

## **AMA's summary of FAA's Final Rule on Remote ID**

<https://www.modelaircraft.org/amainaction> 1-14-2021

The Final Rule for Remote ID of Unmanned Aircraft was released December 28, 2020. AMA successfully pushed for less-strict requirements to be included in it, compared with what was originally proposed. There are three ways to comply with the new rule: Standard Remote ID, broadcast modules, and flying in FAA-recognized identification areas. The Final Rule for Remote ID will have an implementation period before operators will be required to fully comply.

### REMOTE ID SUMMARY

#### REMOTE ID FAQs

Q: What types of UAS/model aircraft will require remote identification?

A: Any UAS manufactured or home-built that requires FAA registration (weighs over 0.55lbs) that will be operating in the NAS. UAS may meet the remote identification requirements by flying at FRIA sites.

Q: When will hobbyists need to comply with Remote ID requirements?

A: Although you might notice new Remote ID products on the shelves and FAA-Recognized Identification Areas (FRIA) be established, operators are not required to comply until September 16, 2023. During this time, AMA will continue to shape the implementation of the rule for the hobby.

Q: What is an FRIA?

A: An FRIA is where persons can operate visual-line-of-sight UAS without Remote ID. The FAA will look to community-based organizations, such as AMA, to establish these locations.

Q: Who can apply for a flying site to be an FRIA?

A: Those eligible to request establishment of FRIAs include educational institutions and community-based organizations recognized by the Administrator.

Q: How do I apply for my club's flying site to be an FRIA?

A: The process to apply for FRIA status will not begin until September 16, 2022. Once the details for the application process are released, we will inform our members of next steps.

Q: Can a city, town or municipality create their own FRIA sites for UAS flying at parks or open space that they own/manage?

A: No. FRIAs may only be requested by FAA-recognized community-based organizations and educational institutions. They could provide the public land site to a CBO club and the club could then apply for FRIA approval from the FAA.

Q: How will Remote ID apply at events not at an FRIA?

A: 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 operating rules

Q: I mostly fly at my AMA chartered club's flying site. How does this rule impact me?

A: Clubs will be able to apply for their flying site(s) to be recognized by the FAA through AMA. When the flying site is included in the list of FRIAs, members can fly there without needing to meet any additional Remote ID requirements.

Q: I don't fly at an AMA chartered club flying site. How does this rule impact me?

A: Those flying outside of an established flying site can meet the Remote ID requirements by flying a standard Remote ID-equipped aircraft or an aircraft equipped with a broadcast module.

Q: What changes are there to FAA registration?

A: All of the previous registration requirements in the proposed rule were removed in this final rule. You only have to register once every three years for \$5, regardless of how many aircraft you own.

Q: Are recreational UAS weighing under 0.55lbs required to comply with remote identification rules?

A: Remote identification is tied to FAA registration. Since these UAS are not required to register with the FAA, they are also not required to comply with remote identification.

Q: Will my Large Model Aircraft (LMA) need to comply with Remote ID requirements?

A: Section 349 of Public Law 115-254 requires that LMA weighing over 55 lbs. be operated from fixed flying site locations. This likely means LMA will satisfy Remote ID by operating at a FRIA rather than broadcasting a radio frequency.

Q: Do Control Line and Free Flight operators need to meet Remote ID requirements?

A: AMA maintains that Control Line and Free Flight do not meet the definition of unmanned aircraft systems.

Q: Will FPV be permitted with the use of a broadcast module at established flying sites?

A: We interpret that FPV will continue to be permitted under any form of Remote ID given legislation written in PL 115-254 Sect 349, defining visual-line-of-sight operations.

Q: I often fly scratch-built or plan-built models. How will this impact me?

A: Recreational and educational operators can "home build" without meeting manufacturer certification standards, allowing these types of aircraft to be operated at an FRIA or under the broadcast model option.

Q: Do I have to pay a monthly subscription fee to a UAS service provider?

A: No. These requirements in the earlier proposed rule were removed in the final rule along with the need to connect to the internet.

Q: Will personally identifiable information be publicly available for all UAS operations?

A: No. Both remote ID options broadcast either the serial number assigned to the UA or the broadcast module. Only the FAA and law enforcement will be able to obtain identifiable information from the UAS owner.

Q: Some operators have voiced concerned that someone may steal their broadcast module and use it to commit nefarious acts. Is there any way to prevent this?

A: Yes, remote ID aircraft and broadcast modules will be tied to FAA registration and therefore password protected through the FAA Drone Zone. If an aircraft or module is lost or stolen, the owner can unlink the serial number from his or her FAA registration account. It's possible that manufacturers will also add a second layer of security by password protecting their device.