



**California Aviation Related Legislative
Bill Analysis Summary
Prepared by the
California Department of Transportation
Division of Aeronautics
March 6, 2015**

- **February 27th, 2015:** Last day for bills to be submitted
- **March 26th, 2015:** Spring Recess begins
- **April 6th, 2015:** Legislature reconvenes from Spring Recess

AB 14, Assembly Member Waldron, District 75 – (Government Code): relating to Unmanned Aircraft Systems) (UAS)

This bill would create the Unmanned Aircraft Task Force. The task force would be responsible for formulating a comprehensive plan for state regulation of unmanned aircraft. The task force would be required to submit, among other things, a comprehensive policy draft and suggested legislation pertaining to unmanned aircraft to the Legislature and the Governor on or before January 1, 2018. The bill would provide that these provisions are repealed on January 1, 2022.

Status – *The Division has not been requested to analyze this bill since it is simply the formation of a task force; (The Division’s watching this bill progress.)*

February 13th, Re-referred to the Committee on Transportation

AB 37, Assembly Member Campos, District 27- (Penal Code): Unmanned Aircraft Systems (UAS)

This bill would prohibit public agencies from using unmanned aircraft systems, with certain exceptions applicable to law enforcement agencies, including when the use or operation of an unmanned aircraft system (UAS) to achieve the core mission of the agency, and when the purpose is unrelated to the gathering of criminal intelligence.

The bill would require reasonable public notice to be provided by public agencies that intend to deploy an UAS. It would also require images, footage, or data obtained during a mission to be permanently destroyed within one year and would generally prohibit the images, footage, or data

obtained from being disseminated outside the collecting public agency. Unless authorized by federal law, the bill would prohibit a person or entity, including a public agency from equipping or arming an UAS with a weapon or other device that may be carried by or launched from an UAS and that is intended to cause bodily injury, death, or damage to real or personal property. The bill would also provide that specified surveillance restrictions on electronic devices apply to the use or operation of an UAS by a public agency.

Status – January 22nd referred to Committee on Public Safety, Civil Procedure and Privacy

AB 56, Assembly Member Quirk, District - 20 (Penal Code): Unmanned Aircraft Systems (UAS)

This bill is identical to AB 37 other than one paragraph that was added stating:

“Section 4. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district under this act would result from a legislative mandate that is within the scope of paragraph (7) of subdivision (b) of Section 3 of Article I of the California Constitution.”

AB 37 was introduced on December 1st and AB 56 was introduced on December 2nd.

Status – *The Division has not been requested to analyze this bill (The Division’s watching this bill progress.)*

January 22nd Re-Referred to Committee on Public Safety Privacy and & Civil Procedure

SB 142, Senate Member Jackson, District 19 - (Civil Code): Unmanned Aerial Vehicles (UAV)

Existing law imposes liability for physical invasion of privacy, if a person knowingly enters onto the land of another without permission or otherwise commits a trespass in order to capture any image or recording of the plaintiff engaging in a private activity and the invasion is offensive to a reasonable person.

This bill would define *intentional* entry upon the land of another also to include operation of an unmanned aerial vehicle (UAV) below the navigable airspace overlaying the property.

This bill would extend liability for wrongful occupation of real property and damages to a person who without permission operates an (UAV) below the navigable airspace overlaying the real property.

Status – February 5th - referred to the Judiciary Committee. *(Although this bill is not a part of the PUC, the Division was requested to comment.)*

SB 271, Senate Member Gaines, District 1 – (Penal Code): Unmanned Aircraft Systems (UAS)

This bill would make it an infraction to operate an unmanned aircraft system on or above the grounds of a public school providing instruction in kindergarten or grades 1 to 12, inclusive. This bill would provide for a fine of no more than \$150 for the first violation of its provisions, and a fine of no more than \$500 for each subsequent violation.

Status – March 5th - Referred to Committee on Public Safety

SB 747, Senator McGuire, District 2 – (PUC Code): Relating to Airports – Financial Assistance: Grant Program

This bill would require the Department of Transportation to adopt and administer a grant program for the purpose of funding specified infrastructure projects to maintain and improve airport facilities and infrastructure owned or operated by a commercial service airport or general aviation airport. The bill would authorize one or more eligible airports to submit a joint application for funding and would also authorize the department to provide financial assistance for and to enter into agreements with commercial air carriers to, among other things, establish and market new or expanded service at airports with 400,000 or fewer annual enplanements. It would also authorize the department to use available moneys to provide financial assistance to underserved airports.

This bill would require the Division of Aeronautics to develop regulations for the department to adopt in order to implement these provisions. The bill would appropriate an unspecified sum from the Aeronautics Account in the State Transportation Fund for these purposes and would make unspecified percentage allocations to airports with annual enplanements of 1,000,000 or more, 1,000,000 or less, and to general aviation airports.

Status – March 2nd – Read first time.