



AVIATION: HB3479

Drone Insurance 2025-2027

CHALLENGES

ODAV is seeking to diversify its revenue streams to not be overly reliant on single sources of revenue. Fuel tax revenue cannot be used for off airport facilities. There are no requirements for drone companies to carry aviation liability insurance, and most business policies specifically exclude aviation. As drone operations expand, there is a need to leverage technology that can benefit both current users of the aviation system as well as new entrants. ODAV believes that the state has an interest in understanding what is flying above.



Revenue Diversification

Look to ensure that all of aviation pays into the system.

Fuel Tax Diversion

Fuel taxes are limited in how they may be used.

Insurance Coverage

Most business insurance excludes aviation.

Advanced Air Mobility

New technologies are coming at an increasing pace and Oregon is unprepared.

PROPOSAL

Insurance

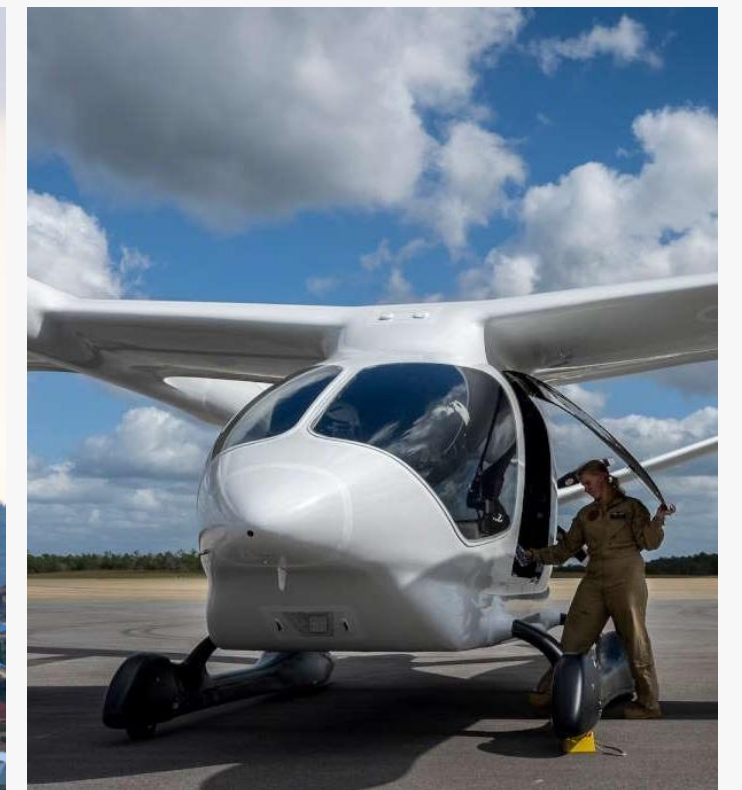
Requires insurance that covers aviation for most commercial drone operations that take off or land in the State of Oregon.

