



# AMA District I Academy of Model Aeronautics

Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont



**Content:** District 1 FAQs by AMA Members (1-20)  
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AMA FAQs 2022 January Zoom Meeting (1-11)  
AMA Status R-ID, Fria Sites, Altitudes, Trust, Broadcast Module

## 1. How will RID be enforced?

- a. The FAA is responsible for ensuring compliance with part 89 following the policies listed in FAA Order 2150.3. Essentially by Local Law Enforcement Agencies and safety and security partner agencies.

## 2. How should we responded to members questions about altitude limits for FRIA sites in uncontrolled airspace?

- a. The RID rule doesn't respond to UAS altitude limits. The FAA process for determining altitude limits in controlled airspace has been determined by an FAA safety risk panel process. However, for uncontrolled airspace a process for determining altitude limits based on risk assessment and mitigation is being considered as part of the incremental approach to rule implementation. AMA will keep members informed as more is learned and made available from the FAA.

## 3. My club has a limit on the total amount of members we can have to safely accommodate the site parking limits and flying restrictions so how might FRIA status affect club rules?

- a. FRIA requirements in the RID rule do not impose on the CBO clubs any changes on club rules relating to membership limits except that anyone may operate a UAS with or without RID at a FRIA site while still operating in accordance to the AMA CBO club rules.

## 1. For the 10% of AMA clubs that FAA may consider to be near sensitive infrastructures will some be allowed FRIA status if the members comply with using RID module for all flight operations?

- a. The RID rule for FRIA requirements doesn't establish specific means of risk mitigation to allow for FRIA sites in locations that my pose security or safety threats. AMA will inform clubs when or if a process is being considered or if the use of a RID module would suffice.

## 2. When will it be necessary to comply with RID in order to fly at non FRIA sites?

- a. Remote Operators/pilots need to comply beginning September 16, 2023.
- b. Manufacturers of broadcast modules may start to comply in March of 2021.
- c. Manufacturers of Standard UAS will need to comply September 16, 2022.
- d. FRIA Sites application period opens September 16, 2022.

## 3. Where will RID be required?

- a. Remote ID is required when operating anywhere in the NAS Controlled/Uncontrolled except FRIA sites.

- 4. What types of sUAS/model-aircraft will require RID?**
  - a. Any UAS manufactured or home-built that requires a registration (weighs over 250 grams) that will operating in the NAS except at FRIA sites.
- 5. Can RID be used as a mitigation for flying sUAS in restricted TFR (DC FRZ, VIP TFR, etc.)?**
  - a. It is up to the security agency controlling the TFR to provide authorization for UAS operations and to make a determination on any risk mitigations Remote ID may offer.
- 6. What is the requirement for existing sUAS/drones?**
  - a. **All sUAS that require registration and are operating in the NAS must comply with part 89. Existing drones, may affix to the aircraft an approved RID Broadcast Module.**
- 7. How do we retrofit older UAS/drones to comply?**
  - a. The person installing the RID broadcast module must perform the retrofit in accordance with the instructions provided by the producer of the RID broadcast module to ensure that it is compatible with the UA, that the installation is completed, and that the RID functionality is compliant with all the requirements of this rule.
- 8. When does RID become the manufacturers liability (i.e. from purchase, from registration?)**
  - a. Manufacturers of Standard RID UAS or Broadcast Modules are responsible for ensuring their equipment is in compliance with an FAA-approved Means of Compliance (MOC) and declared in their Declaration of Compliance (DOC).
  - b. The operator of a UAS is responsible for ensuring proper Remote ID transmission prior to flight.
- 9. Will RID require some sort of monthly subscription cost or network connectivity?**
  - a. No. Neither Standard RID nor Broadcast Module RID require a subscription service or network connectivity.
- 10. How will sUAS RID broadcast information be received/viewed by the public?**
  - a. The FAA envisions industry stakeholders will identify the appropriate spectrum to use for RID and would propose solutions through the Means of Compliance (MOC) acceptance process. The purpose of this requirement is to ensure the public has the capability, using existing commonly available and 47 CFR part 15 compliant devices, such as cellular phones, smart devices, tablet computers, or laptop computers, to receive these broadcast messages.
- 11. What RID broadcast information will the public be able to receive and view?**
  - a. Standard RID: Identification UA serial# or Session ID, location of UA, and performance information for both the UA and the control station.
  - b. Broadcast Module Remote ID: FAA Registration#, UA Broadcast Module's serial#, location, and performance information about the UA and the UA's takeoff location.
- 12. Will personally identifiable information be publicly available for all sUAS operations?**
  - a. No. Both Remote ID options broadcast either the serial number assigned to the UA or broadcast module, or a session ID. Plus, I believe the variable data mentioned in 11.
- 13. Is operator/pilot location going to be shared with the general public under the packet transmission?**
  - a. Standard Remote ID, the location and elevation of the control station is included in the transmission elements.

