

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.338

National Policy

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12/22/15

Cancellation Date:
12/22/16

SUBJ: New Requirements for Registering and Marking Small Unmanned Aircraft

1. Purpose of This Notice. This notice is intended to inform Flight Standards Service (AFS) field employees of new requirements for the registration and marking of small unmanned aircraft found in Title 14 of the Code of Federal Regulations (14 CFR) parts 47 and 48. These requirements may supersede the current guidance in Federal Aviation Administration (FAA) Order 8900.1, Flight Standards Information Management System (FSIMS), relative to surveillance, incident/accident investigation, and reporting of activity involving small Unmanned Aircraft Systems (sUAS). This notice contains guidance that is pertinent to part 48. A list of Frequently Asked Questions (FAQ) can be found in Appendix A.

2. Audience. The primary audience for this notice is Flight Standards District Office (FSDO) aviation safety inspectors (ASI) and assigned sUAS focal points. The secondary audience includes AFS divisions and branches at headquarters (HQ) and the regional offices.

3. Where You Can Find This Notice. You can find this notice on the MyFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices. Inspectors can access this notice through FSIMS at <http://fsims.avs.faa.gov>. Operators can find this notice on the FAA's Web site at <http://fsims.faa.gov>. This notice is available to the public at http://www.faa.gov/regulations_policies/orders_notices and <http://rgl.faa.gov>.

4. Applicability. This notice applies to sUAS owners and operators subject to the new registration requirements under 14 CFR parts 47 and 48. Under the new rule, unmanned aircraft weighing less than 55 pounds and more than 0.55 pounds (250 grams) on takeoff, including everything that is on board or otherwise attached to the aircraft and operated outdoors in the National Airspace System (NAS), must be registered and marked. All unmanned aircraft are considered aircraft, as defined by Title 49 of the United States Code (49 U.S.C.) § 44101(a).

5. Background.

a. Request For Information (RFI). In October 2015, the Department of Transportation (DOT) and the FAA published an RFI, titled "Clarification of the Applicability of Aircraft Registration Requirements for Unmanned Aircraft Systems (UAS) and Request for Information Regarding Electronic Registration for UAS." The RFI was published under Federal Register (FR) Docket No. FAA-2015-4378.

b. Unmanned Aircraft Systems (UAS) Registration Task Force Aviation Rulemaking Committee (ARC). On October 20, 2015, the FAA chartered the UAS Registration Task Force ARC. The ARC provided a forum for industry to discuss and provide recommendations to the FAA. The ARC was tasked specifically with developing recommendations for the registration of sUAS, including developing criteria for which UAS would need to be registered, a registration process, and methods for proving registration and marking. The ARC submitted a final report with their recommendations to the FAA on November 21, 2015.

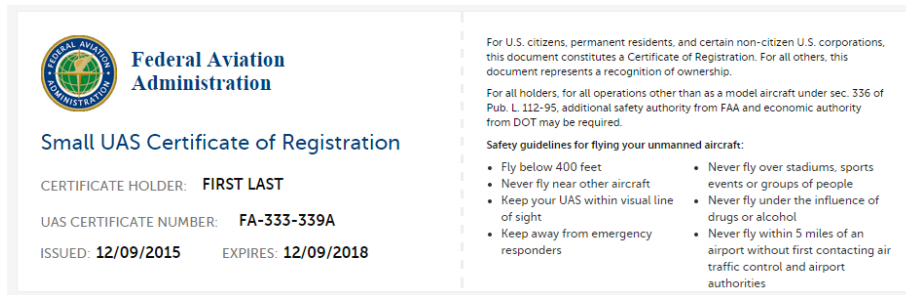
c. Final Rule. The FAA published the Registration and Marking Requirements for Small Unmanned Aircraft final rule on December 16, 2015. The rule contains the registration and marking requirements for small unmanned aircraft. The requirements of the rule became effective on December 21, 2015. The rule creates a new part 48 that provides an alternative to the paper-based part 47 registration process. Part 48 provides a streamlined, Web-based aircraft registration process for the registration of small unmanned aircraft. This simplified registration process will facilitate compliance with the statutory requirement for small unmanned aircraft, including model aircraft, to register prior to operation. It also provides a method for marking small unmanned aircraft that is more appropriate. This rule does not address issues related to operations, certification, or training. These issues will be covered in a separate rule. This rule does not prohibit registration of a small unmanned aircraft using the part 47 process. sUAS owners can register their unmanned aircraft under part 48 at <https://www.registermyuas.faa.gov/>.

