



**SMALL UAV  
COALITION**  
*A Partnership for  
Safety & Innovation*

**NEWS RELEASE**

**FOR IMMEDIATE RELEASE**

Contact: [press@smalluavcoalition.org](mailto:press@smalluavcoalition.org)

## **Coalition Comments on Pending Hawaii UAS Legislation Objects to Provisions that Conflict with Federal Law**

**WASHINGTON, DC – FEBRUARY 10, 2016** – Today, the Small UAV Coalition sent a letter to members of the Hawaii Senate Committee on Commerce, Consumer Protection, and Health, Committee on Judiciary and Labor, and Committee on Public Safety, Intergovernmental, and Military Affairs ahead of a pair of joint hearings scheduled for February 11 and 12 to consider two bills pertaining to unmanned aerial systems (UAS), SB2172 and SB2347. The Coalition welcomes all lawmakers' interest in UAS issues, but conveyed serious concerns with both bills, as well as several other pending measures.

Many of the proposed laws pending before the Hawaii State Legislature are good-intentioned, but would be preempted by Federal law if adopted as currently written. The Federal Aviation Administration (FAA) has exclusive jurisdiction over the navigable airspace and is solely responsible for safety regulations. In December 2015, the FAA issued a [fact sheet](#) on state and local regulation of UAS that warns a “patchwork quilt” of differing restrictions could severely limit the flexibility of FAA in controlling the airspace and flight patterns, and ensuring safety and an efficient air traffic flow.” According to the FAA, “a navigable airspace free from inconsistent state and local restrictions is essential to the maintenance of a safe and sound air transportation system.”

The current and forthcoming Federal regulatory framework is and will be sufficient to address most of the concerns underlying the proposed Hawaii UAS laws. The FAA is in the process of completing a rulemaking to provide a regulatory framework for small UAS that will help the United States seize upon the commercial benefits of the UAS industry. In the meantime, the FAA has granted thousands of exemptions for commercial operations that permit operations several of the proposed Hawaii laws seek to prohibit.

While the Coalition does not object to State or local prohibitions on criminal behavior or interfering with first responders, provided they are not unduly broad or in conflict with FAA policies, an additional and varying layer of rules, no matter how well-intentioned, will serve only as a deterrent to an industry that has enormous potential to generate local revenues, create jobs, drive innovation, and reduce the risk of accidents, as well as produce substantial energy savings and environmental benefits. Conflicting or duplicative Federal and State laws and regulations are also a disservice to citizens and consumers who aim to operate within the confines of the law.

The Small UAV Coalition thanks members of the Hawaii State Legislature for their interest in American innovation and UAS issues and looks forward to continuing to work with lawmakers and regulators at the Federal, state, and local levels to fully realize the vast economic potential of small UAS and to expedite the safe and timely integration of small UAS into the National Airspace System for commercial, recreational, and philanthropic purposes.

The Coalition's letter to the Hawaii Senate Committees, as well as a fact sheet on the proposed legislation, can be found on the Coalition's [website](#).

Small UAV Coalition members include Airmap, Amazon Prime Air, DJI, DroneDeploy, Google [X], GoPro, Intel, Kespri, Parrot, PrecisionHawk, Verizon Ventures, 3D Robotics, AGI, Botlink, Flirtey, StratAero, and ZeroTech. For more information on the Small UAV Coalition, please visit [www.smalluavcoalition.org](http://www.smalluavcoalition.org), contact [press@smalluavcoalition.org](mailto:press@smalluavcoalition.org), or follow @smallUAVs on Twitter.

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