FEDERAL AVIATION ADMINISTRATION REAUTHORIZATION PRIORITIES
UAS TRAFFIC MANAGEMENT (UTM) & REMOTE IDENTIFICATION (REMOTE ID)

Priority: AUVSI requests that Congress ensure FAA accepts ASTM International’s Standard Specification for UTM UAS Service Supplier (USS) Interoperability. Additionally, AUVSI urges Congress to ensure FAA considers accepting other industry standards, including those from RTCA SC-228. FAA acceptance of industry consensus standards will significantly benefit the UAS, AAM and related industries in the U.S.

Overview and Problem

There is wide-spread consensus that supporting multiple complex BVLOS operations will require a federated cloud-based UAS traffic management system, commonly referred to as UTM. However, that system will take time to develop, while many UAS operators are already capable of safely conducting BVLOS operations, and many simpler BVLOS operations involving lower risk levels may not require a high degree of oversight or coordination. Regulations should provide a near-term solution that will allow such operators the ability to conduct BVLOS operations immediately after the regulations are finalized. Initially, the number of operators capable of conducting complex BVLOS operations will be limited, therefore the security requirements for BVLOS may be more cumbersome, e.g., less automated, than the envisioned but eventual, UTM system.

Remote ID of UAS is a security tool required by the U.S. government for operation by providing a “digital license plate” for nearly all UAS operating in the NAS. A Remote ID system can give law enforcement, security officials, and the general public necessary information about a nearby UAS, which may help to ensure operations are safe and secure. International standards development organizations have produced Remote ID specifications that allow UAS operators to meet Remote ID requirements through two means – broadcast (based on radio frequency) and network (based on internet connectivity).

The Government Performance and Results Act requires DOT to set performance goals that are objective, quantifiable, and measurable. Although FAA typically follows the Department’s performance-based requirements and allows industry to develop innovative solutions to meet that standard, the Remote ID Final Rule chose only one technology, broadcast, to comply with the rule.

AUVSI supports the Remote ID rule that mandates broadcast identification, however, many of our members are innovating alternative ways to comply with Remote ID as technology evolves, including network identification, which could help to enable UTM operations.

AUVSI therefore asks Congress to urge FAA to explore additional identification solutions for Remote ID. As noted in the Remote ID Final Rule, FAA should strive to ensure that they, along with DHS and DOI, are "prepared to solve safety and security issues related to those concepts based on more mature understandings.”

AUVSI asks that Congress urge the national security agencies to engage in an open dialogue with industry
stakeholders and civil society stakeholders to find solutions that enhance Remote ID, specifically Remote ID solutions that enable Remote ID data to be accessed via a network, while maintaining appropriate privacy safeguards for UAS operators and customers.

Congress must provide clarity on UTM for industry in an effort to support more systematic integration of UAS and AAM into the NAS at altitude. This clarity should include requiring more collaboration between FAA and NASA on their UTM positions. Additionally, any language around Network Remote ID should include a directive to FAA rather than just urging a dialogue with national security agencies.