

NetChoice *Promoting Convenience, Choice, and Commerce on the Net*

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March 12, 2018

Sen. Don Harmon, Chair
Senate Committee of the Executive
Illinois Senate
Springfield, Illinois

RE: **Support for SB 3291 – AN ACT concerning transportation.**

Dear Chairman Harmon and members of the committee,

We ask that you advance the SB 3291 regarding the operation of Unmanned Aircrafts (hereinafter "UAS").

UAS hold tremendous promise for businesses, professionals, and hobbyists. In industries like real estate, security, agriculture, architecture, engineering, and delivery. UAS can provide significant commercial benefits to consumers and businesses in both rural and urban areas.

SB 3291 helps clarify UAS rules and laws for Illinois's localities and residents. In doing so, SB 3291 clears a path for operation of UAS across the Prairie state.

SB 3291 also protects localities from expensive lawsuits they are likely to lose. Localities that attempt to regulate drones often find their laws being declared unconstitutional as they are preempted by Federal Aviation Administration authority.

Take for example the city of Newton, Massachusetts that passed a drone ordinance in December 2016. Within weeks the city of Newton found itself in court. The court invalidated Newton's law as it was preempted by federal law.¹ SB 3291's clear language protects Illinois localities from making the same mistake as Newton.

We ask that you advance SB 3291, and we welcome the opportunity to work with you.

Sincerely,

A handwritten signature in black ink, appearing to read "Carl Szabo".

Carl Szabo
Vice President and General Counsel, NetChoice
NetChoice is a trade association of e-Commerce and online businesses. www.netchoice.org

¹ See *Singer v. City of Newton*, No 17-10071-WY (Dist. Ct. Mass Sept. 21, 2017) ("Congress has given the FAA the responsibility of regulating the use of airspace for aircraft navigation and to protect individuals and property on the ground, 49 U.S.C. § 40103(b)(2), and has specifically directed the FAA to integrate drones into the national airspace system, Pub. L. No. 112-95 § 332....Intervening in the FAA's careful regulation of aircraft safety cannot stand; thus subsection (c)(1)(b) is preempted.").