



September 14, 2018

The Honorable Bill Shuster
Chairman, Transportation and Infrastructure Committee
United States House of Representatives
2079 Rayburn Office Building
Washington, D.C. 20515

The Honorable Peter DeFazio
Ranking Member, Transportation and Infrastructure
Committee
United States House of Representatives
2134 Rayburn Office Building
Washington, DC 20515

RE: H.R. 4 / *FAA Reauthorization Act of 2018*

Dear Chairman Shuster and Ranking Member DeFazio:

On behalf of our members across the country, the Association for Unmanned Vehicle Systems International (AUVSI) writes in support of legislative proposals that would give the Department of Homeland Security and Department of Justice authority to mitigate unmanned aircraft systems (UAS) that are used for nefarious purposes, while maintaining the Federal Aviation Administration's exclusive sovereignty over the airspace. We urge you to include these appropriate authorities in H.R. 4 / *FAA Reauthorization Act of 2018*.

Advancements in UAS are developing at a rapid pace, and the positive impact of this innovation on our economy, lifestyle and society is tremendous. To tap into the full benefits of UAS, however, we must ensure that our skies remain safe and secure. By granting authority to government agencies to mitigate threats, they can quickly act to stop them. Stricter enforcement against careless, reckless and other potentially malicious behavior will not only punish operators who misuse UAS technology but deter others from doing so.

At the same time, establishing remote identification standards for all UAS operators, as H.R. 4 seeks to do, will ensure that those who are flying UAS illegally or irresponsibly can be held accountable. Remote ID can help our law enforcement officials to identify, track and apprehend unlawful operators, in real-time. These standards will further help enhance the safety and security of the national airspace for all aircraft—both manned and unmanned.

Remote ID is also the linchpin needed to advance the UAS industry beyond what it is currently authorized under the FAA's Small UAS Rule, also known as Part 107. Specifically, remote ID could help alleviate security concerns raised by expanded UAS operations, such as flights over people or nighttime operations. A Notice of Proposed Rulemaking (NPRM) for flights over people was scheduled to be issued more than a year ago, but this next regulatory step to advance the UAS industry has been indefinitely delayed due to security concerns.

AUVSI participated in last year's Aviation Rulemaking Committee, which provided recommendations for remotely identifying and tracking operators and owners of UAS. We also collected papers on remote identification solutions from industry stakeholders to help the FAA meet its congressional directive under the 2016 FAA Act to develop consensus for such standards. AUVSI's position is that all UAS operators – whether

flying for civil, commercial or recreational purposes – must comply with remote ID and tracking requirements, with no exceptions.

While the UAS industry will continue to develop solutions to safely detect and mitigate UAS that are flying where they shouldn't be, we urge you to grant the necessary authority to federal agencies, so we can continue to keep our skies safe. Until we address policy for counter-UAS and move forward with rulemaking for remote identification, expanded operations and further integration of UAS into the airspace will remain stalled.

We greatly appreciate your consideration of AUVSI's views and look forward to working with you on this important issue.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian P. Wynne", followed by a horizontal line extending to the right.

Brian P. Wynne
President and CEO

CC:

Honorable Michael McCaul, Chairman, House Committee on Homeland Security
Honorable Bennie Thompson, Ranking Member, House Committee on Homeland Security
Honorable Bob Goodlatte, Chairman, House Judiciary Committee
Honorable Jerry Nadler, Ranking Member, House Judiciary Committee