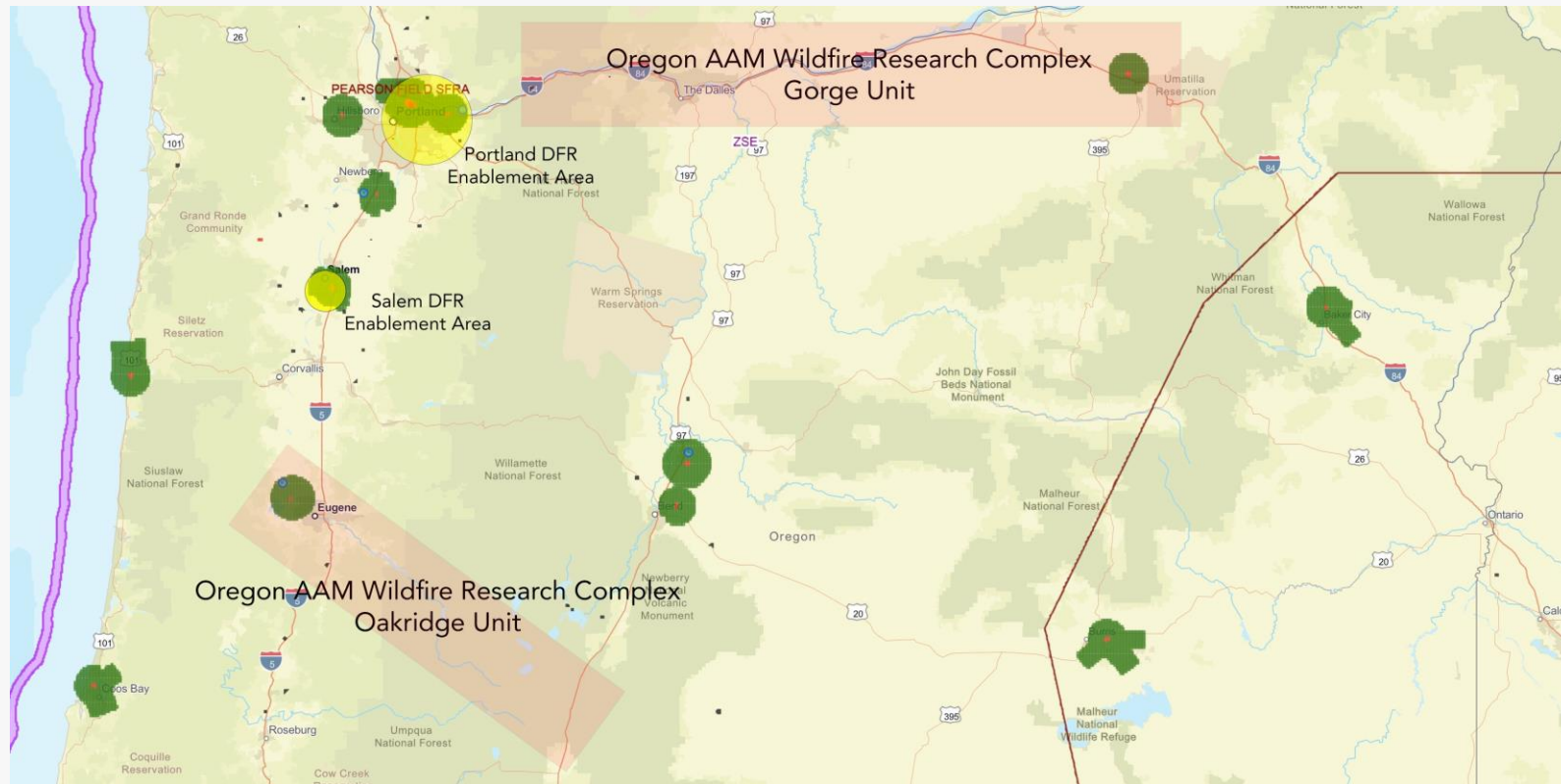
Excludes public operations, most out-of-state operators, and drone delivery. Worked with industry.

Imposes 5% surcharge on aviation liability policies.

Not federally preempted.

Provides for civil penalties.





What Are the Impacts

- Allow for off-airport infrastructure development.
 - Weather.
 - Aviation sensors.
 - Flight Information Exchange. (PA, TX, VA, OK)
- Data can directly benefit operators & Oregonians.
 - Enable advanced operations such as beyond line-of-sight (BVLOS) operations without visual observers.
 - Help drone operators detect and avoid traditional aircraft.
 - Supports "Drones as a First Responder" and wildfire response.
 - Enable concurrent operations with drones and traditional aviation on wildfires.
 - Enable ODOT, other agencies, and private industry to conduct advanced operations.
 - Supports upcoming federal regulations.
 - Knowledge of what is flying above our state.
- Allow ODAV to more fully take advantage of acceptance to FAA's BEYOND program.

WHAT WILL IT DO?

Impacts of Revenue

9,637 remote pilots, \$750 average premium.

Approximately \$361,000 per year.

Even at \$180,000 per year will make a tremendous impact.

EFFICIENCY

Leverage existing infrastructure for placement of data infrastructure. Low-cost high-value technology.

At suggestion of Rep. Nathanson, have been engaging in discussions with Oregon Hazards Lab to collocate with fire cameras and with ODOT with their infrastructure.

Much more efficient than requiring drone registration. WA and NC private drone registration failure. Higher compliance.



THANK YOU

