Effective Date: 05/04/2017

<u>**SUBJECT: UAS Identification and Tracking Aviation Rulemaking Committee**</u>

1. **PURPOSE.** This charter establishes the Unmanned Aircraft Systems (UAS) Identification and Tracking Aviation Rulemaking Committee (ARC), according to the Administrator's authority under Title 49 of the United States Code (49 U.S.C. § I06(p)(5)). The sponsor of the UAS Identification and Tracking ARC, subsequently referred to as the UAS-ID ARC, is the Director of the UAS Integration Office (AUS- I). This charter outlines the UAS-ID ARC' s organization, responsibilities, and tasks.

2. **BACKGROUND.** In December 2015, the FAA issued an interim final rule entitled "Registration and Marking for Small Unmanned Aircraft." This rule implemented recommendations from the Registration Task Force by creating an online registration portal for commercial and recreational small UAS. It also required owners to mark their aircraft with a unique identifier, but it did not include provisions for identifying unmanned aircraft during operations. The FAA recognizes the potential value remote identification would have to public safety and the safety of the National Airspace System (NAS). Accordingly, the UAS-JD ARC will inform the FAA on available technologies for remote identification and tracking, shortfalls in available standards, and make recommendations for how remote identification may be implemented.

3. **OBJECTIVES AND TASKS OF THE UAS-ID.** The UAS-ID ARC will provide a forum to discuss and provide recommendations to the FAA for regarding technologies available for the remote identification and tracking of UAS. Specifically, the UAS-ID ARC will:

    a. Identify, categorize and recommend available and emerging technology for the remote identification and tracking of UAS.
        1. Factors to consider include, but are not limited to: technical and operational cap abilities such as size, weight, speed, payload, and equipage; appropriate requirements for different classifications of unmanned aircraft system operations, including public and civil; technology readiness levels (TRL); operational range; and reliability.

    b. Identify the requirements for meeting the security and public safety needs of the law enforcement, homeland defense, and national security communities for the remote identification and tracking of UAS. The ARC should consider and evaluate the need to provide information that could assist in threat discrimination and determination of hostile intent.

    c. Evaluate the feasibility and affordability of the available technical solutions, and determine how well those technologies address the needs of the law enforcement and air traffic control communities. The ARC should develop evaluation criteria and characteristics for making decisions, and rate the available technical solutions provided.

1. Factors to consider include, but are not limited to: supporting infrastructure; reliability assurance and continuity of service features; utilization of readily available spectrum/communication network(s); and any limiting factors.

Recommendation Report:
The UAS-ID ARC will develop and submit to the FAA a recommendation report by September 30, 2017.

4. UAS-ID PROCEDURES.

    a   Act solely in an advisory capacity by advising and providing written recommendations to the Director of the UAS Integration Office.

    b. May propose related follow-on tasks outside the stated scope of the UAS-ID ARC to the Director of the UAS Integration Office.

    c. **Recommendation Report.** Submit a report detailing recommendations, including alternatives considered and any costs associated with the implementation of those recommendations.

        1. The Industry Co-Chair sends the recommendation report to the Administrator through the Director of the UAS Integration Office, who will also distribute the recommendation report within the Agency.

        11. The Director of the UAS Integration Office determines when the recommendation report and records pursuant to paragraph (8) will be made available for public release.

5. UAS-ID ORGANIZATION, MEMBERSHIP, AND ADMINISTRATION.
To facilitate discussion within the allotted time, the UAS-ID ARC will be organized into three working groups. Each working group will outline the specific tasks and goals necessary for success. Requests to form additional working groups can be made to the Designated Federal Official (DFO) and Industry Co-Chair.

The FAA will establish a committee of members representing a diverse set of aviation stakeholders, to include the UAS industry. The FAA will select members based on their familiarity with UAS technologies and operations, airborne electronics, aircraft registration policies and procedures, electronic data capture, law enforcement, and public safety. Members will also be selected based on their knowledge and experience with performance-based regulations for operations in the NAS, manufacture of unmanned aircraft, development of consensus standards, and consumer product testing techniques. Membership will be balanced in viewpoints, interests, and knowledge of the committee's objectives and scope.

The provisions of the August 13, 2014 Office of Management and Budget (0MB) guidance, "Revised Guidance on Appointment of Lobbyists to Federal Advisory Committees, Boards, and Commissions" (79 FR 47482), continues the ban on registered lobbyists participating on Agency Boards and Commissions if participating in their "individual capacity." The revised guidance allows registered lobbyists to participate on Agency Boards and Commissions in a "representative capacity" for the "express purpose of providing a committee with the views of a nongovernmental entity, a recognizable group of persons or nongovernmental entities (an industry, sector, labor

unions, or environmental groups, etc.) or state or local government." For further information, refer to the 0MB guidance at 79 FR 47482.

Membership is limited to promote discussion. Attendance, active participation, and commitment by members are essential for achieving the objectives and tasks.

