

Let Industry Innovate and Create Jobs with a Timely Performance Based UAS Remote ID Rule

Establishing remote identification (ID) standards, essentially digital license plates for unmanned aerial systems (UAS), is a critical next step in the evolution of the unmanned systems industry. It is, in fact, a linchpin for future rulemakings that will help to unlock the UAS marketplace. Accordingly, on behalf of the unmanned systems industry, I strongly encourage the U.S. Department of Transportation (DOT) and Federal Aviation Administration (FAA) to hold fast to the published December 2020 remote ID rulemaking release timeline.

UAS, more commonly known as drones, represent one of the most transformative technologies society has seen to date. Recently, we have seen numerous companies – large and small – rally around unmanned systems to engage in operations including disaster relief, prescription distribution, and contactless grocery delivery. Especially in light of the COVID-19 pandemic, drones allow certain parts of our lives to retain a semblance of normalcy, when going out in person carries newfound dangers. The UAS industry is providing solutions to problems that the pandemic has presented, and the rapid pace of innovation and problem-solving should not be held back by a regulatory rulemaking delay.

While companies such as Amazon, Wing, and Walmart have begun integrating drones into their customer experience, the market is nowhere near where it could be. Remote ID is the next steppingstone towards achieving full market development, and the innovators within our industry are looking towards the FAA for timely movement on this important safety and security rulemaking.

Remote ID ensures a UAS in flight is providing identification and location information that other parties can receive. This transmission information will be critical in safely conducting law enforcement operations, maintaining airspace integrity near airports and critical infrastructure, and, as you may have seen recently, avoiding baseball game interruptions. Industry is fully behind the need for remote ID, but we do caution against any movement towards a “one size fits all” policy, as the UAS industry is diverse, both in terms of types of operations, but also the type of aircraft.

The final rule must provide flexibility in meeting remote ID compliance mandates as long as performance standards are met, rather than mandating a particular technology. Providing this flexibility will enable UAS operators to select the most appropriate remote ID system for their operation, and will help to ensure that all UAS can participate in remote ID, maximizing compliance and helping to mitigate challenges such as privacy.

AUVSI is not alone in emphasizing the need for remote ID to be performance based rather than prescriptive in nature; on September 29th, we joined with the Consumer Technology Association (CTA) and the U.S. Chamber of Commerce’s Technology Engagement Center (C_TEC) [on a letter](#) to encourage DOT to hold fast to the intended December 2020 release of the rulemaking.

The UAS sector is poised for exponential market growth and job creation, but in order to fully realize this potential, we need the FAA to continue to move the regulatory framework forward. Remote ID is the compulsory next step, and I look forward to working in partnership with the FAA and DOT to safely and efficiently implement a performance based UAS remote ID standard in the very near future.