level 3)

Para 2 - Power to stop and search persons or vehicles

A constable who is in a place to which they lawfully have access (whether or not the public have access) may search a person, a vehicle, or anything which is in or on a vehicle, if one of the following Conditions is met:

Condition A

The constable has Reasonable Grounds for **Suspecting** that they will find a drone or associated article, and that the drone or article is or has been involved in the commission of any of the following offences:

- Flying in an aerodrome FRZ without permission (ANO Art 94A)
- Endangering safety of an aircraft or any person on an aircraft (ANO Art 240)
- Operator not complying with Implementing Regulation (ANO Art 265A(2))
- Pilot not complying with Implementing Regulation (ANO Art 265B(2))
- any **relevant Prison offence**¹

Condition B

The constable has Reasonable Grounds for **Suspecting** that they will find a drone or associated article, and the drone or article is or has been involved in the commission of any of the following offences:

- Flying in Prohibited or Restricted Airspace without permission (ANO Art 239(4))
- Pilot not complying with Implementing Regulation while flying (ANO Art 265B(3))
- Offences relating to 'Tethered' drones (ANO Art 265E(7)), and

the commission of that offence involves or involved the use of the drone or article for one or more of the following purposes—

- (i) to endanger any other aircraft (whether or not an unmanned aircraft);
- (ii) to cause any person harm, harassment, alarm or distress;
- (iii) to undermine security or good order and discipline in any prison or in any other institution where persons are lawfully detained;

¹ 'Relevant Prison Offence' is defined in Sch 8 para 8, but in summary includes assisting an escape or conveying articles into or out of a prison.

- (iv) to damage property (including land or buildings);
- (v) to threaten national security.

Condition C

The constable has Reasonable Grounds for **Suspecting** that they will find an article which is or has been involved in the commission of any **relevant prison offence**², and the commission of that offence involves or involved the use of a drone.

Para 2(6) - Power of Seizure following a Sch 8 Para 2 Search

A constable may seize anything they find during a Para 2 search if they have Reasonable Grounds for **Believing** it is evidence relating to any of the following offences:

- Flying in an aerodrome FRZ without permission (ANO Art 94A)
- Flying in Prohibited or Restricted Airspace without permission (ANO Art 239(4))
- Endangering safety of an aircraft or any person on an aircraft (ANO Art 240)
- Operator not complying with Implementing Regulation (ANO Art 265A(2))
- Pilot not complying with Implementing Regulation (ANO Art 265B(2))
- Pilot not complying with Implementing Regulation while flying (ANO Art 265B(3))
- Offences relating to 'Tethered' drones (ANO Art 265E(7)), or
- A **relevant prison offence**²

This power is separate and distinct from other police powers of seizure which may be available in certain circumstances, for instance Common Law or Sec 19 PACE.

Para 3 - Power to enter and search premises under a warrant

If satisfied there are Reasonable Grounds for Believing that articles to which this paragraph applies are on any premises, a justice of the peace may issue a warrant authorising a constable to enter and search the premises, and seize anything found there which the constable has reason to believe is such an article.

This applies to an article if it is an unmanned aircraft, or an article associated with an unmanned aircraft, which has been involved in the commission of a **relevant unmanned aircraft offence**. Sch 8 paras 5-9 provide a full list of these relevant unmanned aircraft offences, but in summary they include offences under this Schedule, ANO offences mentioned above, and certain prison offences such as conveying articles into prison, assisting an escape etc.

This power is only a power to search to the extent that is reasonably required for the purpose of discovering an unmanned aircraft, or an article associated with an unmanned aircraft.

Schedule 8 paras 3(4)-3(8) define conditions relating to warrants issued under this paragraph that apply separately to England and Wales, Northern Ireland and Scotland.

² 'Relevant Prison Offence' is defined in Sch 8 para 8, but in summary includes assisting an escape or conveying articles into or out of a prison.

Para 4 - Power to Use Force and Retain Seized Property

Use of force

Para 4(1) states that a constable may if necessary use reasonable force for the purpose of exercising a power conferred by Schedule 8.

Retention of Seized Property

Paras 4(2)-(6) provide conditions for the retention of property seized under this Schedule. Distinct legislation applies for England and Wales, Northern Ireland and Scotland but in essence they all allow for seized property to be retained for so long as is necessary in all the circumstances, for the following purposes:

- a) Use as evidence at a trial for an offence, or
- b) For forensic examination or for investigation in connection with an offence.

In **England and Wales** sections 22(1) to (4) and 22(7) of PACE apply to anything seized under this Schedule.