6. Summaries of Requirements and Rule Provisions.

a. Registration and Marking. sUAS owners and/or operators intending to fly a small unmanned aircraft for hobby or recreation; for civil and commercial purposes; and for conducting public aircraft operations will be required to register and mark the small unmanned aircraft in accordance with part 47 or part 48 prior to operating. The FAA is strongly encouraging sUAS owners to register under part 48, which was designed solely for the registration of small unmanned aircraft and offers a faster, more streamlined registration process than what is available under part 47.

b. Weight Requirement and Registration Number. Small unmanned aircraft weighing less than 55 pounds and more than 0.55 pounds (250 grams) on takeoff, including everything that is on board or otherwise attached to the aircraft and operated outdoors in the NAS, will be required to display a registration number. The registration number will be composed of multiple alphanumeric characters and will not be a traditional N-number.

c. Registration Certificate. Registration certificates must be readily available to law enforcement or any representative of the Administrator. This means that the owner must have a printed or electronic copy available to show upon request. The registration certificate for small unmanned aircraft registered under part 48 will look like the one contained in Figure 1 below.

Figure 1. Small Unmanned Aircraft Certificate of Registration (Sample)

d. Readable and Easily Located Markings. The rule requires registration markings to be readable and easily located on the small unmanned aircraft. Only the aircraft must be marked with the registration number. This may include placing a marking in a compartment on the unmanned aircraft that can be opened without the use of tools. The rule requires the registration of the unmanned aircraft, not the associated system equipment (e.g., controller).

e. Registration System Access. Law enforcement access to the registration system must be coordinated through the Office of Security and Hazardous Materials Safety (ASH), Law Enforcement Assistance Program (LEAP). Law enforcement entities should contact the local LEAP special agent (SA). Currently, there is no public search function.

f. Registration Under Part 47 and Part 48. Unlike registration under part 47, which provides for registration of individual aircraft described by manufacturer name, model, and serial number, registration under part 48 provides a new option for individual persons who intend to operate their sUAS. For individuals intending to use their sUAS for hobby or recreation, part 48 does not require individual aircraft to be described and issues a single registration number to the owner for use on all of their recreational sUAS. sUAS intended to be used nonrecreationally will be registered individually with each aircraft being assigned a unique sUAS registration number. Part 48 should offer the vast majority of sUAS owners a system that is preferable to the existing registration system under part 47. Part 48 offers an online registration system that will provide a Certificate of Aircraft Registration almost immediately. Part 48 will allow an owner to register multiple small unmanned aircraft for a single \$5 fee, provided the owner is an individual and the intended use of the small unmanned aircraft is noncommercial (i.e., hobby or recreation). sUAS intended for other uses will require a \$5 fee for each aircraft registered. sUAS owners can register their unmanned aircraft under part 48 at <https://www.registermyuas.faa.gov/>.

7. Surveillance, Investigation and Enforcement. ASIs may observe sUAS in performing surveillance or responding to accidents, incidents, occurrences, or complaints reported to the FSDO.

a. Surveillance. ASIs should be prepared to support sUAS activity within their area of geographic responsibility. Familiarity with sUAS local (FSDO), regional, and HQ representatives, and focal points will help with these tasks. In an effort to provide consistency across the agency, ASIs are encouraged to contact and notify their management and sUAS focal points of any questions or concerns regarding this rule or sUAS in general. The use of Risk-Based Decision Making and compliance philosophy, along with current practice and

procedures, should be used to support proper surveillance and vigilance over sUAS operations and the NAS. The sUAS focal points have access to a list of current exemption holders (i.e., persons authorized to operate for purposes other than as model aircraft pursuant to an exemption issued in accordance with section 333 of Pub. L. 112-95) and should receive notification of any new exemption holders within the FSDO area of geographic responsibility. A list of exemption holders can also be found at http://www.faa.gov/uas/legislative_programs/section_333/333_authorizations/.

