

Controversial UAS remote ID and tracking ARC report published by FAA yesterday

December 20, 2017

Last year, for the first time, the Federal Aviation Administration (FAA) broadly authorized commercial drones here in the United States. Since that time, the commercial drone industry has grown to a level few could have imagined only a couple of years ago. Technology has moved forward quickly, and what used to be considered toys are now powerful commercial tools that are bringing economic and safety benefits to a wide range of industries.

As drone technology has improved, we have also seen increasing numbers of headlines raising legitimate drone security issues. Many of these drone security issues were discussed at our [Domestic Drone Security Event](#) held in Washington, D.C. in November, 2017. There have been near-misses between drones and manned aircraft, and rogue drones flying where they should not lawfully fly—including at airports, [military bases](#), critical infrastructure, and [large outdoor sporting events](#).

Recognizing the potential safety and security benefits of a requirement that would allow public officials to remotely identify and track Unmanned Aircraft Systems (UAS), the FAA established the [UAS ID and Tracking Aviation Rulemaking Committee \(the ARC\) in May 2017](#) to provide recommendations to the agency. Yesterday, the FAA publicly released the [ARC's final recommendations report](#) (Report).

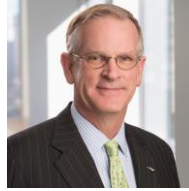
The most controversial section of the Report recommended that the FAA carve out model aircraft explicitly, or by design, from remote ID and tracking requirements. Notably, less than half of the ARC's voting members affirmatively supported this threshold applicability recommendation.

For a more detailed discussion of the ARC report and our views on why remote identification and tracking requirements are critical to the future success of the commercial drone industry, see [this op-ed published in the Hill](#) by Lisa Ellman, Chair of the Hogan Lovells Global UAS Practice.

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