California Aviation Related Legislative Bill Analysis Summary Prepared by the California Department of Transportation Division of Aeronautics May 29, 2015

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- May 29, 2015: Last day for fiscal committees to hear and report bills to the floor
- May 29, 2015: Last day for fiscal committees to meet prior to June 8, 2015
- June 1-5, 2015: Floor Session only. No committee may meet for any purpose except for Rules and Conference Committees.
- June 5, 2015: Last day to pass bills out of the house of origin
- June 8, 2015: Committee meetings resume
- **June 15, 2015: Budget Bill must be passed by midnight (Art. IV. Sec. 12(c)(3)).**

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

This bill would create the Unmanned Aircraft Systems (UAS) Task Force. The task force would be responsible for formulating a comprehensive plan for state regulation of UAS. 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 Task Force would be operating as an ongoing working group reporting ongoing activity, commenting on FAA policy development and anticipating California's needs for high technology, etc. The bill would provide that these provisions are repealed on January 1, 2022.

**The Division has not been requested to analyze this bill since it is simply the formation of a task force; (The Division is watching this bill progress and including amendments.)*

Status – *April 13th - In committee: Set, first hearing, failed passage. Reconsideration granted.*

AB 37, *Assembly Member Campos, District 27- Unmanned Aircraft Systems (UAS)*
Gutted and Amended to: Libraries: 3D Printers

Status – *March 17th – Author amended*
The Division of Aeronautics will no longer be tracking or updating this proposal.

AB 56, *Assembly Member Quirk, District - 20 (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 and guidelines to be made available to the public by law enforcement agencies, subject to approval by the legislative body having management and control of the law enforcement agency; as well as, public notice to be provided by public agencies that intend to deploy 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 UAS with a weapon or other device that may be carried by or launched from 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 UAS by a public agency. And, a law enforcement agency may use UAS under 400 feet above ground level over private property if it has obtained consent from the property owner or a warrant based on probable cause.

Status – *April 30th – Re-Referred to Committee on Appropriations; May 13th - From committee, passed; May 14th – Read second time, ordered to third reading; May 26th – Read third time, passed, ordered to Senate. May 26th – In Senate, read first time; To Committee on Rules for Assignment.*

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 person pursuant to subdivision (a) of Section 1708.8 if he or she: operates an UAV below the navigable airspace overlaying real property; operates an UAV less than 350 feet above ground level within the airspace overlaying the real property; a person wrongfully occupies real property and is liable for damages, without permission.

Status – *May 5th – In Assembly, Read first time, Held at the desk; May 22nd – Referred to Committee on Public Safety, Consumer Protection, and Judiciary Committee.*

*Held at the desk - The "desk" is the main rostrum in the Senate/Assembly. A bill goes "across the desk" when it is submitted. Held at the desk means it is waiting to be assigned to a committee.

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, during school hours and without written permission of the school principal or higher authority. It would also make it an infraction to capture public images the public school grounds, during school hours and without written permission. School hours would be considered during school session, extracurricular activity, or event sponsored by or participated in by the school and the one-hour periods immediately preceding and following any session, activity or event.

This bill would provide for a warning upon a first conviction and a fine of no more than $200 for the each subsequent violation of its provisions.

Status – *May 7th – In Assembly; read first time, Held at the Desk. May 22nd – Referred to Committees on Public Safety, Consumer Protection and the Committee on Education.*

*Held at the desk - The "desk" is the main rostrum in the Senate/assembly. A bill goes "across the desk" when it is submitted. Held at the desk means it is waiting to be assigned to a committee.

AB 360, *Assembly Member Melendez, District 67 – (PUC Code): Evaluation of Airports*
Slightly modifies the language in the PUC Code under Section 21632 (a)-(g), Acquisition of Existing Facilities. The modifications are insignificant as presented, (minor word adjustments, i.e., replacing "prior to" for "before", etc.) This bill reiterates the existing language in the PUC which explains the Division's duties in evaluating the importance of an airport. This bill proposes to modify the duration of the comment period from the California Transportation Commission (CTC), from 45 days to 50 days.

Status – *April 6th – Re-referred to Committee on Transportation; April 8th - In committee: Hearing postponed by committee.*

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 eligible airports to submit an 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 300,000 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 the following percentage allocations:

(1) Twelve percent for qualifying general aviation airports, to be credited to individual airport subaccounts in a manner consistent with the process established in Section 21682.

(2) Forty percent to be divided among large, medium, and small hub commercial airports and non-hub commercial airports, each as defined in Section 47102 of Title 49 of the United States Code, in the following percentages:

(A) Twenty-one percent for *large hub* commercial airports.

(B) Thirty-one percent for *medium* hub commercial airports.

(C) Fourteen percent for *small* hub commercial airports.

(D) Thirty-four percent for *non-hub* commercial airports.

(3) Twenty-seven percent for grants to be made available to nonhub commercial airports with less than 300,000 enplanements annually to attract, establish, and expand air service through incentives, marketing, passenger studies, route analysis, and the acquisition of consultants. Expenditures under this paragraph shall be consistent with the Federal Register, Volume 64, Number 30, on February 16, 1999.

(4) One percent to provide grants for aviation education that includes, but is not limited to, programs, projects, or initiatives that improve or enrich aviation within the California aviation community. Grants may include, but are not limited to, scholarships for flight training and aviation-related degrees from accredited universities. Priority for grants shall be given to underrepresented students, women, veterans, and persons of low income, as defined in Section 3413 of the Health and Safety Code.

(5) Fifteen percent for other state aviation programs and aviation-related purposes as authorized pursuant to this article.

(6) Not more than 5 percent for the division's administrative costs. Any unused funds shall be allocated pursuant to paragraphs (1) to (5), inclusive, on a pro rata basis.

Status – *May 18th – Placed on Appropriations Suspense File. May 23rd – Set for hearing May 28th. May 28th – Held in committee and under submission – dead.*

AB – 1455, *Assembly Members Rodriguez, District 52, and Gomez, District 51 – (PUC Code): An act to add Division 17.5 (Commencing with Section 175000) to the PUC, relating to Airports.* This bill would authorize the City of Ontario to issue revenue bonds for the purpose of financing the acquisition of the Ontario International Airport from the City of Los Angeles that are secured solely by the revenues and charges at the Ontario International Airport.

Status – *May 18th – Read third time and amended. Ordered to third reading; Read third time, passed. Ordered to the Senate. (Ayes 75. Noes 0); May 22nd In Senate. Read first time. To Committee on Rules for assignment.*