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# Government Affairs Report

ACADEMY OF MODEL AERONAUTICS



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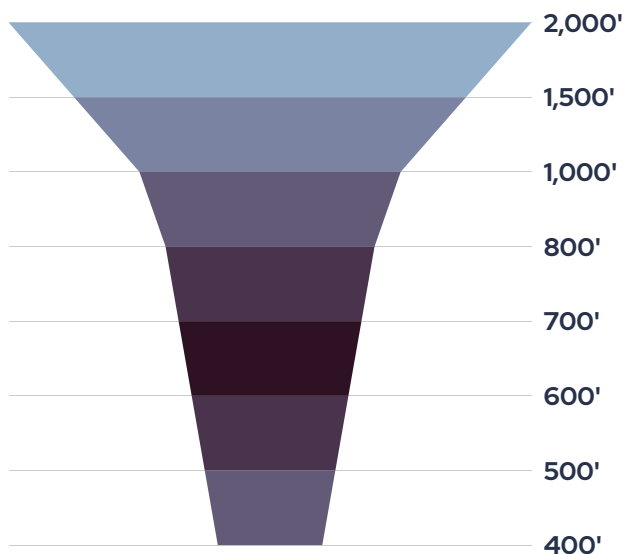
# Working With Clubs



OBTAINING HIGHER ALTITUDES

## SAFETY RISK MANAGEMENT PANELS

AMA held multiple **SRM panels** for various clubs with flying sites located in controlled airspace across the country in 2021. All clubs received an altitude higher than what was previously assigned to them on the FAA's UAS Facility Map, with most of the clubs receiving an altitude above **1000' AGL**.



## STREAMLINED SRM PROCESS

The rate of SRM panels has increased, but many clubs are still awaiting their panels. AMA continues to work with the FAA toward a more streamlined process. This will allow more clubs to receive an SRM panel and begin flying at **higher altitudes**.

# 100%

**OF CLUBS PARTICIPATING IN  
SRM PANELS RECEIVED A  
HIGHER ALTITUDE THAN  
ASSIGNED TO THEM ON THE  
FAA UAS FACILITY MAP**

## SRM PROCESS TESTIMONIAL

A review of this magnitude can have severe consequences to club operations and as a result can be very daunting for club membership. To lesson anxiety, preparation was key. We were prepared thanks to examples, guidance, and preparation meetings with the AMA team.

-Mitch G. and Ed W.

After two pre-panel meetings with AMA's government staff members, I felt extremely confident that whatever questions the panel members would ask, I was thoroughly prepared to give a good answer. At the end of our SRM panel, the FAA found our operations presented no safety concerns with the airspace around our local airport, and we were granted the higher altitude we requested.

-Tom D.



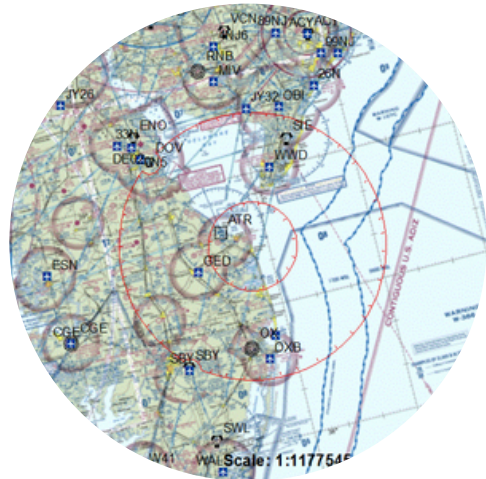
# Working With Clubs

LOA, TFR RELIEF, AND CLUB EVENTS



## TFR RELIEF

AMA met with several congressional offices to discuss granting waivers to clubs with flying fields that fell within the parameters of the Presidential TFRs for **Wilmington** and **Rehoboth Beach, Delaware**. AMA also met intermittingly with the Secret Service and the FAA to discuss the waivers.