In **Northern Ireland**, Article 24(1) to (4) and 24(7) of PACE (Northern Ireland) Order apply to anything seized under this Schedule.

In **Scotland**, anything seized under this Schedule may be retained for as long as is necessary in all the circumstances, and in particular for use as evidence at a trial for a relevant unmanned aircraft offence, or for forensic examination or for investigation in connection with a relevant unmanned aircraft offence. An item may not be retained for either of these purposes if a photograph or a copy would be sufficient for that purpose.

Para 10 - Other Interpretation

“article associated with an unmanned aircraft” includes any component, part or product of an unmanned aircraft and any equipment, including an electronic device, relating to an unmanned aircraft.

“premises” includes any place and, in particular, includes any vehicle; any offshore installation; any renewable energy installation (per the Energy Act 2004); and any tent or movable structure;

“property” includes land and buildings;

“vehicle” includes any vessel, aircraft (whether or not an unmanned aircraft) or hovercraft.

4. Schedule 8 Part 2 - Powers under Police Act 1997

Para 11 - Authority to interfere with Property and Wireless Telegraphy

Paragraph 11 of the ATMUA Act 2021 amends and extends Part III of the Police Act 1997 (which deals with authorisations to interfere with property and wireless telegraphy), to specifically allow an authority to be granted for the purpose of dealing with unmanned aircraft being used to commit certain offences.

The amended Sec 93 Police Act now provides that, in addition to granting an authority to interfere with property and/or wireless telegraphy to prevent or detect Serious Crime, an Authorising Officer may specifically grant an authority in order to prevent or detect **the use of an unmanned aircraft in the commission of a relevant offence**, where they believe the action is necessary and proportionate.

The effect of this amendment is that authority can now be obtained for UK policing to deploy Counter Drone Radio-Frequency (RF) 'jammers' to deal with both Serious Crime and the use of drones in the commission of non-Serious Crime offences, specifically:

- Assisting escape or conveying articles into or out of prisons
- Endangering safety at aerodromes
- Flying a drone in an aerodrome FRZ without permission
- Flying a drone in restricted airspace without permission
- Endangering the safety of an aircraft
- Endangering the safety of any person or property with an aircraft
- Certain breaches of the Air Navigation Order by a Drone Operator or Pilot

The full list of amendments to Part III Police Act 1997, including the mechanism for obtaining an authority and a list of the relevant offences, can be found in Schedule 8 paragraphs 11-12 of the ATMUA Act.

5. Schedule 9 - Police Powers re: Air Navigation Order 2016

Para 1 – Power to require evidence of Pilot competency

Where a constable has Reasonable Grounds for **Believing** that a flight of an unmanned aircraft is taking/has taken place and that the person is/was the remote pilot, and Reasonable Grounds for **Suspecting** that a pilot competency requirement was applicable, they can require the person to provide them with reasonable evidence of compliance with the competency requirement.

In summary, if pilot competency is required for the drone and category they are/were flying in, the pilot must carry proof of that competency at all times while flying. Sch 9 para 1 is a power for a constable to require evidence of the pilot's compliance with the relevant competency requirements upon request.

Further information on pilot competency requirements and Operating Categories is available in the NPCC guidance documents "Introduction to UK Drone Legislation" and "UK Drone Legislation – Quick Reference Guide", but in summary the pilot competency requirements apply as follows:

- **Open A1 subcategory (<250g drones)** – must have read the User Manual
- **Open A1 subcategory (250g<500g drones)** – User Manual, DMARES qualification (FlyerID) and A2 Certificate of Competency
- **Open A2 subcategory** – User Manual, DMARES qualification (FlyerID) and A2 Certificate of Competency
- **Open A3 subcategory** – User Manual, DMARES qualification (FlyerID)
- **Specific Category** – DMARES registration (FlyerID) and other competency requirement as specified in the Operations Manual and CAA Operational Authorisation (this is likely to be a GVC qualification or equivalent, but officers must read the relevant Operational Authorisation to establish the level of pilot competency required in each case).

Offence for non-compliance

It is an offence for a person to fail to comply with this requirement if they are or were the remote pilot for a relevant flight, and a relevant competency requirement is or was applicable (Summary – Fine Level 2).

Note – Sch 9 para 10 applies to this paragraph. This contains a provision for the person to provide the required information or evidence at a nominated police station within 7 days, or as soon as reasonably practicable afterwards. It also contains a defence to a charge brought under this paragraph for failing to comply with the requirement.

