

## POLICE USE OF UNMANNED AERIAL SYSTEMS

**Describe the requested use(s) for UAS technology and how the data will support departmental business objectives.**

*Include each specific use, its purpose and tie to the department's business goals.*

Unmanned aerial systems (UAS) can support a first responder in any all-hazards incident that would benefit from an aerial perspective. Additionally, UAS has suitable uses in locating and apprehending suspects, missing persons, search and rescue operations as well as any task that can best be accomplished from the air in an efficient and effective manner. UAS would be deployed only for specific public safety and official law enforcement missions, in compliance with all applicable laws, and only by trained and authorized personnel. UAS would provide an aerial visual perspective in responding to emergency situations and exigent circumstances, as well as supporting departmental objectives through:

- **Visual Perspective:** To provide an aerial visual perspective to assist officers in providing direction for traffic incident management, special circumstances and temporary perimeter security.
- **Scene Documentation:** To document, measure, locate evidence at crime scenes, collision scene or other major incident scene (e.g. disaster management, incident response, large-scale forensic scene investigation).
- **Search Warrant:** To collect evidence in criminal investigations under an approved judicial search warrant.
- **Situational Awareness:** To assist decision makers (e.g. incident command staff; first responders; city, county and state officials) in understanding the nature, scale and scope of an incident – and for planning and coordinating an effective response.
- **Search and Rescue:** To assist missing person investigations, AMBER Alerts, Silver Alerts and other search and rescue missions.
- **Tactical Deployment:** To support the tactical deployment of officers and equipment in emergency situations (e.g. incidents involving hostages and barricades, support for large-scale tactical operations and other temporary perimeter security situations).

All WA law enforcement agencies must abide by the Fourth Amendment and Article I, Section 7 of the Washington State Constitution, which protects individuals from unreasonable search and seizure. UAS video or photo surveillance shall not be used by the Police Department to:

- To conduct random surveillance activities.
- To target a person based solely on individual characteristics, such as, but not limited to race, ethnicity, national origin, religion, disability, gender or sexual orientation.
- To harass, intimidate or discriminate against any individual or group.
- To conduct personal business of any type.



**Protected Activities:**

- UAS-recorded data will not be collected, disseminated or retained solely for the purpose of monitoring activities protected by the U.S. Constitution, such as the First Amendment's protections of religion, speech, press, assembly, and redress of grievances (e.g. protests or demonstrations).
- Conducting UAS monitoring on those engaged in expressive association (the constitutional right of individuals to gather without undue governmental interference, for the purpose of engaging in activities protected by the First Amendment, such as freedom of speech, assembly, and the exercise of religious beliefs) is prohibited without (1) a compelling state interest that has been reviewed by the Police Legal Advisor or (2) a reasonable suspicion of criminal activity. UAS monitoring of individuals or organizations engaged in expressive association shall not exceed the scope or intent of activities defined in the approved request for the UAS use.

**In what locations would UAS likely be used?**

*Please provide specific details on anticipated locations. Describe typical flight locations such as neighborhoods, parks, businesses, etc.*

Due to the nature of the Police Department's work, UAS could be used city-wide and potentially at all hours of the day and night. The Police Department will use UAS in the following geographical boundaries: Inside the lateral boundaries of the City of Bellevue and King County when operated under FAA Certificate of Waiver or Authorization (COA) and outside of King County when operated under Emergency COA or in accordance with FAA Part 107. The location of law enforcement use of UAS is limited to the confines of federal and state laws on search and seizure.

**Examples of flight locations based on prior incidents include:**

- Goldsmith park ( 14475 NE 35<sup>th</sup> St) Homicide Investigation (19-17088) April 2019. Approximately 10 hours of ground scan using current mapping equipment. Utilizing UAS and Pix 4D, mapping program would be approximately 28 minutes of aerial scan.
- 12000 NE 8<sup>th</sup> St serious injury vehicular assault (19- 30698) June 2019. Approximately 5 hours of ground scan using current mapping equipment. Utilizing UAS and Pix 4D mapping program would be approximately 5 minutes aerial scan.
- 13400 NE 8<sup>th</sup> St Fatality vehicle/Bicycle collision (19-42869) August 2019. Approximately 3 hours of ground scan using current mapping equipment. Utilizing UAS and Pix 4D mapping program approximately 3 minutes aerial scan.



**What are all the types of data UAS would collect for this purpose?**

List all types of data, including those collected for a specific business purpose and any other data UAS may collect as part of normal operations or incidentally.