- b. Remote ID Broadcast Module, the takeoff location and elevation are included in the transmission elements. (We believe more will be available through APPs that will collect the data transmitted every second to give a map and aircraft flight track monitor view.)

**14. Will the RID information collected be integrated into other Law Enforcement databases?**

- a. Besides aiding the FAA in its civil enforcement of FAA regulations, the FAA anticipates that law enforcement and national security agencies will find RID information useful for criminal enforcement, public safety, and security purposes. The FAA envisions pairing the RID data with certain registration data, when necessary, for accredited and verified law enforcement and Federal security agencies.

**15. Who is responsible to ensure that the sUAS RID is broadcasting message elements?**

- a. Prior to takeoff, the operator of the UAS must check to ensure the UAS broadcast is transmitting appropriate Remote ID information per part 89.

**16. Can hobbyists who build their own RC planes and quadcopters without RID fly them in locations that are not designated FRIA sites?**

- a. No. They will not be able to fly from their own property, public or commercial land, local parks and schools, off the water or anywhere in the NAS without adding an FAA compliant RID Broadcast Module to their UA.
- b. Exceptions allowing UAS flying without RID Broadcasting capability would be to fly UAS that weigh under 250 grams or fly indoors.

**17. Can a city, town or municipality create their own FRIA sites for sUAS flying at parks or open space that they own/manage?**

- a. No. FRIAs may only be requested by FAA-recognized Community-Based Organizations and educational institutions.
- b. They could provide the public land site to a CBO club and the club could then apply for FRIA approval from the FAA.

**18. Are all sUAS weighing less than 250 grams excluded from registering and having to be retrofit with RID Broadcasting modules to fly?**

- a. Yes. However, if the drone is being flown for any commercial purposes it will need to be registered and all registered UAS will need a RID Broadcast Modules to fly at non-FRIA sites.

**19. The RID rule requires that operators maintain VLOS and not just fly within VLOS of their UAS from liftoff to landing. Will I be able to fly FPV in and out of the NAS through structures or buildings and the woods below the tree tops and not be violating FAA rules?**

- a. Yes. Although you're flying from outside your able to maintain VLOS with the UA in the NAS as required and since when flying through structures or below cover in wooded areas your UA is not being flown in navigable airspace and you should not be in violation of the rule.

**20. A number of operators are concerned that someone may steal their RID Broadcast Module and use it to commit nefarious acts. Is there any way to prevent this?**

- a. Possibly. When RID Broadcast Modules become available choose one that has built in password protection in order to turn it on.

## **AMA FAQs on Remote ID Rule**

**1. When will hobbyists need to comply with Remote ID requirements?**

- a. Although you might notice new Remote ID products on the shelves and FAA-Recognized Identification Areas (FRIA) be established, operators are not required to comply until **September 1, 2023**. During this time, AMA will continue to shape the implementation of the rule for the hobby.

**2. What is a FRIA site?**

- a. An FRIA is where persons can operate visual-line-of-sight UAS without Remote ID. The FAA will look to community-based organizations, such as AMA, to establish these locations.

**3. Who can apply for a flying site to be an FRIA?**

- a. Those eligible to request establishment of FRIAs include educational institutions and community based organizations (CBO) recognized by the Administrator.

**4. I mostly fly at my AMA club's chartered flying site. How does this rule impact me?**

- a. Clubs will be able to apply for their flying site(s) to be recognized by the FAA through AMA. When the flying site is included in the list of FRIAs, members can fly there without needing to meet any additional Remote ID requirements.

**5. How will Remote ID apply at events not at an FRIA?**

- a. Special events, such as air shows or other temporary events, will have a path to receive authorization from the Administrator to deviate from the Remote ID operating rules.