Para 2 – Power to require information from Pilot about Operator

Where a constable has Reasonable Grounds for **Believing** that a flight by an unmanned aircraft is or has taken place, and that the person is or was the pilot, and Reasonable Grounds for **Suspecting** that a relevant Operator registration requirement was applicable, they may require the person to provide information as to the identity of the relevant UAS operator or the person or persons who made the unmanned aircraft available to them for use.

In essence, if Operator Registration was required for the drone and category it was flying in, the pilot must identify the Operator or the person who gave them the drone to use.

For clarity, Operators must be registered with the CAA (and the CAA-issued Operator ID must be displayed on the drone) if the drone weighs 250g or more, or is equipped with a camera which is capable of recording.

The only exceptions are drones which can be classed as 'Toys' under the relevant EU directive (i.e, drones that are suitable for use by persons under 14, with this being clearly marked on the product packaging). It is envisaged that very few drones coming to the notice of police will qualify as 'Toys', therefore the Operator registration requirements are likely to apply in almost all cases.

Further information on Operator Registration requirements is available in the NPCC guidance documents "Introduction to UK Drone Legislation" and "UK Drone Legislation – Quick Reference Guide".

Offence for non-compliance

It is an offence for a person to fail to comply with this requirement if they are or were the remote pilot for a relevant flight, a relevant Operator Registration requirement is or was applicable, and at the time the requirement was made the person could have provided the constable with the information required (Summary – Fine Level 2).

Note – Sch 9 para 10 applies to this paragraph. This contains a provision for the person to provide the required information or evidence at a nominated police station within 7 days, or as soon as reasonably practicable afterwards. It also contains a defence to a charge brought under this paragraph for failing to comply with the requirement.

Para 3 – Power to require evidence of registration from UAS Operator

Where a constable has Reasonable Grounds for **Believing** that a flight by an unmanned aircraft is or has taken place, and that the person is or was the UAS Operator, and Reasonable Grounds for **Suspecting** that a relevant Operator registration requirement was applicable, they may require the person to provide evidence of their compliance with that requirement.

In essence, if Operator Registration was required for the drone and category it was flying in, the Operator must provide the constable with reasonable evidence of their registration if required to do so.

Operators must be registered with the CAA (and the CAA-issued Operator ID must be displayed on the drone) if the drone weighs 250g or more, or is equipped with a camera which is capable of recording.

The only exceptions are drones which can be classed as 'Toys' under the relevant EU directive (i.e, drones that are suitable for use by persons under 14, with this being clearly marked on the product packaging). It is envisaged that very few drones coming to the notice of police will qualify as 'Toys', therefore the Operator registration requirements are likely to apply in almost all cases.

Further information on Operator Registration requirements is available in the NPCC guidance documents "Introduction to UK Drone Legislation" and "UK Drone Legislation – Quick Reference Guide".

Offence for non-compliance

It is an offence for a person to fail to comply with this requirement if they are or were the UAS Operator for the relevant flight, and a relevant Operator Registration requirement is or was applicable (Summary – Fine Level 2).

Note – Sch 9 para 10 applies to this paragraph. This contains a provision for the person to provide the required information or evidence at a nominated police station within 7 days, or as soon as reasonably practicable afterwards. It also contains a defence to a charge brought under this paragraph for failing to comply with the requirement.

Para 4 – Power to require information about Pilots from UAS Operator

Where a constable has Reasonable Grounds for **Believing** that a flight by an unmanned aircraft is or has taken place, and that the person is or was the UAS Operator, and Reasonable Grounds for **Suspecting** that a relevant competency requirement is or was applicable in relation to the pilot(s) for that flight, they may require the Operator to provide such information as is reasonable as to the identity of the pilot or pilots for the flight.

Further information on pilot competency requirements is available in the NPCC guidance documents "Introduction to UK Drone Legislation" and "UK Drone Legislation – Quick Reference Guide", but in summary the pilot competency requirements apply as follows:

- **Open A1 subcategory (<250g drones)** – must have read the User Manual
- **Open A1 subcategory (250g<500g drones)** – User Manual, DMARES qualification (FlyerID) and A2 Certificate of Competency
- **Open A2 subcategory** – User Manual, DMARES qualification (FlyerID) and A2 Certificate of Competency
- **Open A3 subcategory** – User Manual, DMARES qualification (FlyerID)
- **Specific Category** – DMARES registration (FlyerID) and other competency requirement as specified in the Operations Manual and CAA Operational Authorisation (this is likely to be a GVC qualification or equivalent, but officers must read the relevant Operational Authorisation to establish the level of pilot competency required for that flight).

Offence for non-compliance

It is an offence for a person to fail to comply with this requirement if they are or were the UAS Operator for the relevant flight, a relevant pilot competency requirement is or was applicable, and at the time the requirement was made they could have provided the information required (Summary – Fine Level 2).

