



2021 FAA Remote ID Final Rule Highlights and Summary

Three Ways to Comply with FAA Final Rule

1. Standard Remote Identification Unmanned Aircraft

Standard remote identification unmanned aircraft broadcast the remote identification message elements directly from the unmanned aircraft from takeoff to shutdown. The required message elements include: (1) a unique identifier to establish the identity of the unmanned aircraft; (2) an indication of the unmanned aircraft latitude, longitude, geometric altitude, and velocity; (3) an indication of the control station latitude, longitude, and geometric altitude; (4) a time mark; and (5) an emergency status indication.

2. Remote Identification Broadcast Modules

An unmanned aircraft can be equipped with a remote identification broadcast module that broadcasts message elements from takeoff to shutdown. The required message elements include: (1) the serial number of the broadcast module assigned by the producer; (2) an indication of the latitude, longitude, geometric altitude, and velocity of the unmanned aircraft; (3) an indication of the latitude, longitude, and geometric altitude of the unmanned aircraft takeoff location; and (4) a time mark.

3. Unmanned Aircraft without Remote Identification Equipment

Unless operating under an exception to the remote identification operating requirements, a person operating an unmanned aircraft without remote identification must always operate within visual line of sight and within an FAA-recognized identification area. An FAA-recognized identification area is a defined geographic area where persons can operate UAS without remote identification, provided they maintain visual line of sight. Persons eligible to request establishment of FAA-recognized identification areas include communitybased organizations recognized by the Administrator and educational institutions including primary and secondary educational institutions, trade schools, colleges, and universities.

Timelines/Notes for the New FAA Rule

- For Option 1, 2, and 3, the rule goes into effect 60 days and 30 months from the date of publication (Dec 28th.)
- For Option 3, organizations can begin applying for FRIA status (FAA Recognized Identification Area) 60 days and 18 months after Dec 28th.
 - Altitude restrictions were not addressed in this ruling and the 400 foot range rule previously in place was removed. Altitude limits will likely be determined at the time of application.
 - Drones operating in FRIA must have FAA registration numbers and the operator must carry the FAA ID card. This rule is in effect NOW.
 - Operations are restricted to Visual Line of Sight; First Person View is permitted with a spotter (colocator) who maintains visual line of sight without optical enhancements other than eyeglasses.
 - RCMB will designate a Point-of-Contact to work with AMA/FAA for FRIA application.

Other Notes and Summary

- Request for Comments normally generate about 1000 comments; FAA received 53,000 comments in this case. They considered/approved many of them, even citing many in their final document. A few noteworthy ones:
 - FAA eliminated the 400 foot network based Wi-Fi scheme they had proposed
 - FAA removed the FRIA timelines, both for submissions, renewals and relocations.
 - Individual aircraft registration was removed—one registration number per individual to be used for all models of that owner.
 - Pathway for exceptions for special events now exists
 - The 50% amateur/home-built restriction removed with no requirement to meet manufacture certification standards
 - The certification test is now 20 multiple choice questions and you can't fail it.
- Overall, this was a huge win for us and a nod that AMA modelers were not the intended target of this rule. We don't need to do anything for now and minimal impact going forward when flying at the field.
- Per FAA and AMA recommendations, RCMB will not enforce rules other than requiring (as we do now) that members obtain AMA and FAA registration.