**6. I don't fly at an AMA chartered flying site. How does this rule impact me?**

- a. Those flying outside of an established flying site can meet the Remote ID requirements by flying a standard Remote ID-equipped aircraft or an aircraft equipped with a broadcast module.

**7. Q: What changes are there to FAA registration?**

- a. All of the previous registration requirements in the proposed rule were removed in this final rule. You only have to register once every three years for \$5, regardless of how many aircraft you own.

**8. Will FPV be permitted with the use of a broadcast module at established flying sites?**

- a. We interpret that FPV will continue to be permitted under any form of Remote ID given legislation written in PL 115-254 Sect 349, defining visual-line-of-sight operations.

**9. Do Control Line and Free Flight operators need to meet Remote ID requirements?**

- a. AMA maintains that Control Line and Free Flight do not meet the definition of unmanned aircraft systems.

**10. I often fly scratch-built or plan-built models. How will this impact me?**

- a. Recreational and educational operators can "home build" without meeting manufacturer certification standards, allowing these types of aircraft to be operated at an FRIA or under the broadcast model option.

**11. Do I have to pay a monthly subscription fee to a UAS service provider?**

- a. No. These requirements in the earlier proposed rule were removed in the final rule along with the need to connect to the internet.

**12. How do I apply for my club's flying site to be an FRIA?**

- a. The process to apply for FRIA status will not begin until August 26, 2022. Once the details for the application process are released, we will inform our members of next steps.

**13. Will my Large Model Aircraft (LMA) need to comply with Remote ID requirements?**

- a. Section 349 of Public Law 115-254 requires that LMA weighing over 55 lbs. be operated from fixed flying site locations. This likely means LMA will satisfy Remote ID by operating at a FRIA rather than broadcasting a radio frequency.

**AMA FAQs from 2022 January Zoom Meeting**

**Definitions:**

**FAA has the statutory authority** to authorize higher altitudes for recreational operation of UAS/model-aircraft under the exception rules for a community based organizations (CBO) as specified in the 2018 FAA Reauthorization Act.

**Controlled Airspace** is airspace with defined dimensions surrounding airports within which air traffic control (ATC) services are provided. The radius around the airport surface may extend 3 NM – 5 NM.

**Uncontrolled airspace (Class G)** is airspace where an Air Traffic Control (ATC) service is not deemed necessary or cannot be provided for practical reasons.

**FAA rules apply to the entire** National Airspace System -- there is no such thing as "unregulated" airspace.

**1. Altitude Enforcement** – Are AMA clubs required to enforce FAA 400 ft. altitude limits for flight operations at club sites located in uncontrolled airspace and if they don't, will members and clubs AMA liability insurance coverage be in jeopardy?

- a) AMA and FAA are not requiring AMA clubs to enforce the FAA 400ft. altitude limit at club sites in uncontrolled airspace because the FAA and AMA are developing a risk based safety process to respond to higher altitude request by AMA clubs in uncontrolled airspace.
- b) Implementing regulations involves an incremental process that takes time.

So until the process is completed and safe risk-based altitude limits are determined and approved for higher altitudes by the FAA for AMA club flying sites in uncontrolled airspace, members are being allowed to exceed the 400 ft. limit.

- c) AMA's insurance provider will honor club and member insurance claims while new regulation are incrementally being phased in.

**► INCREMENTAL PROCESS ► RISK BASED PROCESS ► CONTINUE SITE MAX ALT.**

**2. Altitude Limits** – In spite of the FAA regulations that limit model aircraft flying altitudes in controlled and uncontrolled airspace what altitudes are AMA pilots currently limiting their flying to at AMA club sites and why are they able to do so?

- a) In controlled Airspace - AMA members may fly model-aircraft no higher than the maximum altitudes specified in the LOAs they have with FAA ATC, or as seen on FAA facility maps at the club site location.
- b) In uncontrolled airspace AMA members at AMA sites are limited to the maximum altitude that members have always flown until notified otherwise by the AMA.
- c) Members are able to fly above 400 ft. AGL while FAA and AMA are working on a safety risk based process (TBD) and mitigations to approve the higher altitudes requested by the club.

**► CONTROLLED - LOA OR SRMP ► UNCONTROLLED - SITE MAX ALT OR SRBP**

**3. Altitude Determinations** – How is FAA determining or intending to determine UAS/model-aircraft altitude limits for AMA club sites in controlled and uncontrolled airspace and what is the current status of these efforts?