Note – Sch 9 para 10 applies to this paragraph. This contains a provision for the person to provide the required information or evidence at a nominated police station within 7 days, or as soon as reasonably practicable afterwards. It also contains a defence to a charge brought under this paragraph for failing to comply with the requirement.

Para 5 – Power to require other information from Pilots or Operators

Where a constable has Reasonable Grounds for **Believing** that a flight by an unmanned aircraft is or has taken place, and that the person is or was the remote pilot or UAS Operator, they may require the person to provide such information, documentation or evidence of a specified description as the constable considers reasonable.

In this paragraph “specified description” means a description specified by the Secretary of State through regulation for the purposes of this paragraph.

*****NOTE*** – at time of writing (May 2021), the Secretary of State is yet to publish any regulation specifying the type and nature of the information, documentation or evidence which a constable can require to be provided under this paragraph. As soon as such a regulation is published this document will be updated to include the new information, and will be re-circulated.**

Offence for non-compliance

It is an offence for a person to fail to comply with this requirement if they are or were the remote pilot or UAS Operator for the relevant flight, and at the time the requirement was made they could have provided the information, documentation or evidence required (Summary – Fine Level 2).

Note – Sch 9 para 10 applies to this paragraph. This contains a provision for the person to provide the required information or evidence at a nominated police station within 7 days, or as soon as reasonably practicable afterwards. It also contains a defence to a charge brought under this paragraph for failing to comply with the requirement.

Para 6 – Power to require evidence of relevant ANO consent

Where a constable has Reasonable Grounds for **Believing** that a flight by an unmanned aircraft is or has taken place, and that the person is or was the remote pilot or UAS Operator, and Reasonable Grounds for **Suspecting** that a provision of the Air Navigation Order (ANO) 2016 is or was being contravened unless a relevant consent is or was applicable for the flight, they may require the person to provide such evidence as the constable considers reasonable of a relevant consent relating to that flight.

In this paragraph “relevant consent” means a permission, operational authorisation, LUC, authorisation or certification for:

- Flying in an aerodrome FRZ (ANO Art 94A)
- Flying in the Specific category (ANO Art 265A(1)(b) and 265B(1)(b))
- Flying in the Certified category (ANO Art 265A(1)(c) and 265B(1)(c))
- Flying a tethered small UAS with CAA permission (ANO Art 265E(3))

Offence for non-compliance

It is an offence for a person to fail to comply with this requirement if they are or were the remote pilot or UAS Operator for the relevant flight, and the relevant consent is or was applicable in relation to the flight. (Summary – Fine Level 2).

Note – Sch 9 para 10 applies to this paragraph. This contains a provision for the person to provide the required information or evidence at a nominated police station within 7 days, or as soon as reasonably practicable afterwards. It also contains a defence to a charge brought under this paragraph for failing to comply with the requirement.

Para 7 – Power to require evidence of relevant ANO exemption

Where a constable has Reasonable Grounds for **Believing** that a flight by an unmanned aircraft is or has taken place, and that the person is or was the remote pilot or UAS Operator, and Reasonable Grounds for **Suspecting** that a provision of the ANO 2016 is or was being contravened unless an ANO exemption is or was applicable, they may require the person to provide such evidence as the constable considers reasonable of an ANO exemption.

In this paragraph “ANO exemption” means an exemption under article 266 of the ANO 2016, i.e.:

266. *The CAA may exempt from any of the provisions of this Order (other than articles 179, 230, 247, 250, 251, 252, 255, and 267) or any regulations made under this Order, any aircraft or persons or classes of aircraft or persons, subject to such conditions it deems appropriate.*

The evidence a constable may require under this paragraph includes evidence of the applicability of an ANO exemption to a person, or the unmanned aircraft, as respects the flight.

Offence for non-compliance

It is an offence for a person without reasonable excuse to fail to comply with this requirement if they are or were the remote pilot or UAS Operator for the relevant flight, and the ANO exemption is or was applicable to the person, aircraft and/or flight (Summary – Fine Level 2).

Note – Sch 9 para 10 applies to this paragraph. This contains a provision for the person to provide the required information or evidence at a nominated police station within 7 days, or as soon as reasonably practicable afterwards. It also contains a defence to a charge brought under this paragraph for failing to comply with the requirement.

