



U.S. Department
of Transportation

**Federal Aviation
Administration**

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

February 13, 2019

The Honorable Roger Wicker
Chairman, Committee on Commerce,
Science, and Transportation
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

This letter is the Federal Aviation Administration's (FAA) report to Congress on the progress in meeting the requirements of Section 2202 of the 2016 FAA Extension, Safety, and Security Act.

In Section 2202(c) of the 2016 FAA Extension, Safety, and Security Act (P.L. 114-190), the FAA was directed to convene industry stakeholders to facilitate the development of consensus standards for remotely identifying operators and owners of unmanned aircraft systems (UAS) and associated unmanned aircraft. This effort was directed to be done in consultation with the Secretary of Transportation, the President of RTCA, Inc., and the Director of the National Institute of Standards and Technology (NIST).

In response to this requirement and concerns expressed by Federal security partners during recent rulemaking coordination, the FAA chartered the UAS Identification and Tracking Aviation Rulemaking Committee (UAS ID ARC) in May 2017. Membership was diverse, comprising representatives from 74 stakeholder organizations. These included representatives from the organizations specified in Section 2202, as well as manufacturers, law enforcement agencies, traditional manned aviation associations, academia, other standards groups, and other entities. Government observers included representatives from the U.S. Department of Transportation, NIST, the Department of Defense, the Department of Homeland Security, and the Department of Justice. The UAS ID ARC group met in person four times over the summer of 2017, along with numerous teleconferences and working group meetings in between, to develop proposals and draft language. On October 5, 2017, the UAS ID ARC group delivered their final recommendation report to the FAA, which is published on the FAA's website: <https://www.faa.gov/news/updates/?newsid=89404>.

The report categorized and evaluated eight technology options for identification and five criteria for evaluating their efficacy. In addition to the technological choices and their associated costs, the UAS ID ARC also identified two general categories of law enforcement need for ID and tracking technology: incident investigation and active monitoring of heightened awareness areas.

The UAS ID ARC recommended that the FAA would need to integrate any remote identification technology into the existing air traffic management system, noting that remote identification is a crucial component of an unmanned traffic management system.

Based on these recommendations, the FAA is now working to develop a notice of proposed rulemaking (NPRM) for remote identification requirements. In developing the NPRM, the FAA is considering both the direct broadcast and network publishing options recommended in the UAS ID ARC's report, and is reviewing them in the context of what will be most cost effective for small UAS that currently fall under FAA regulatory authority.

Remote identification is a lynchpin for moving forward on a number of other UAS integration priorities, in terms of safety, security, and airspace management. The FAA recognizes that numerous stakeholders, both in the UAS industry and security community, are investing significant time and energy into developing solutions for remotely identifying unmanned aircraft and their operators. As a result, we have prioritized remote identification rulemaking and are committed to implementing requirements quickly and effectively. We expect to publish the NPRM for public comment later this year.

We look forward to continued collaboration with your staff and would be happy to schedule time to brief you further if desired.

We have sent identical letters to Chairman DeFazio, Ranking Member Cantwell, and Ranking Member Graves.

Sincerely,

A handwritten signature in black ink, appearing to read "DK Elwell". The signature is written in a cursive, slightly slanted style.

Daniel K. Elwell
Acting Administrator



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The Honorable Peter A. DeFazio
Chairman, Committee on
Transportation and Infrastructure
House of Representatives
Washington, DC 20515

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Committee on Commerce, Science,
and Transportation
United States Senate
Washington, DC 20510

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