b. Impact on Accident, Incident, Occurrence, and Complaint Investigation. During the conduct of accident, incident, occurrence, and complaint investigations involving sUAS, ASIs will ensure that the unmanned aircraft meet the compliance requirements for registration and marking. In addition, ASIs will inform their local sUAS focal point and coordinate as necessary to ensure sUAS events are channeled up appropriately through the chain of command and to HQ divisions.

c. Education, Compliance, and Enforcement Philosophy. ASIs shall use the guidance published in FAA Notice 8900.313, Education, Compliance, and Enforcement of Unauthorized Unmanned Aircraft Systems Operators, and Order 8000.373, Federal Aviation Administration Compliance Philosophy, on the process of contact, education, and enforcement generally to be provided to individuals who are the subject of investigations involving sUAS aircraft. Both ASH and AFS are delegated authorities and have responsibilities regarding FAA's aviation security and safety missions. Some authorities and responsibilities are unique to each organization, while others are interrelated. Information sharing and collaboration between the organizations is critical to the achievement of the mission objectives. If a registration issue is discovered in the course of a sUAS investigation wherein a law enforcement, national security, or national defense nexus exists, the ASI must coordinate with the local ASH Servicing Security Element (SSE).

d. ASI Access to sUAS Registrant Records. Access to the Web-based sUAS registration system will provide ASIs with a searchable database of sUAS registrants. The FAA has determined that it is in the public interest to publish 14 CFR Part 48 as expeditiously as possible. As a result, the searchable database functionality of the system is not yet operational and will become available in future releases of the registration platform.

e. Documenting Activities. Individuals with sUAS compliance responsibilities will document their activities into the Program Tracking and Reporting Subsystem (PTRS) database using the guidance in Order 8900.1, Volume 16. In addition, use of the following codes contained below in Table 1, PTRS Codes, will ensure the highest Flight Standards Automation System (FSAS) data quality.

Table 1. PTRS Codes

PTRS FIELD	DATA
Activity Field	Various
14 CFR Field	Enter “107” or “91” as appropriate
Registration Number Field	Enter the registration number if registered under part 47; if registered under part 48, enter information in the Comment field
Make, Model, and Series (M/M/S) Field	Populate M/M/S field if sUAS is assigned an M/M/S in the Enhanced Flight Standards Automation System (eFSAS) database; leave blank if not in database and enter the information in Section III – Equipment Ancillary
National Use Field	Enter “UAS-P-S” (if sUAS is Public Use*), “UAS-H-S” (if sUAS is Hobby Use**), or “UAS-C-S” (if sUAS is Civil Use***)
Comment Field	If sUAS is registered under part 48, enter “H” in the Primary Area field, enter “399” in the Keyword field, enter “I” in the Opinion Code field, enter registration number in Comment field. ASIs should also note if a sUAS was not registered but should have been under the requirements of parts 47 and 48.
<p>* Public Aircraft: Aircraft operated by a government entity (including Federal, State, or local governments, and U.S. Department of Defense (DOD) and its military branches) for certain purposes as described in 49 U.S.C. §§ 40102(a)(41) and 40125. A public aircraft status determination is based on the operation. Refer to 14 CFR part 1, § 1.1 for a complete definition and to the current edition of Advisory Circular (AC) 00-1.1, Public Aircraft Operations.</p> <p>** Hobby Aircraft: sUAS used for hobby or recreational purposes only.</p> <p>*** Civil Aircraft: Aircraft other than public aircraft.</p>	

8. Disposition. We will incorporate the information in this notice into Order 8900.1 before this notice expires. Direct questions concerning the information in this notice to the General Aviation and Commercial Division (AFS-800) at (202) 267-1100.



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Appendix A. Frequently Asked Questions (FAQ)

1. What unmanned aircraft are covered by the new registration requirements?

Unmanned aircraft operated outdoors and weighing less than 55 pounds and more than 0.55 pounds (250 grams) on takeoff, including everything that is on board or otherwise attached to the aircraft. (Refer to part 48, § 48.15.)

2. When must sUAS owners who purchased and operated their sUAS before December 21, 2015, register their aircraft?

For small unmanned aircraft operated by the current owner prior to December 21, 2015, compliance with the requirements of part 47 or part 48 is required no later than February 19, 2016. (Refer to § 48.5.)