Para 8 - Power to inspect Unmanned Aircraft

A constable may require a person in possession of an unmanned aircraft to allow the constable to inspect it if the constable considers that the inspection would assist in deciding whether any of the previous Sch 9 powers is exercisable, i.e.:

- Para 1 – Power to require evidence of Pilot competency
- Para 2 – Power to require information from Pilot about UAS Operator
- Para 3 – Power to require evidence of registration from UAS Operator
- Para 4 – Power to require information from UAS Operator about Pilot(s)
- Para 5 – Power to require other information from Pilots or Operators
- Para 6 – Power to require evidence of relevant ANO consent
- Para 7 – Power to require evidence of relevant ANO exemption

A constable may if necessary use reasonable force for the purpose of exercising the power conferred by this paragraph.

Offence for non-compliance

It is an offence for a person to fail to comply with a requirement made under this paragraph (Summary – Fine Level 3).

Para 9 - Offence of providing false or misleading information

A person commits an offence if anything they provide under Schedule 9 is false or misleading in a material respect, and they either know that it is false or misleading, or are reckless as to whether it is false or misleading. (Summary – Fine Level 3)

Para 10 - Provision of information etc at a police station within 7 days

A person may comply with a requirement imposed under any of paragraphs 1 to 7 by providing the required information, evidence or proof at a police station (nominated by the person at the time the requirement was imposed) within seven days, beginning with the day after which the constable imposed the requirement or, if it is not reasonably practicable to do so within that seven day period, as soon after the end of that period as is reasonably practicable.

As a reminder, the relevant powers to require information etc under Schedule 9 are:

- Para 1 – Power to require evidence of Pilot competency
- Para 2 – Power to require information from Pilot about UAS Operator
- Para 3 – Power to require evidence of registration from UAS Operator
- Para 4 – Power to require information from UAS Operator about Pilot(s)
- Para 5 – Power to require other information from Pilots or Operators
- Para 6 – Power to require proof of Relevant Consent from Pilots or Operators
- Para 7 – Power to require proof of relevant ANO exemptions

Defence to a charge of Failing to Comply under paras 1-7 – Sch 9 para 10(2)

It is a defence for a person charged with an offence under any of paragraphs 1 to 7 in respect of a failure to comply with a requirement imposed by a constable to prove that it was not reasonably practicable to provide what the constable required at the nominated police station before the day on which the proceedings were commenced.

For the purposes of the defence, the proceedings against a person for an offence are commenced:

In England and Wales - when an information is laid for the offence, when the person is charged with the offence under Part 4 of the Police and Criminal Evidence Act 1984, or when a written charge is issued against the person for the offence under section 29 of the Criminal Justice Act 2003;

In Scotland - when a complaint is served on the person in respect of the offence;

In Northern Ireland – when a summons or warrant is issued under Article 20 of the Magistrates' Courts (Northern Ireland) Order 1981 in respect of the person and the offence, when a summons is issued under section 93 of the Justice Act (Northern Ireland) 2015 in respect of the person and the offence, or when the person is charged with the offence after being taken into custody without a warrant.

6. Schedule 10 - Fixed Penalty Notices

Under Schedule 10, the Secretary of State may issue a regulation to prescribe certain offences as fixed penalty offences, which means they will be able to be dealt with by way of Fixed Penalty Notices in certain circumstances. This may include offences under this Act or offences in other Acts which are triable summarily or triable either way.

Once such a regulation has been made, a constable will be able to issue a Fixed Penalty Notice where they believe a person aged 18 or over is committing, or has committed, a fixed penalty offence, and where the following two conditions are met:

Condition A: the constable must believe that the person did not, and did not intend to:

- endanger any other aircraft (whether or not an unmanned aircraft),
- cause any person harm, harassment, alarm or distress,
- cause any person occupying any premises nuisance or annoyance relating to their occupation of the premises,
- undermine security or good order and discipline in any prison or in any other institution where persons are lawfully detained,
- disturb public order, or
- damage property (including land or buildings), when committing the fixed penalty offence.

Condition B: the constable must have obtained the person's name and address.

*****NOTE***** – At time of writing (May 2021), the Secretary of State is yet to publish a regulation under this Schedule to prescribe any offences as Fixed Penalty Offences. As soon as such a regulation is published this document will be updated to include the new information, and will be re-circulated.

7. Further Information

- This document should be read in conjunction with NPCC guidance documents "Introduction to UK Drone Legislation", "Quick Reference Guide - UK Drone Law" and "Investigating and Responding to Criminal Use of Drones."
- Further information is also available from your local Counter Drones unit or from the NPCC Counter Drones team via the following:
 - **General enquiries** - drones.secretariat@met.police.uk
 - **24/7 Advice and Guidance** - 07391 414700 (Not for public disclosure)