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FAA Drone Registration Task Force Unveils Proposed Recommendations

On Nov. 23, the Federal Aviation Administration (FAA) [released](#) a set of recommendations by the Unmanned Aircraft Systems Registration Task Force that was [established last month](#) at the direction of U.S. Department of Transportation (DOT) Secretary Anthony Foxx and FAA Administrator Michael Huerta.

Foxx noted at the time that although FAA does not currently enforce the requirement for drones used for hobby or recreational purposes to be registered, the rapid proliferation of these aircraft in the national airspace warranted a reevaluation. The task force included members from the aviation industry, law enforcement and manufacturers of drones. Overall, the task force noted that its recommendations were made with two goals in mind:

- Ensuring accountability by creating a traceable link between aircraft and owner; and
- Encouraging the maximum level of regulatory compliance by making the registration process as simple as possible.

The task force's main recommendation notes that FAA should institute a requirement that drones weighing between 250 grams and 55 pounds and operating in the National Air Space be required to electronically register, at no cost, with the FAA by providing the owners name and street address. Additional information including the drone's serial number and owner's email address should be optional.

Other recommendations from the task force include a requirement that registrants be at least 13 years old and that registrants receive one registration number that is affixed to all their drones, rather than one registration number per drone. Further, the task force recommended that there be no citizenship or residency requirement for those registering.

A draft rule based on the recommendations has been submitted to Foxx and Huerta for their review. Although no formal timetable for the rule's release has been announced, Foxx has previously noted his desire to finalize a rule before the end of the year.

This task force is separate from the [ongoing efforts at FAA to finalize regulations](#) for the operation of commercial unmanned aerial systems. Currently, operation of a UAS for

commercial purposes is illegal unless the operator has received an [exemption from the FAA](#). Foxx hopes to conclude this effort by June 2016. For a complete review of state legislation on UAS, [click here](#).

If you are interested in learning more about drone regulations at both the state and federal level, the committee will be hosting a session on the future of drones at the [NCSL Capitol Forum](#) in Washington, D.C. on Dec. 10.