### LETTER OF AGREEMENT

EFFECTIVE: AUGUST 25, 2021

SUBJECT: Fixed Site Operational Area Agreement

1. **PURPOSE:** To establish responsibilities and procedures for use of Radio Control Club Fixed Site operational area.

2. **CANCELLATION:**

- This agreement may be cancelled or terminated by either party upon giving 30 days' advance written notice to the other party.
- The FAA may immediately terminate or suspend flight operations this agreement if the safety of persons or property is compromised or there is a violation of the terms of this agreement.

3. **SCOPE:** The procedures outlined herein are applicable to Radio Control Club and FAA ATC Facility for the safe use of Unmanned Aircraft Systems (UAS) within approved operational area.

4. **RESPONSIBILITIES:** Radio Control Club must:

- Ensure all Radio Control Club members and AMA guest pilots are familiar and comply with the procedures in this agreement.
- Be responsible for all Radio Control Club signage located at the Radio Control Club approved operational area. *(if applicable)*

5. **PROCEDURES:**

- Ensure all Radio Control Club members and AMA guest pilots are familiar and comply with the procedures in this agreement.

(1) Radio Control Club is a fixed site location at 00°00'00"N, 00°00'00"W.

(2) Vertical limit: At or below XXXX feet AGL.

(3) Lateral boundaries are defined and depicted on the attachment.

NOTE: Lat/Long information is contained in the attachment. *(if applicable)*

(4) All operations must be contained within the operational area and conform to all current federal, state, and local governmental laws and regulations.

## LOA Renewals

Many clubs located in controlled airspace had signed **Letters of Agreement** with their local ATC facility that were set to expire in 2021. AMA worked with these clubs and the FAA to **renew the LOAs** without having any interruptions to day-to-day operations at each site.

## FLYING OVER 400 FEET

AMA continued its work with the FAA to develop a process for clubs to submit for waivers to **fly over 400 feet AGL** in uncontrolled airspace at AMA flying sites and Sanctioned Events. AMA hopes to finalize this process sometime in 2022.



# Outreach and Partnerships

STAKEHOLDERS AND LAANC



## OUTREACH



AMA continues to educate and inform stakeholders and the general public about AMA and the model aircraft community. Some of the outreach efforts include:

- EAA AirVenture Advocacy Forum
- FAA Symposium
- National Drone Safety Awareness Week roundtables and seminars
- National Boy Scouts of America meeting

## MORE ACCESSIBILITY FOR MEMBERS

AMA partnered with **UASidekick** to give members free access to **LAANC** flight planning software. This partnership also allows AMA members to use UASidekick's software to search for **AMA flying sites and sanctioned events**, as well as keep track of **TFRs** in their area.



# Federal Advocacy



## THE FINAL RULE ON REMOTE ID

Proposed Rule	Final Rule
Internet connectivity required.	Broadcast only, no internet needed.
Paid monthly subscription to UAS service supplier.	Requirement removed along with removal of internet requirement.
FRIAs could only be requested in first year.	FRIAs can be requested or changed indefinitely.
Per-aircraft registration.	Individual registration, operator registers only once.
Special events not addressed.	Pathway for special events to deviate from Remote ID rules.
Included a 400-foot range limit.	400-foot limit removed.
High cost associated with compliance.	Cost decreased by 60%/
Amateur-built aircraft included a 50% build/fabrication requirement.	Build percentage requirement removed and "home-build" was added with no requirement to meet manufacturer certification standards for recreational or educational use.

## REMOTE ID

The FAA released the **Final Rule for Remote ID** on January 15, 2021. AMA successfully advocated for less strict requirements to be included in it, compared to what was originally proposed. There are three ways to comply with the new rule: Standard Remote ID, Broadcast Modules, and flying at an FAA-Recognized Identification Area (FRIA).

## ISAE AWARD

In January of 2021, The Academy of Model Aeronautics was presented with the 2020 **Indiana Society of Association Executives (ISAE) Outstanding Government Affairs Program STAR Award** for our work on **Remote ID**. AMA was honored to have received the award and be recognized for the effort put into helping shape the final rule.





