

# ***Final FAA Remote ID Rule***

*NCRCC Meeting, 14 January 2021*

*John Watkins*  
*with review by Al Yanchak*

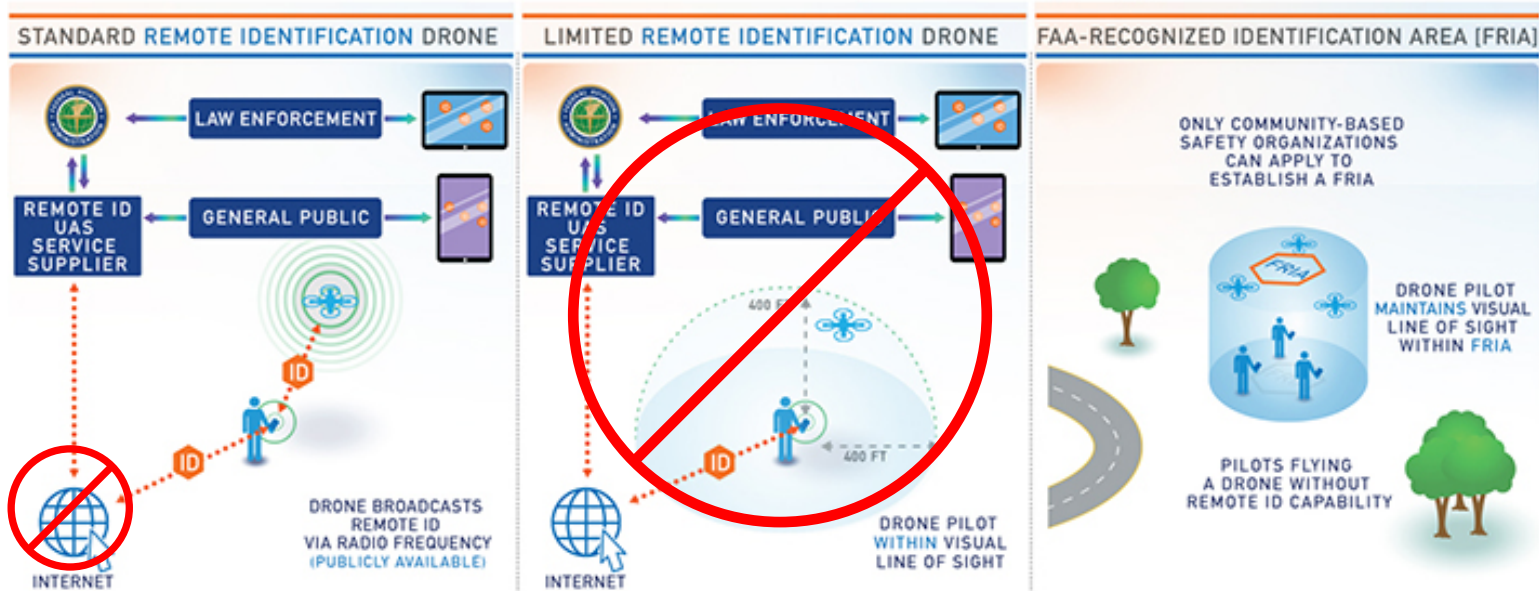
## ***Outcome of Remote ID Process:***

- *Final Remote ID (RID) Rule released on 28 December 2020*
- *The final rule is a big improvement over the proposed rule*
- *The hobby won't change that much for NCRCC and other clubs*
- *The 53,000-plus comments to the FAA had a positive effect in removing parts of the proposed rule that would have jeopardized the hobby*

***Thanks to those who commented on the proposed rule!!***

# Overview of Changes to the Proposed RID Rule:

## ~~Ways of Remotely Identifying~~



*There are now two types of Broadcast Remote ID:*

- *Standard: RID built into the UAS*
  - *Broadcast Module: RID that can be moved between multiple UA*
- A RID Broadcast Module may be used with existing or new model aircraft (UA) built from materials, airframe kits, partial kits (ARF, PNP, receiver-ready).*

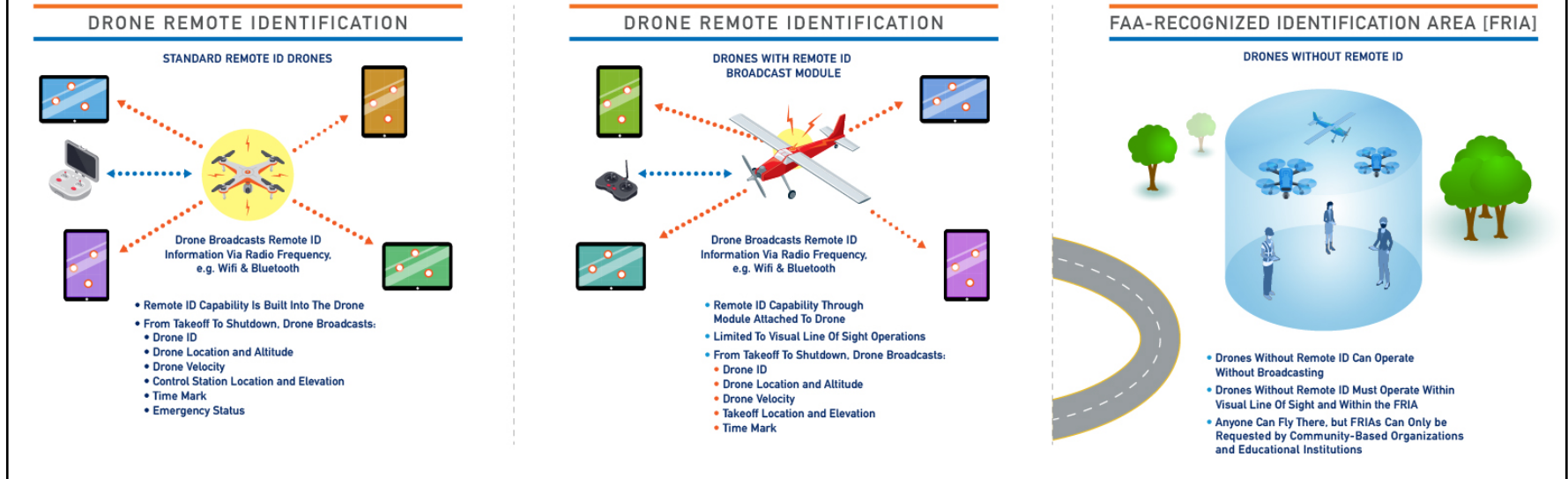
***Limited Remote ID and requirement for Internet connection are eliminated in the final rule (for now)***

