

S 1314

Commercial UAS Modernization Act

Congress: 114 (2015–2017, Ended)

Chamber: Senate

Policy Area: Transportation and Public Works

Introduced: May 13, 2015

Current Status: Committee on Small Business and Entrepreneurship. Hearings held. Hearings printed: S.Hrg. 114-635.

Latest Action: Committee on Small Business and Entrepreneurship. Hearings held. Hearings printed: S.Hrg. 114-635. (Mar 10, 2016)

Official Text: <https://www.congress.gov/bill/114th-congress/senate-bill/1314>

Sponsor

Name: Sen. Booker, Cory A. [D-NJ]

Party: Democratic • **State:** NJ • **Chamber:** Senate

Cosponsors (5 total)

Cosponsor	Party / State	Role	Date Joined
Sen. Hoeven, John [R-ND]	R · ND		May 13, 2015
Sen. Heitkamp, Heidi [D-ND]	D · ND		Jul 13, 2015
Sen. Warner, Mark R. [D-VA]	D · VA		Aug 3, 2015
Sen. Wyden, Ron [D-OR]	D · OR		Aug 4, 2015
Sen. Merkley, Jeff [D-OR]	D · OR		Sep 21, 2015

Committee Activity

Committee	Chamber	Activity	Date
Commerce, Science, and Transportation Committee	Senate	Referred To	May 13, 2015
Small Business and Entrepreneurship Committee	Senate	Hearings By (full committee)	Mar 10, 2016

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

Bill	Relationship	Last Action
114 HR 4432	Related bill	Sep 30, 2016: Referred to the Subcommittee on Space.

Commercial UAS Modernization Act

This bill amends the FAA Modernization and Reform Act of 2012 to permit a person to operate a small commercial unmanned aircraft (drone) without an airworthiness certificate within the United States for the period beginning on enactment of this Act and ending on the effective date of a final rule based on the Notice of Proposed Rulemaking "Operation and Certification of Small Unmanned Aircraft Systems" dated February 23, 2015, subject to the following conditions and restrictions:

- the Federal Aviation Administration (FAA) must receive proof that the drone owner has liability insurance for the drone;
- the owner must register the drone;
- the operator must pass a test developed to assess initial aeronautical knowledge and a proficiency test administered by a drone test site; and
- the operator must demonstrate the ability to fly the drone in accordance with certain operating restrictions concerning visibility, time of day, air traffic control, airspace, preflight inspection, and operator health.

A drone may not be operated until the operator of a test site certifies that it meets the requirements in the rulemaking notice and can operate within the restrictions.

The owner or operator of a drone involved in an accident causing personal injury or property damage must report it to the FAA within two days after the accident.

The FAA shall:

- appoint a Deputy Associate Administrator for Unmanned Aircraft,
- establish a joint aircraft system research and development data collection and analysis program at the William J. Hughes Technical Center, and
- implement an air traffic management pilot program to research and test a new regulatory structure for drone operations in airspace below 1,200 feet.

Actions Timeline

- **Mar 10, 2016:** Committee on Small Business and Entrepreneurship. Hearings held. Hearings printed: S.Hrg. 114-635.
- **May 13, 2015:** Introduced in Senate
- **May 13, 2015:** Read twice and referred to the Committee on Commerce, Science, and Transportation.