# Federal Advocacy



MEETINGS WITH CONGRESS, THE FAA, AND MORE

## CONGRESSIONAL MEETINGS

Some of the 2021 congressional meetings include: Representative Pence (IN), Senator Young (IN), Senator Braun (IN), Senator Larsen (WA), Senator Graves (MO), Senator Sinema (AZ), Senator Kahele (HI), Senator Scott (SC), Representative Dean (PA), Senator Casey (PA), Representative Smucker (PA), Representative Norcross (NJ), Representative Van Drew (NJ), Representative Houlihan (PA), and Representative Scanlon (PA), as well as the Senate Commerce Committee and the Transportation and Infrastructure Committee.



## ADVOCATING FOR THE COMMUNITY

Over the course of 2021, AMA met with several groups to **advocate for the model aircraft community**. Among these groups were members of Congress, the White House, the FAA, FBI, USSS, Homeland Security, NASA, Wing, AUVSI, NATCA, CTA, AOPA, EAA, Boy Scouts of America, NLC, Air Force, ALPA, Skydio, UASidekick, and others.

## ADVOCACY WORKGROUPS AND EDUCATIONAL PROGRAMS

- Multiple local SRM panels around the country
- FAA Drone Advisory Committee Task Groups
- Unmanned Aircraft Safety Team (UAST)
- UAST workgroups
- Know Before You Fly Campaign
- FBI Weapons of Mass Destruction Task Group
- AMA Government Advocacy Workgroup

# Education

KBYF, TRUST, AND SCHOLARSHIPS



## Know Before You Fly

**Know Before You Fly** is an educational campaign that provides prospective users with the information and guidance they need to fly safely and responsibly. AMA continued in 2021 to educate the general public about UAS and airspace safety through the KBYF campaign, an initiative AMA cofounded in 2014.



## A LEADER IN THE HOBBY

In June, AMA became a testing administrator for The Recreational UAS Safety Test (TRUST). Since the test's mandate as part of **FAA Reauthorization** in 2018, AMA has worked closely with the FAA to ensure that the test met the intent of Congress without placing an undue burden on the hobby.



reflect the latest information from clubs and Special Interest Groups. Updates are posted to [modelaircraft.org/cevid-19](https://modelaircraft.org/cevid-19)

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# TRUST

The Recreational UAS Safety Test

**The Recreational UAS Safety Test (TRUST)**  
Learn more about safety and best practices in our complex national airspace.

**FAQs**  
Keep reading to learn more about what the TRUST is, and what you need to know.

**WELCOME VIDEO**  
Chad Budreau invites you to take The Recreational UAS Safety Test.

**QUICK STUDY GUIDE**  
This guide will ensure you can quickly pass the TRUST and potentially learn something new along the way.

[modelaircraft.org/trust](https://modelaircraft.org/trust)





# LEGISLATION

AMA worked closely with Congress on a variety of issues to advocate for the model aircraft community.





# LAWS AND REGULATIONS



ADVOCATING FOR THE MODEL AIRCRAFT COMMUNITY

## DRONE INTEGRATION AND ZONING ACT

In March, **Senator Mike Lee** of Utah reintroduced the Drone Integration and Zoning Act, a bill that would give states, counties, cities, and local tribal governments the right to manage low altitude airspace. Senator Lee first introduced the bill in 2019. AMA actively engaged members of Congress and their staff to **raise opposition to the bill**, advocating that the bill's approach was untenable and problematic for the model aviation community.

## S.73 - AMERICAN SECURITY DRONE ACT OF 2021

AMA advocated against **Senate Bill 73**, which would look to ban the purchase and use by the federal government of unmanned aircraft systems (UAS) that are manufactured or assembled by certain foreign countries. While well intended, S. 73 would have negatively impacted JROTC, Civil Air Patrol, and other STEM UAS operations.