3. If a person received a sUAS as a holiday gift when must it be registered by?

The rule is effective on December 21, 2015. Any sUAS acquired as a gift or otherwise, on or after December 21, 2015, and intended to be used exclusively for noncommercial use (e.g., recreation, hobby, and model aircraft) must be registered before outdoor use. (Refer to § 48.5.)

4. Will there be a unique registration number for each small unmanned aircraft that is required to register?

An individual owner may be able to use the same registration number and Certificate of Registration for multiple aircraft. As provided under § 48.115(a), a Certificate of Aircraft Registration issued in accordance with § 48.100 for small unmanned aircraft used exclusively as model aircraft constitutes registration for all small unmanned aircraft used exclusively as model aircraft owned by the individual identified on the application. (Refer to § 48.115(a).)

Each small unmanned aircraft intended to be used other than as a model aircraft and owned by either a corporation or individual will be issued a Certificate of Aircraft Registration with a unique registration number. (Refer to § 48.110(a).)

5. Is there a minimum age that a sUAS owner must be before they can register their small unmanned aircraft online?

Yes. A person must be 13 years of age or older before they are permitted to register a small unmanned aircraft using part 48. If the owner is less than 13 years of age, then the small unmanned aircraft must be registered by a person who is at least 13 years of age. If a person turns 13 years of age or older after the aircraft has been registered, the FAA does not expect the registration to be transferred during the period of registration (i.e., prior to the expiration date of the registration). Acceptable example: A parent purchases an sUAS for a child who is under 13 and registers the aircraft for their use. When the child turns 13, the aircraft may remain registered to the parent or may be transferred to the now 13-year-old owner. (Refer to § 48.25.)

6. Can you register a small unmanned aircraft under part 48 using a paper form?

No. Registration under part 48 will occur through an online Web-based system only. (Refer to § 48.100(c).)

7. How long does it take to get a Certificate of Aircraft Registration under part 48?

The owner should receive a Certificate of Aircraft Registration immediately when registering under part 48 using the online system. (Refer to § 48.100(c).)

8. When registering under part 48, how will the Certificate of Aircraft Registration be delivered to the sUAS owner?

Upon completion of the registration process, the Certificate of Aircraft Registration will be delivered electronically to the owner through the online registration system. (Refer to § 48.100(d).)

9. What information is displayed on the Certificate of Aircraft Registration?

The small unmanned aircraft owner's name, issue date, expiration date, and registration number are displayed on the Certificate of Aircraft Registration.

10. Is there a fee for registration under part 48?

Yes. The fee is \$5. (Refer to § 48.30.)

11. Is it \$5 to register each aircraft?

Not necessarily. For persons intending to use the small unmanned aircraft other than as a model aircraft, it is \$5 to register each aircraft. However, for individuals intending to use the small unmanned aircraft exclusively as model aircraft, it is only \$5 to register that individual's fleet of small unmanned aircraft under part 48. (Refer to § 48.30.)

12. Is there a registration renewal requirement for sUAS like there is for manned aircraft?

Yes. A Certificate of Aircraft Registration issued in accordance with part 48 is effective once the registration process is complete and must be renewed every three years. Each Certificate of Aircraft Registration will display an effective date and an expiration date. (Refer to § 48.115(c).)

13. Is there a fee for registration renewal under part 48?

Yes. The fee is the same as initial registration, \$5. (Refer to § 48.115(c).)

14. Are small unmanned aircraft subject to the new registration requirements also required to mark their small unmanned aircraft?

Yes. Small unmanned aircraft subject to the registration requirements must display a unique identifier. The identifier will be either an FAA-issued registration number or the

Administrator may authorize the use of the small unmanned aircraft serial number. The registration number will be composed of multiple alphanumeric characters and will not be a traditional N-number. The registration number can be affixed by permanent marker, label, engraving, or other means, as long as the number is readily accessible and maintained in a condition that is readable and legible upon close visual inspection. (Refer to §§ 48.200 and 48.205.)

For the latest information on FAQs, visit <https://www.faa.gov/uas/registration/faqs>.