The UAS-ID ARC will consist of members from the attached list of aviation community and industry member organizations, manufacturers, researchers, and standards bodies who are involved in the promotion of UAS, the production of UAS, and security issues surrounding the operation of UAS. FAA and other Agency subject matter experts may be requested to participate and provide technical support to ARC members.

    a. The Director of the UAS Integration Office will function as the FAA Co-Chair and will:
       1) Function as the Designated Federal Official (DFO)
       2) Select and appoint industry members and the FAA participants
       3) Select an Industry Co-Chair from the membership of the UAS-ID ARC
       4) Ensure FAA participation and support from all affected Lines of Business and Staff Offices
       5) Provide notification to the members of the time and place for each meeting
       6) Select Chairs for all working groups

    b. Once appointed, the Industry Co-Chair will:
       1) Coordinate required UAS-ID ARC meetings in order to meet the objectives and timelines
       2) Establish and distribute meeting agendas in a timely manner
       3) Determine the method of keeping meeting notes, if deemed necessary
       4) Perform other responsibilities as required to ensure the objectives are met
       5) Provide status reports, as requested, in writing to the Director of the UAS Integration Office
       6) Submit the recommendation report to the Director of the UAS Integration Office in accordance with 4(c)

6. **COST AND COMPENSATION.** The estimated cost to the Federal Government for the UAS-ID ARC is approximately $2,500. All travel costs for government employees are the responsibility of the government employee's organization. Non-government representatives, including the Industry Co-Chair, serve without government compensation and bear all costs related to their participation on this ARC.

7. **PUBLIC PARTICIPATION.** Meetings are not open to the public. Persons or organizations outside the UAS-ID ARC who wish to attend a meeting must get approval in advance of the meeting from the Industry Co-Chair and the FAA Co-Chair. ·

8. **AVAILABILITY OF RECORDS.** Consistent with the Freedom of information Act, Title 5, U.S.C., section 552, records, reports, agendas, working papers, and other documents that are made available to or prepared for or by the UAS-ID ARC will be available for public inspection and copying at the FAA UAS Integration Office, 490 L'Enfant Plaza, Suite 7225,

Washington DC, 20024. Fees will be charged for information furnished to the public according to the fee schedule published in Title 49 of the Code of Federal Regulations, part 7.

This charter may be found on the FAA Committee Database website at:
http://www.faa.gov/regulations_policies/rulemaking/committees/documents/.

9. **DISTRIBUTION.** This charter is distributed to the Director of the UAS Integration Office, the Office of the Associate Administrator for Aviation Safety, the Office of the Chief Counsel, the Office of Aviation Policy and Plans, and the Office of Rulemaking.

10. **EFFECTIVE DATE AND DURATION.** The UAS-ID ARC is effective upon issuance of this charter and will remain in existence until 31 October, 2017, unless the charter is sooner suspended, terminated, or extended by the Administrator.

Issued in Washington, D.C. on May 4, 2017.

Michael P. Huerta
Administrator

UAS ID ARC Confirmed Membership
June 18, 2017

1) A^3 & Aerial by Airbus
2) Academy of Model Aeronautics (AMA)
3) Aerospace Industries Association (AIA)
4) Air Line Pilots Association (ALPA)
5) Airborne Law Enforcement Association (ALEA)
6) Aircraft Owners and Pilots Association (AOPA)
7) Airmap
8) Airspace Systems, Inc.
9) Alliance for System Safety of UAS through Research Excellence (ASSURE)
10) Amazon Prime Air
11) American Association of Airport Executives (AAAE)
12) American Petroleum Institute (API)
13) Analytical Graphics, Inc.
14) Ariascend/DUGN
15) Association for Unmanned Vehicle Systems International (AUVSI)
16) ASTM International
17) AT&T
18) BNSF Railway
19) California Highway Patrol, Office of Air Operations
20) College Park, MD Airport
21) Commercial Drone Alliance
22) Consumer Technology Association (CTA)
23) CTIA/Akin Gump
24) DJI Technology
25) DLA Piper
26) Drone Aviator, Inc.
27) Dronsystems Limited
28) Fairfax County Police Department
29) Farris Technology
30) Flight Safety Foundation
31) FlyTransparent/Black River Systems Company
32) Ford Motor Company
33) General Atomics Aeronautical Systems, Inc.
34) General Aviation Manufacturers Association (GAMA)
35) General Electric Aviation
36) Globalstar
37) Grand Forks Sheriff's Office
38) Hangar51
39) Helicopter Association International (HAI)
40) Insitu, Inc.
41) Institute of Electrical and Electronics Engineers (IEEE)
42) Intel Corporation
43) International Association of Chiefs of Police (IACP)

44) Just Innovation
45) Los Angeles World Airports (LAWA)
46) Metropolitan Police Department
47) Miami Beach Police Department
48) Miami-Dade International Airport
49) Montgomery County Police Department
50) National Agricultural Aviation Association (NAAA)
51) National Association of State Aviation Officials (NASAO)
52) National Governors Association (NGA)
53) New York City Police Department
54) News Media Coalition (NMC)
55) Northrop Grumman Aerospace Systems
56) PrecisionHawk
57) Professional Helicopter Pilots Association (PHPA)
58) Public Safety Aviation Accreditation Commission (PSAAC)
59) Qualcomm
60) RelmaTech
61) Rockwell Collins
62) RTCA
63) SAE International
64) SkyPod, USA
65) Skyward, A Verizon Company
66) Texas Department of Public Safety, Aircraft Operations Division
67) The Brookings Institution
68) The MITRE Corporation
69) The Police Foundation
70) The Toy Association
71) T-Mobile USA
72) uAvionix
73) Verizon
74) X