



Information Alert

State-Federal Relations Division

FAA Releases Proposed Rule for Remote Identification of Drones

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On Dec. 31, 2019, the Federal Aviation Administration (FAA) [released its proposed rule](#) for the remote identification (Remote ID) of unmanned aircraft systems (UAS), commonly referred to as drones. Remote ID is the ability of a drone to provide identification information that can be received by other parties during operations.

Remote ID would assist the FAA, law enforcement, and federal security agencies in identifying when a drone appears to be flying in an unsafe manner or where the drone is not allowed to fly. The development of Remote ID is a necessary building block for the foundation of a UAS Traffic Management System (UTM) that is scalable to the national airspace similar to the existing air-traffic control system applicable to traditional aircraft. Although only in proposed form, with no specific timeline for finalization, the publication represents an important step for the development of the technology. The FAA has previously stated that only once remote ID requirement is fully implemented will drones be able to expand operations beyond current limitations, which require operations not outside the visual line of sight of the operator and only during daytime, unless granted a specific waiver from the FAA.

The proposed Remote ID rule applies to all drones that are required to be registered with the FAA (recreational drones weighing under 0.55 pounds, or 250 grams, are not required to be registered at this time). The rule proposes three options for a drone to comply with the Remote ID requirement.

The first would require the drone to both broadcast its identity on a radio frequency that can be monitored nearby as well as communicate its operational information via the internet to a Remote ID UAS Service Supplier (USS). This would allow nearby drones and aircraft to avoid the drone while simultaneously allowing law enforcement agencies to identify rogue operators. A second option would require only that a drone transmit its operational information to a USS via the internet. Should a drone be complying with this option, the drone would be limited to maintaining a distance of no more than 400 feet from the operator. A third option would remove any requirements for the drone to transmit operational information to a USS via the internet or broadcast its identity if they fly in "FAA-recognized identification areas." The FAA believes this option would likely make compliance for model aircraft minimal.

Even if the proposal were finalized later this year with no changes, it still would not take effect for three years, likely pushing back any full delivery or commercial operations that would rely on flying beyond line of sight. For further information on the proposal or the existing requirements from drone operations, including the [small UAS rule](#), which covers drones weighing less than 55 pounds other than model aircraft, and the [Low Altitude Authorization and Notification Capability \(LAANC\)](#), which automates the application and approval process for

drone operators to obtain airspace authorizations, contact NCSL staff [Ben Husch](#), 202-624-7779 or [Kristen Hildreth](#), 202-624-3597.