

## **Department of Planning and Budget**

### **2016 Fiscal Impact Statement**

**1. Bill Number:** HB412

<b>House of Origin</b>	<input checked="" type="checkbox"/> Introduced	<input type="checkbox"/> Substitute	<input type="checkbox"/> Engrossed
<b>Second House</b>	<input type="checkbox"/> In Committee	<input type="checkbox"/> Substitute	<input type="checkbox"/> Enrolled

**2. Patron:** Kilgore

**3. Committee:** Courts of Justice

**4. Title:** Local regulation of certain aircraft

**5. Summary:** This bill provides that no locality may regulate the use of privately owned, unmanned, autonomous aircraft within its boundaries. The provisions of the bill expire on July 1, 2019.

**6. Budget Amendment Necessary:** No.

**7. No fiscal impact.** Preliminary. See Item #8.

**8. Fiscal Implications:** This bill directs what is already understood under the Dillon Rule. In other words, no locality could promulgate local law restricting the use of airspace by aircraft because they have not been given such authority by the General Assembly. In addition, there is a federal preemption also at work. The federal government, via the Federal Aviation Administration, has authority over navigable airspace, and thus any rules, laws, or regulations by states or localities are superseded. There is no fiscal impact in that nothing would be allowed to legally be altered from the current status.

**9. Specific Agency or Political Subdivisions Affected:** Department of Aviation.

**10. Technical Amendment Necessary:** No.

**11. Other Comments:** None.

**Date:** 1/27/16

**Document:** Janet Vogelgesang G:\16-18\FIS 2016\HB412.docx

c: Secretary of Transportation