



FAA UAS SYMPOSIUM

The Future of UAS Remote Identification

#UAS2018



Federal Aviation
Administration



The Future of UAS Remote Identification



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**FAA UAS
SYMPOSIUM**

Defining the Need



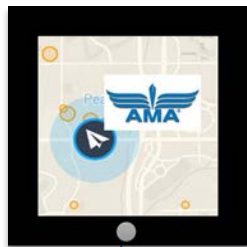
- Assure safety and security needs
- Help FAA with education and enforcement of FAA Regulations
- Facilitate public safety officials' ability to locate and communicate with a UAS operator
- Facilitate efficient management of low-level operations in all types of airspace
 - Provides optional situational awareness to air traffic management
 - Doesn't necessarily interact with current ATC systems used for IFR or separation services

Conceptual Applicability



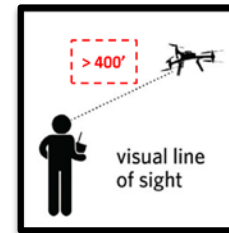
- Most contentious topic in the Remote ID ARC Recommendation Report
- Simple starting point – align with UAS registration requirements:
 - UAS registered under Part 48 or Part 47 (everything 250g and over)
- Simple end point – UAS operated under Part 91 would have to meet a higher bar:
 - In class A, B, C, D, or E airspace without an authorization issued under 107.41 or 91.127(c), 91.129(d), or 91.130(a); or
 - In class G airspace above 400' feet AGL

Considering Categories for Compliance



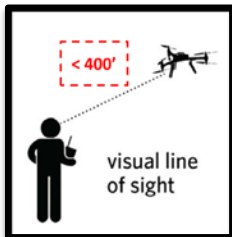
ID Locations / Sites

1



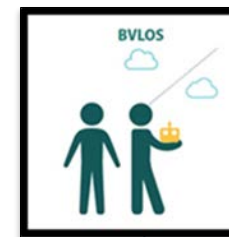
UA and Control Station Location

3



Control Station Location

2



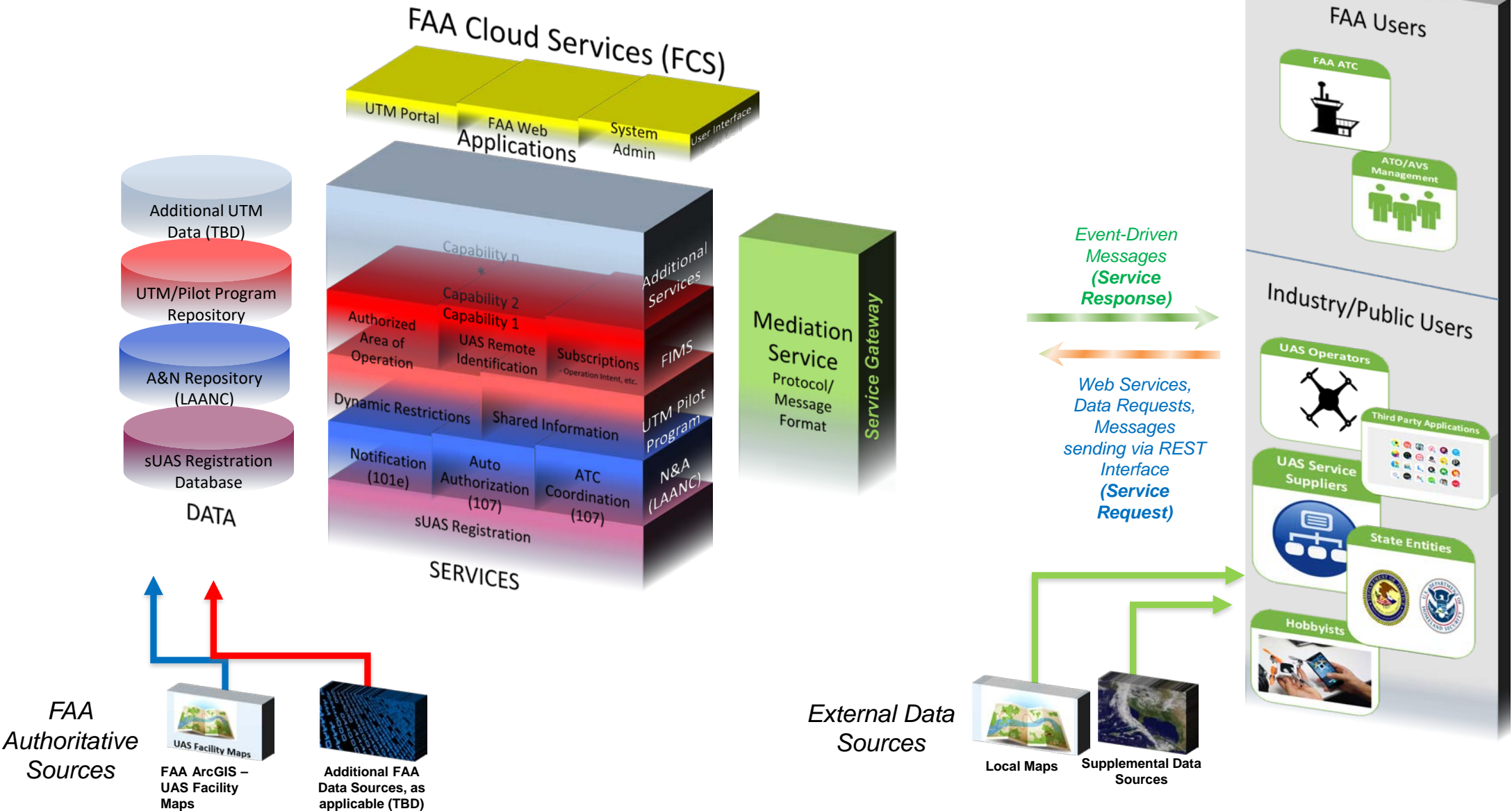
UA with Local Transmitter and Control Station Location

4



Not Included

UTM Architecture



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