## TEXAS HB 3403

On March 9, 2021, Representative John Cyrier (R-Texas) introduced House Bill No. 3403. The bill proposed that it be a criminal offense to fly any unmanned aircraft using first-person view, above unauthorized private property, attempted to set altitude restrictions, and imposed a fee for such occurrences. AMA members successfully opposed this bill.

### AMA IN ACTION Advocating for Members

Welcome to the Academy of Model Aeronautics' Advocacy Blog. As the FAA looks to regulate the use of small unmanned aircraft systems (sUAS) and as Congress and state legislatures consider legislation with potential impact on the hobby, this site will keep you informed of the latest news, events and industry updates, and serves as an outlet to let your voice be heard by AMA and key officials nationwide.

[JOIN / RENEW](#) [AMA blogs](#) [Academy of Model Aeronautics](#)

#### Quad Grid Update to LAANC

October 28, 2021 / Holly Silvers /

The Low Altitude Authorization and Notification Capability (LAANC) is receiving an enhancement from the FAA called "Quad Grid."

#### NASA's Aviation Safety Reporting System

August 31, 2021 / Holly Silvers /

ASRS is a voluntary, confidential, nonpunitive, safety reporting system that receives safety re-

#### Trending

Update to FAA Drone Zone Registration and Renewal Process  
posted on May 11, 2021

# AC 91-57C

## ADVISORY CIRCULAR 91-57C



### DRAFT AC 91-57C

The FAA released a draft of **Advisory Circular 91-57C** in August 2021. The AC details the recognition of community-based organizations (CBOs), educational UAS operations, a waiver process for sanctioned events, a process for higher altitudes at fixed flying sites in Class G airspace, and night operations among other topics. **AMA submitted comments requesting changes** to the language regarding FPV operations, sanctioned events, CBO safety guidelines, and a variety of other points within the AC. Some of AMA's comments can be seen in the chart below.

Company & Group	Page & Para	Reviewer's Comment	Reviewer's Rationale for Comment	Reviewer's Recommendation	OPR Accept (A) Reject (R)	OPR Disposition
Academy of Model Aeronautics (AMA)	Page 2-1/2-2 Para 2.2.2	<p>Paragraph 2.2.2 states: "...an operator does not need to be a member of a CBO to fly under its safety guidelines."</p> <p>Membership requirements should be left to the individual CBO, not be mandated by the FAA.</p> <p>All AMA members must actively participate in the AMA Safety Program to satisfy our CBO safety guidelines by:</p> <ol style="list-style-type: none"><li>1. Explicitly affirming that they have read, understand, and intend to operate within AMA's safety guidelines as a condition of membership.</li><li>2. Maintain an appropriate level of financial responsibility to afford third party restitution in the event of</li></ol>	<p>U.S.C. 44809 (a)(2) requires that "The aircraft is operated with or within the programming of a community-based organization's set of safety guidelines that are developed in coordination with the Federal Aviation Administration."</p> <p>This congressional mandate assumes two-way input regarding safety related guidelines. Forcing future CBOs to change safety protocols without justification could compromise the safety of the NAS, such as uninformed individuals operating within a TFR.</p> <p>Congress's intent in regard to CBO membership is shown in U.S.C. 44809 (d)-(2)(B) which requires that</p>	<p>The FAA should allow community-based organizations the ability to set their own programming and safety parameters, including insurance and membership requirements. These safety parameters would need to meet all requirements outlined in U.S.C. 44809 (a) (1-8) Specifically, we recommend the FAA remain silent on the topic of membership by deleting the sentence: "However, an operator does not need to be a member of a CBO to fly under its safety guidelines" from the top of page 2-2.</p> <p>The FAA should initiate a process to update the operational parameters under paragraph (1) and consider those recreational</p>		

### OFFICE OF MANAGEMENT AND BUDGET

In May, AMA met with the OMB, an agency within the White House that assists the President in meeting policy, budget, management, and regulatory objectives, to discuss the importance of Advisory Circular (AC) 91-57C and its release. AMA expects AC 91-57C to be released in the first or second quarter of 2022.



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