**Clubs in Controlled Airspace:**

- a. FAA regulations require all AMA flying sites located within controlled airspace must have Letters of Agreement (LOA) with the FAA Air Traffic Control (ATC) facilities located in the same airspace. The LOAs specify the maximum altitude limit for UAS/model aircraft flying which may be viewed on FAA's UAS Facility Map.
- b. Unfortunately, the UAS Facility Map altitudes for most clubs were much lower than the higher altitude limits members had been flying and in order for clubs to request higher altitudes limits an FAA Safety Risk Management (SRM) panel process must be done for each club site.
- c. Nearly all of the AMA club sites in district 1 in controlled airspace have gone through the SRM panel process with the AMA Gov. team, club officers, other stakeholders (AOPA, ALPA, Medical Heli etc.), and observers (AMA VP, AVPs).
- d. The panel members work on identifying hazards, assessing risks, and providing risk mitigations to lower risk to acceptable levels.

During 2021 and 2022, the SRM panels approved the higher altitudes that were requested for more than 350 AMA club's in the USA with maximum altitude limits that were well over FAA facility map altitudes and for some club flying sites up to 2,000 ft. AGL.

**Clubs in Uncontrolled Airspace:**

- a. In uncontrolled airspace AMA members at AMA sites are limited to the maximum altitude that members have always flown until notified otherwise by the AMA.
- b. It's FAA's intent to work with the AMA this year in developing a process that may of risk mitigations that may utilize a checklist or some type of waiver system for AMA club's whose sites are in uncontrolled airspace to request altitudes above the 400 ft. AGL regulations required in Class G airspace.

**► CONTROLLED LOA OR SRMPP ► UNCONTROLLED SITE MAX ALT OR TBD**

**4. TRUST & Registration** – Are AMA clubs required to enforce FAA UAS regulatory requirements that recreational remote pilots must have taken the FAA TRUST test and have registered with the FAA and affixed their registration numbers to the model aircraft they fly and if they don't, will members and clubs AMA liability insurance coverage be in jeopardy?

- a. The AMA's position on enforcing AMA members to take the FAA TRUST test and/or Registering as recreational operators with the FAA is to leave these types of decisions to the individual members or the club's to decide if they want to enforce compliance or not. AMA will continue to inform club's and members about the FAA TRUST test and Registration regulations but AMA will not be a law enforcement arm of the FAA for these types of non-safety regulations.
- b. AMA's insurance provider will honor club and member insurance claims whether a member took and passed an FAA TRUST or Registered as a recreational operator.

It's FAA's responsibility for enforcement. They may use local law enforcement or security partners to issue citations and fines for people who operate sUAS/model-aircraft in the National Airspace (NAS) while non-compliant with Federal laws.

**► AMA NO LE ► LE CLUB DECISION ► LE FAA RESPSIBLTY ► AMA INSURACE HONORED**

**5. FRIA Sites** – Is the FAA FRIA application process still expected to begin on September 16, 2022, and what is expected of AMA clubs in the process of requesting FRIA status?

- a. A FRIA is an FAA Recognized Identification Area that is a fixed flying site where a model-aircraft may be flown without having Remote-ID technology broadcasting capability.
- b. The FAA FRIA application process is still scheduled to begin on September 16, 2022 however, as it was originally August 26, 2022 with many of these FAA start dates its likely to get pushed ahead again another month.
- c. FAA will only accept applications from persons authorized by an FAA recognized CBO/AMA, or an Educational Institution. (CBO status delayed by 9157C). Once the person/club has AMA's authority they may fill out the application and then it must be submitted by the AMA to the FAA.

**6. Remote-ID** – When will Remote-ID broadcast modules be required for AMA pilots to continue flying model-aircraft at non-FRIA sites and what is the status of broadcast module development, testing, specification, and expected costs?

- a) The compliance date for Remote-ID broadcast module use is still September 16, 2023. Manufacturers of Standard UAS will need to comply on September 16, 2022.
- b) FAA UAS Remote-ID prototypes were last tested on Sept, 2020. The FAA acknowledged that prototype Remote-ID UAS using Bluetooth 4/5 chip technology broadcast modules, an Intel app, Samsung S10 cell or an iPad were able to detect and display the UAS's message elements at a range of 1.24 miles.
- c) FAA didn't tell developers minimum range requirements except to say, *"If you can see It you must be able to ID it"*. AMA views this as good news because 1 or 2 mile low range module will be more affordable and less likely to have their UAS ID data compromised.
- d) No further info/data has been published from any of our sources. We have had meeting with some developers and engineers but we felt they were focusing on long range units with costly features more suited for commercial applications.