Identify the type of information collected.	Type of Data	Expected Data Retention Policy
<p><b>Business Use Data</b> Data intentionally collected to support a specific operation.</p>	<ul style="list-style-type: none"> <li>• Scene Documentation</li> <li>• Information gathering for an investigation or operation</li> </ul>	<p>Refer to <a href="#">City retention schedule</a> items:</p> <ul style="list-style-type: none"> <li>• PS-04.00A Police Investigation Case Files</li> <li>• PS-04.00B Police Investigation Case Files – Unsolved or Unresolved</li> <li>• PS-04.00C Police Investigation Case Files – Homicides (Solved)</li> </ul> <p>PS-02.00C Special Operations or Task Forces</p>

**In any scenario, will personal identifiable information be collected? What privacy risks do you anticipate through this use of UAS?**

The use of UAS potentially involves privacy considerations. Absent a warrant or exigent circumstances, operators and observers shall adhere to FAA altitude regulations and shall not intentionally record or transmit images of any location where a person would have a reasonable expectation of privacy (e.g., inside a house, fenced yard, enclosed area only visible from an elevated position). Operators and observers shall take reasonable precautions to avoid inadvertently recording or transmitting images of areas where there is a reasonable expectation of privacy.

In the case of collisions and open area crime scenes, UAS data collected will primarily consist of aerial photographs. Most of these scenes will already be in areas that are open, viewable or recordable by the public, and law enforcement can proceed without the need for a search warrant. In the cases where UAS data needs to be collected over private property where there is a reasonable expectation of privacy, officers are required to obtain a search warrant when using UAS for surveillance or during any mission that may violate the Fourth Amendment

On a rare occasion, it is possible that personal identifiable information such as a driver's license could be captured by the UAS aerial photography. All aerial footage is stored and maintained in the Police Department's law enforcement digital evidence system. Any disclosure to non-law enforcement personnel requires processing pursuant to the Public Records Act for redaction of exempt personally identifying information. Inadvertent capture of images in private areas can be mitigated through proper flight planning and clear UAS policies.



### What other cities or organizations use UAS technology for this purpose?

Various local law enforcement agencies use UAS technology to these purposes and to further public safety missions (e.g. Washington State Patrol; the cities of Lynnwood, Redmond, Renton and Tukwila). However, each agency has developed its own protocol so specific uses vary by jurisdiction.

### What specialized features or accessory technology would be needed for this use? Do you know of software used by other organizations for this purpose?

- Scene Documentation: Pix 4D mapping program. This program is the standard software used by Washing State Patrol, Lynnwood Police Department, and Renton Police Department to assist in collision and outdoor crime scene reconstruction.
- Search and Rescue: Thermal image capable UAS or UAS payload. Used in search and rescue functions to locate heat radiating from a subject during day or night search when the standard camera is not effective because of ground/water condition, dark clothing or overhead foliage.

### How will your department evaluate the impact UAS data will have in improving your business?

*Please be specific.*

Procedures for carrying out police departmental activities are documented in the Police Department Policy Manual, including Rules and Regulations. The BPD Policy Manual 20.00.140 (Unmanned Aerial Systems (UAS) Operations) establishes the guidelines for the operation and use of UAS and for the storage, retrieval and dissemination of images and data captured by UAS. The Bellevue Police Department Unmanned Ariel Systems (UAS) Standard Operating Procedure sets the standard for carrying out the department's activity of operating UAS. The BPD Policy manual adheres to the City of Bellevue UAS operational guidelines.

The Chief of Police will appoint a program coordinator to manage the UAS program. The program coordinator will ensure that policies and standard operating procedures conform to current laws, regulations and best practices. For transparency purposes, the Program Coordinator or designee will prepare a report on all UAS missions on a monthly basis. This monthly report will contain the number, type, and location of any UAS missions. This will include overseeing the selection and training of operators; establishing training standards for operators that meet FAA requirements; developing protocols for operations; conducting audits of flight logs semi-annually; recommending program enhancements, particularly regarding safety and information security; and ensuring that established protocols are followed by monitoring and providing periodic reports on the program to the Chief of Police. This would include the development of performance measures to objectively show efficiency and effectiveness gains.

Any material changes to the standard operating procedure or changes to or addition of approved UAS uses will be subject to review of the UAS committee and subject to BPD Policy Manual 16.00.140 (Written Directive Systems) for review and approval by the Chief of Police prior to implementation. Any additional usage shall be reviewed by the department legal advisor.



**What alternative options are available instead of using UAS?**

No alternative that provides the same level of aerial efficiency in terms of time and budget savings that UAS provides.

Currently, the Police Department uses a FARO technologies laser Scanner. This scanner accurately maps a crime or collision scene and can provide a virtual 3D model of the area. The model scanner that we use has a 50' radius range and takes approximately 8 minutes to complete a single scan. Over a large area, to ensure that the scene is captured completely the scanner is positioned to have overlapping coverage with the laser. For example, a regulation football field would require approximately 32- 13 minutes scans (including repositioning) for a total 416 minutes (7hours) of scan time. Conversely using a UAS that same area can be 3D mapped in approximately 7 minutes using a program flight. Detail and close up work can be done using the FARO scanner simultaneously with the UAS.

The backup option to the FARO scanner is the Total Station surveying tool. This is a standard surveying piece of equipment that maps a crime/ collision scene using triangulation to points of interest. It requires two operators and is just as time consuming as the FARO system. The end product is a 2D drawing of the area surveyed as opposed to a 3D model with the FARO and UAS.

