

HMAVIEWPOINT

FAA Final Rule on Remote ID



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The Final Rule for Remote ID of Unmanned Aircraft was released on Dec. 28, 2020. The rule came after a yearlong wait following the release of the Proposed Rule for Remote ID of Unmanned Aircraft on Dec. 31, 2019. The model aviation community had concerns with the requirements of the proposed rule and submitted more than 53,000 comments to the Federal Register, suggesting changes and providing alternative solutions. As a result, the FAA significantly changed the requirements of Remote ID in the final rule.

The final rule gives three options to comply with Remote ID requirements:

1. Standard Remote ID

- Broadcast equipment must be built into Unmanned Aircraft Systems (UAS) by the manufacturer.
- UAS must have a radio frequency spectrum to broadcast location, altitude, identification, emergency status, etc., to both the UAS and control station.
- UAS must be designed not to take off if it is not broadcasting a signal.
- All UAS manufactured to fly in the National Airspace System (NAS) must meet standards and have certification of the Standard Remote ID requirements.

2. Broadcast Modules

- If a UAS is older (nonstandard), a broadcast module option is available.
- The module will send the same signal as Standard Remote ID, except for emergency status and control station information. The information that is broadcast will be UAS takeoff location and altitude. Broadcast modules will also need to signal if the UAS is not working properly.
- The FAA anticipates that these modules will cost approximately \$20 to \$50.
- These modules are only permitted for visual-line-of-sight operations.

3. FAA-Recognized Identification Areas

- FAA-Recognized Identification Areas (FRIAs) are valid for 48 months and can be renewed and changed.
- FRIAs require that the flying site be under the umbrella of a community-based organization or educational institution.
- Only visual-line-of-sight operations are permitted at FRIAs.

The Final Rule for Remote ID will have an implementation period before operators must fully comply. A person operating UAS in the airspace will need to comply with Remote ID requirements beginning 60 days and 30 months following the rule's publication date in the Federal Register. Manufacturers will need to begin complying 60 days from the publication date for production of broadcast modules and 60 days and 18 months from the publish date for production of Standard Remote ID. The process to apply to become an FRIA will begin 60 days and 18 months following the publication date.

The final rule kept FAA registration requirements for UAS the same. UAS operators will continue to register as individuals and will not be required to register each aircraft individually, as was included in the proposed rule. Operators complying with Remote ID via option 1 (Standard Remote ID) must list the serial number of each UAS associated with his or her unique FAA registration number. Operators complying with Remote ID via option 2 (Broadcast Modules) must list any broadcast module's serial number associated with their unique FAA registration number.

Special events, such as air shows or other temporary events, will have a path to receive authorization from the Administrator to deviate from the Remote ID operation rules. Additionally, recreational and educational operators can "home-build" UAS without meeting manufacturer certification standards. This allows homebuilt UAS to be operated at a FRIA or under option 2 (Broadcast Modules).

In addition to Remote ID, the recreational knowledge and safety test is a topic of interest to the hobby. The knowledge and safety test will have approximately 25 multiple-choice questions about basic safety guidelines and recreational flying knowledge. If an answer is entered incorrectly, the user will be prompted to go back and reselect an answer until the response is correct. This guarantees that every recreational user will be able to complete the test. The test is designed to bring safety awareness to the airspace and not to exclude recreational users from operating in the NAS.

Information regarding the test will be included in Advisory Circular 91-57C. The circular is expected to be published in the Federal Register soon. After publication, the general public can submit their comments regarding the advisory circular for 60 days.

As more information is released on AC 91-57C and the Final Rule for Remote ID is implemented, the Academy of Model Aeronautics will continue to be a committed resource for the model aviation community. Visit modelaircraft.org/gov for the latest information. **HM**



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