

POLICE DEPARTMENT
CITY AND COUNTY OF HONOLULU

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OUR REFERENCE GK-AS

February 3, 2017

The Honorable Rosalyn H. Baker, Chair
and Members
Committee on Commerce, Consumer
Protection and Health
The Honorable Gilbert S.C. Keith-Agaran, Chair
and Members
Committee on Judiciary and Labor
The Senate
Hawaii State Capitol
415 South Beretania Street
Honolulu, Hawaii 96813

Dear Chairs Baker and Keith-Agaran and Members:

SUBJECT: Senate Bill No. 1051, Relating to Unmanned Aerial Vehicles

I am Gerald K. Kaneshiro, Major of District 7 (East Honolulu), Honolulu Police Department (HPD), City and County of Honolulu.

The HPD supports Senate Bill No. 1051, Relating to Unmanned Aerial Vehicles.

This bill proposes that no person shall operate an unmanned aerial vehicle (UAV) unless it has an identification label affixed that contains the operator's name, phone number, and address beginning on January 1, 2018. The identification label will assist the HPD in locating the owner of a UAV if necessary.

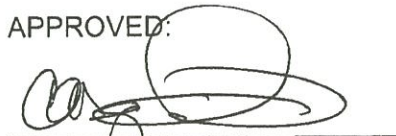
Once again, the HPD stands in firm support of Senate Bill No. 1051, Relating to Unmanned Aerial Vehicles.

Thank you for the opportunity to testify on this bill.

Sincerely,


Gerald K. Kaneshiro, Major
District 7

APPROVED:



Cary Okimoto
Acting Chief of Police

Serving and Protecting With Aloha

comments

1. The rules and the regulations of the FAA already cover the requirements of this bill.
2. The terminology of bill 1051 is confusing and conflicts in essence with the FAA regulations.
 - A. The FAA uses the term UAS to describe remote control vehicles operating in the National Air Space (NAS).
 - B. The FAA regulation includes model aircraft in their regulations. Bill 1051 appears to specifically exclude model aircraft. The definition of model aircraft is clearly covered by the FAA. In essence Bill 1051 conflicts with the FAA regulations. It appears that Bill 1051 specifically excludes those items that it is intended to include.
 - C. The FAA require that the operator of a model aircraft (that is covered by the FAA regulations), must register with the FAA, follow the requirements of the regulations, and mark the model aircraft (UAS) with the FAA provided serial number. The serial number is linked to the name, address, contact information of the owner/operator of the model aircraft (UAS).

I assume that law enforcement agencies have access to the FAA UAS database of operators. Any UAS that is properly marked with the FAA serial number could easily be traced to the owner, and probably to the operator of that UAS.

In essence all operators of radio controlled model aircraft (UAS) must follow and obey the FAA rules if they are to operate their models in the national airspace (NAS).

in addition the FAA differentiate between "fly for fun" and "commercial operation" of a UAS, it is not clear which category Bill 1051 is intended to cover.

I have been flying radio control model aircraft for 50 years. I'm a current owner of radio control model aircraft. My model aircraft include IC powered models, gliders, electric powered models, quadcopter's (commonly called drones) and camera carrying quadcopter's. My understanding of the FAA regulations are that all of my models, that weigh in the range of 55 pounds down to 0.55 pounds, are subject to the requirements of the FAA regulations.

I submitted testimony to the FAA when the FAA was formulating their regulations for remote-controlled model aircraft (UAS).

In juxtaposition it seems ironic to me that all of the dog owners in Hawaii only have to register their dogs and affix a dog tag to the animal. There is no requirement to place the name and address of the owner on the dog. Considering the number of dog owners and issues concerning nuisances caused by dogs it would seem only fair that a wayward drone be identified no more than a wayward dog?

The FAA Website

<https://www.faa.gov/uas/>

https://www.faa.gov/uas/getting_started/fly_for_fun/

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