▶ PILOTS SEP 16 2023 ▶ MFG SEP 16 2022 ▶ TESTED 2020 ▶ SEE IT ID IT ▶ RANGE 1-2 MILE

**7. Events & Activities** – Should the district officers consider sponsoring and hosting local and/or regional aeromodelling events and activities in partnership with local clubs and with abutting AMA districts?  
Yes!

**8. Flying Site Assistance** – AMA's most important product is AMA club flying sites...it's what drives membership. Does AMA leadership have any new flying site acquisition plans or initiatives under consideration for assisting clubs in identifying and securing flying sites?

- a) AMA is working on developing Club & Officer Toolkits to assist clubs and members in identifying, securing, and retaining flying sites.

The kits would contain training material and a variety of promotional media (videos, booklets, handouts, etc.) individually targeted to each potential flying site resource whether on public, private, commercial or educational institution properties demonstrating the values and benefits that AMA clubs, members, and aeromodelling sites may bring to a community.

- b) The statutory provision allowing educational institutions to conduct sUAS flying under CBO safety programming rules provides AMA with school partnership opportunities to focus on



developing a range of sUAS curriculums, related kits, AMA youth competitions, RC pilot training, and to acquire new youth flying site locations on school properties.

► **AMA'S PRODUCT FS ► TOOL KITS ID SECURE RETAIN FS ► EDU USE CBO RULES OPPO.**

- 9. Club Membership Assistance** – How can AMA better assist clubs in acquiring new members and are any AMA programs being considered to invest in district or club level membership marketing?

We will shortly be conducting a survey of all the district clubs to determine CLUB DETAILS and data with regard to the club's current membership status and goals.

- 10. AMA Benefits & Services** – Are there any additional benefits or services that district clubs or members would like to have the district or AMA provide?

These questions will be included in the club survey.

- 11. STEAM Education Outreach with Schools** – What is the status of district involvement in developing UAS/aeromodelling youth educational programs in local schools and what are the benefits and opportunities derived from these initiatives? Contact AVP Daren Hudson who has been directing our educational initiatives with schools and teachers.

**AMA Status Remote-ID, Fria Sites, Altitudes, Trust, Broadcast Module**

- 1. FAA Remote-ID Rule Compliance Dates** - Some members and non-members seem to be having a problem distinguishing between the FAA Final Rule, Published Rule, Effective date, and the Enactment/Compliance date. Just because a rule becomes final, published, and effective it doesn't mean it requires Compliance and won't until its Enactment date!

- The FAA Issued Final Remote-ID Rule on December 2020.
- The Rule was published in Federal Register on January 15, 2021.
- The Rule became Effective on April 21, 2021 and was delayed from March 16, 2021 by the new administration. .

Although the rules are Effective their Enactment dates for Compliance are as follows:

- Remote Operators/pilots need to comply beginning September 16, 2023.
- Manufacturers of broadcast modules may start to comply in March of 2021.
- Manufacturers of Standard UAS will need to comply September 16, 2022.
- FRIA Sites application period opens September 16, 2022.

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- 2. AMA FRIA Sites** - AMA clubs are asking questions about when and how to apply for FAA FRIA site status.

**It should be understood...**

- FAA will only accept applications from Eligible Persons who are authorized by an FAA recognized CBO or Educational Institution.
  - When AMA is a CBO, the AMA will provide a declaration to FAA that the person making the request has AMA's authority to do so... and then the FRIA application information can be filled out for clubs and submitted by the AMA to the FAA which will begin on September 16, 2022.
  - We are still engaged in an incremental/phased in rule process where we are waiting for FAA to publish Advisory Circular 9157C which will provide the criteria and process for AMA to become a CBO. (it was expected since January and we are still waiting)
  - Can a city, town or municipality create their own FRIA sites for sUAS flying at parks or open space that they own/manage? No. FRIAs may only be requested by FAA-recognized CBO and educational institutions. However, they could provide the public land site for passive recreational use by a CBO who can then apply for the club's FRIA approval from the FAA.
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### **3. Altitude Limits “Don’t Ask Don’t Tell” Phase**

