



**Testimony Regarding Senate Bill No. 971, An Act Implementing the Recommendations of the Program Review and Investigations Committee Concerning the Criminal Use of Drones, and Senate Bill No. 974, An Act Implementing the Recommendations of the Legislative Program Review and Investigations Committee Concerning the Use of Drones by Law Enforcement Officers and Other State Employees**

Kevin A. Dillon, A.A.E.  
Executive Director  
Connecticut Airport Authority

Legislative Program Review and Investigations Committee  
February 25, 2015

Dear Senator Fonfara, Representative Carpino, Senator Kissel, Representative Mushinsky, and distinguished members of the Legislative Program Review and Investigations Committee,

My name is Kevin Dillon, and I am the Executive Director of the Connecticut Airport Authority (CAA). **I am submitting this testimony regarding Senate Bill No. 971, An Act Implementing the Recommendations of the Program Review and Investigations Committee Concerning the Criminal Use of Drones, and Senate Bill No. 974, An Act Implementing the Recommendations of the Legislative Program Review and Investigations Committee Concerning the Use of Drones by Law Enforcement Officers and Other State Employees.**

As the regulatory body for aeronautics in the State of Connecticut, the CAA is responsible for working to ensure the safety of Connecticut aviation. As such, it is the CAA's duty to establish procedures in accordance with Federal Aviation Administration (FAA) rules. In February 2015, the FAA issued proposed rules to integrate non-recreational small unmanned aircraft systems (UAS) into the National Airspace System, and President Obama released a presidential memorandum outlining steps to work towards providing transparency, accountability, and privacy protections in UAS use at the federal agency level. The CAA respectfully requests that the Committee take these two documents into account when moving forward with potential drone use regulations.

The CAA is concerned with provisions in Senate Bill No 971 and Senate Bill 974 that would effectively exempt all unmanned aerial vehicles from aircraft registration requirements in the State of Connecticut. As planned in the FAA's February 2015 proposed rules, small unmanned aircraft systems used for non-recreational purposes would need to meet federal registration requirements. The CAA believes that such registration is a useful tool to ensure responsible use and accountability for the companies utilizing this technology. While the CAA understands the need for a potential short-term moratorium to review the effects of federal rules, we do not believe that a full exemption would be an appropriate course of action for non-recreational UAS. The CAA suggests instead considering a shorter, one- or two-year, moratorium on aircraft registration requirements to assess the impacts of federal regulations and help ensure safe flight in the State of Connecticut.

Thank you for the opportunity to provide this testimony. Please feel free to contact my office at (860) 292-2054 if you have any questions or concerns.

Sincerely,

Kevin A. Dillon, A.A.E.  
Executive Director  
Connecticut Airport Authority