HB 3479 -1 STAFF MEASURE SUMMARY

Joint Committee On Transportation

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Meeting Dates: 3/24

WHAT THE MEASURE DOES:

Requires commercial operators of unmanned aircraft systems to maintain liability insurance. Imposes a tax on insurance premiums for unmanned aircraft systems and directs the Oregon Department of Consumer and Business Services (DCBS) to deposit the revenues from the tax in the State Aviation Account for purposes of establishing and maintaining an advanced air mobility program. Takes effect on 91st day following adjournment sine die.

Fiscal impact: (info)
Revenue impact: (info)

ISSUES DISCUSSED:

EFFECT OF AMENDMENT:

-1 Exempts, in addition to public bodies as defined by ORS 174.109, persons required by federal law or regulation to maintain a liability insurance policy that covers aviation.

BACKGROUND:

The Oregon Department of Aviation (ODAV) is the state's regulatory agency for unmanned aircraft systems (UAS), more commonly referred to as drones. Drones are not permitted to operate within class D or G airspace in Oregon, nor are the allowed to be operated on the property of any of the 28 state-owned airports. Requests to operate from state property, to operate commercially, or as part of a public agency, all require prior authorization by the Oregon Department of Aviation.

Advanced Air Mobility (AAM), sometimes also called urban air mobility, refers to air transportation systems that utilize next-generation UAS transports, including those operated remotely or autonomously, as well as vertical takeoff and landing (VTOL) aircraft, in urban or regional settings to move people and/or cargo between places that have historically been unserved or underserved by aviation. Theis can include local, regional, intraregional, or urban settings. The concept is intended to utilize emerging aircraft technology to provide a suite of services and options to business, industry, and the public. The types of vehicles that AAM utilizes are capable of taking off, landing, and hovering in a single locating in a manner akin to a helicopter. Such vehicles can be either entirely electric, or operate as a hybrid vehicle, and could be designed to provide cargo delivery, commercial intercity service, air taxis, or private recreational vehicles.