

## RESEARCH SUMMARY

# Jump-Starting the Drone Industry: Which States Are Ready to Fly?

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Commercial drone companies have long operated in countries such as China, Japan, Rwanda, and Switzerland—for the delivery of medical and other supplies as well as for agricultural uses. In the United States, however, widespread deployment of commercial drones has been slow. This is owing, in part, to a lack of clarity about federal and state roles regarding drones and airspace management.

In “[Which States Are Prepared for the Drone Industry? A 50-State Report Card](#),” Brent Skorup and Connor Haaland argue that states should take the lead. By creating drone highways that mirror the paths of the public roads beneath them, states can bring new services to residents, create jobs, and save lives. In addition, the report card makes the following points:

- Many states already possess the legal rights to demarcate drone highways and establish rules for their use.
- State and local authorities should manage the new drone highways.
- Authorities can monetize this currently unused public resource—the public right-of-way between 50 feet and 200 feet above the ground.

The report card ranks states on their readiness to get the new technology into America’s skies.

### STATES WITH THESE LAWS RECEIVE HIGHER SCORES

- *Airspace lease law.* Drone highways must be demarcated by regulators and safely separated from airports, homes, schools, and other sensitive locations.
- *Law vesting air rights with landowners.* These laws clarify that the state is exercising its police powers and defining property rights. They also inform drone operators and residents about the extent of homeowners’ property rights, which reduces litigation risk for operators and homeowners alike.
- *Aviation easement law.* These laws allow drone operators to fly so long as they are high enough not to bother landowners and passersby. Even if the state or municipality doesn’t own the aerial corridors above public roads, drones will generally be allowed to access the aerial easements that state officials demarcate above public roads.

### OTHER FACTORS CONSIDERED IN THE REPORT CARD

- *Aviation advisory committee.* For state and local authorities, widespread commercial drone services will raise issues such as zoning rules, noise limits, time-of-day restrictions, job training and education, and insurance. Most of these issues will require extensive exploration—by regulators, residents, researchers,

and operators. States that have a statewide committee, task force, or department of transportation team dedicated to drones merit a higher score in the report.

- *Drone jobs estimate.* The report card ranks states based on the number of drone jobs per 100,000 people. Drone jobs serve as a proxy for soft factors such as whether a state has a community college system with drone programs or has workers in the aerospace industry. These factors can position states for future jobs growth in the industry, much as the auto industry has centered around Detroit and the IT industry around Silicon Valley.

## KEY TAKEAWAY

The report card helps states gauge how prepared they are for the future of drone services. It also demonstrates which states have model laws and policies that legislators in other states can learn from.

## AN ILLUSTRATED DRONE HIGHWAY