- AMA is asking clubs and members to not contact the FAA to inquire about altitude limits at flying sites.
  - The message we are getting from our sources is Don't Ask and Don't Tell at this time essentially because the RID rule doesn't respond to UAS altitude limits.
  - The FAA process for determining altitude limits in controlled airspace has been the safety risk management panel process and that has gone extremely well. After SRM risk assessment and minor safety mitigations many club's now have LOA agreements with altitudes well over the 400 ft. AGL a 1,000 ft. or more. The SRM approach developed enough data to now use a Check List of status and risk mitigation to determine altitudes limits for other club sites in controlled airspace flying site locations.
  - However, for uncontrolled airspace a process for determining altitude limits is in development and may likely be based on risk assessment and mitigation utilizing a similar Check List criteria evaluation.
  - This again is considered as part of the incremental approach to rule implementation. AMA will keep members informed as more is learned and made available from the FAA. **FOR NOW FLY AT ALTITUDES YOU HAVE ALWAYS FLOWN AT CLUB SITES!**
  - In AMA's Safety document revisions made in the last month we stated:  
The Maximum altitude of sUAS/model aircraft flights in controlled airspace are specified in fixed flying site Letters of Agreement with FAA Air Traffic Operations or determined through the FAA's UAS Facility Map and LAANC Authorization.
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### **4. FAA Recreational Operator/pilot Knowledge Test “What to Expect”**

- “TRUST” stands for “The Recreational UAS Safety Test”

- On May 5, 2021, AMA, along with 20 other organizations/educational institutions had their applications for TRUST Administrators approved by the FAA as testing providers.
  - We did this so our members as well as other could take the online FAA test from the AMA.
  - AMA agreed to develop, setup, operate, maintain and update the software platform to deliver the training.
  - The FAA AMA testing portal is nearly complete. The test is mobile friendly. Everyone will pass the test since when you select a wrong answer, the software immediately displays a popup advising try again with links to videos/images/text for more related education. We anticipate FAA will launch the test in June.
  - Anyone who wants to fly a recreational model aircraft regardless if they are Part 107 certificate holders, youngsters (with the assistance of an adult), or flying any weight/size R/C aircraft in the NAS will be
  - required to take the one time, no fee, 23 question multiple choice test.
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## 5. Remote-ID Broadcast Module Development Phase

- Those commercial UAS remote pilots who wanted not just a broadcast system, but a long range capable network system as well, have been saying that a broadcast Wi-Fi and/or Bluetooth will not be capable of sufficient range and subject to too much interference on the non-licensed 2.4 GHz ISM band.
  - The AMA asked Tony Stillman (AMA's Technical Director) and me as AMA's Advanced Flight System chair to do some research and connect up with some of the developers and engineers to see if the FAA's broadcast module performance level compliance criteria was achievable.
  - We determined that recent updates in some of the Bluetooth 4/5 and/or Wi-Fi chips technology increased the broadcast range to 2 kilometers or more and this was confirmed not only by the Bluetooth SIG but by secret tests that the FAA engaged in with a number of developers in September of 2020.
  - On February 28, 2021 an FAA Program Manager said on a UAV News podcast interview that he participated in the tests in 2020 and that a pre-production UAS equipped with Bluetooth LE 4 & 5 broadcast modules, an Intel APP, and a Samsung S10 & iPad were able to detect and display the UAS Remote-ID message element data at a range over 1.24 miles.
  - When he was asked what the minimum range the FAA was looking for he said, ***“If You Can See It, You Must be Able to ID It”***
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**6. New UASideKick.com APP for AMA Members** - Screen/display sharing of UASidekick.com APP free to AMA members was demonstrated during the meeting and showed how this APP may be used by members to provide Airspace Awareness, LAANC and NOTAM services, and AMA Club sites and event notifications on an interactive map with a variety of filters.

**7. New RCPilot.com APP for AMA Pilots** – Screen/display sharing of RCPilot.com APP free to AMA members was also demonstrated during the meeting and showed how this new social media RC pilot APP focuses on the R/C hobby allowing for many specialty content access filters to areas of interest.

**8. New FAA Recreational UAS Pilot Registration Process** – Screen/display sharing of the AMA government blog on how to complete each of the FAA steps for registration at <https://amablog.modelaircraft.org/amagov/2021/05/11/update-to-faa-drone-zone-registration-and-renewal-process/>