*The FRIA process is more flexible:*

- *No end date for applications*
  - *FRIA may be modified or redefined*
  - *FRIA renewed every 48 months*
- FRIA process cannot begin until CBOs are established – 18 months from effective date of rule (September 2022).*

# Final RID Rule:

## 3 WAYS DRONE PILOTS CAN MEET REMOTE ID RULE



Links to FAA overview of final RID rule:

[https://www.faa.gov/uas/getting\\_started/remote\\_id/](https://www.faa.gov/uas/getting_started/remote_id/)

[https://www.faa.gov/news/media/attachments/RemoteID\\_Executive\\_Summary.pdf](https://www.faa.gov/news/media/attachments/RemoteID_Executive_Summary.pdf)

[https://www.faa.gov/uas/media/Remote\\_ID\\_Toolkit.pdf](https://www.faa.gov/uas/media/Remote_ID_Toolkit.pdf)

# *Some Key Points of the Final RID Rule:*

- *The severe restrictions on building model aircraft in the proposed rule have been eliminated in the final rule:*
  - *RID compliance is now possible for existing model aircraft using a portable broadcast type RID module that can be moved from model to model*
  - *Model aircraft can be built as before, with RID compliance using a portable broadcast RID module*
- *Limited RID system – Eliminated in final rule*
- *Requirement for an internet connection – Eliminated (FAA may re-evaluate this)*
- *Requirement to register each recreational UAS – Eliminated (use certificate number on all UAS)*
- *Manufacturers will have 18 months from the effective date of the rule to develop and certify Standard RID UAS and RID Broadcast Modules*
- *The final rule must be complied with 30 months after the effective date of the rule (September 2023). Until then, use of RID is not required.*

## ***More Key Points of the Final RID Rule:***

- *The final rule does not appear to affect or change current UAS airspace and flight rules:*
  - *Visual Line of Sight (VLOS) operations only*
  - *The intent of the rule appears to allow continued use of FPV, but final rule has confusing wording with regards to FPV that must be clarified*
  - *400-foot AGL altitude limit*
  - *Flight in controlled airspace (other than Class G) requires authorization via LAANC or other means*
- *RID is no longer required for indoor flight – Eliminated in final rule*

# ***Even More Key Points of the Final RID Rule:***

- *RID broadcast:*
  - *Data can be received by law enforcement or other government agencies, as well as ordinary citizens using smart phones or other devices*
  - *Data includes location of UAS and the operator (concerns about providing operator location)*
  - *Only law enforcement/FAA can link data to personal information in UAS Certificate of Registration*
- *FAA envisions the broadcast signal will eventually be used by Unmanned Aircraft System Traffic Management (UTM) to integrate recreational and commercial operations*
- *The rule does not include provisions for RID equipped UAS to provide data to manned aircraft, so original objective of increased safety for manned aircraft is not addressed*

# ***FAA-Recognized Identification Area (FRIA):***

- *12-month window to apply for a FRIA – Eliminated in final rule*
- *The FAA no longer intends to phase-out FRIAs*
- *FRIA Renewal every 48-months*
- *Can re-apply for expired or terminated FRIAs*
- *The FAA may terminate a FRIA*
- *Size, dimensions, and altitude limits for FRIA are not defined in final rule*
- *Definitions and processes for establishment of CBO and FRIA must be determined before process can begin*
- *CBO (AMA) must be in place before NCRCC can applying for establishment of a FRIA at our field*
- *FRIA process will not start until 18-months after rule becomes effective (September 2022)*



# **Status of Remote ID:**

*The devil is in the details, and much remains to be worked out:*

- *No RID equipment exists at this time – considerable technical challenges*
- *No process for application or approval of a Community Based Organization (CBO) exists at this time (but should be released shortly)*
- *No process for application or approval of a FAA-Recognized Identification Area (FRIA) exists at this time (but should be released shortly)*
- *The FAA is likely to revisit some items such as the network requirement*
- *Not all organizations may be satisfied with the final rule – particularly means of compliance using RID Broadcast Module and deletion of the network requirement - so it isn't a guaranteed done deal, future changes are possible*

*The final rule will not be effective in reducing potential for collision between manned aircraft and UAS - **We will still need to see, hear, and avoid***

*The final rule should be more effective regarding “clueless and careless” operators ignorant of or using poor judgment where and how they fly*

*Those with malicious intent - not so much*