

2020



GOVERNMENT AFFAIRS

This is a brief summary of advocacy and legislative efforts in 2020 by the Academy of Model Aeronautics to promote, protect, and preserve model aviation.





WORKING WITH CLUBS

AMA was the liaison between the FAA and clubs in controlled airspace to create Letters of Agreement (LOAs) to ensure that they are operating in compliance with the FAA Reauthorization Act of 2018. Safety Risk Management (SRM) panels were also held to secure higher flying altitudes for many of our clubs.



COMMUNICATION

AMA kept members up-to-date and informed with podcasts, blog posts, newsletters, magazine articles, and social media posts.



FEDERAL ADVOCACY

Despite unprecedented times, AMA worked closely with government officials and agencies, participating in numerous meetings and phone calls discussing topics important to the model aircraft community.



REMOTE ID

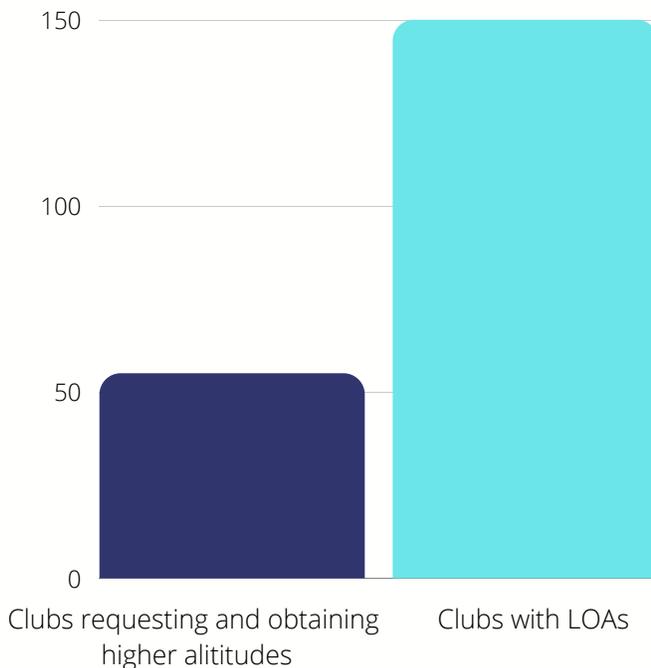
AMA worked with Congress, security agencies, industry leaders, and members to ensure the FAA's Remote ID rule resulted in an acceptable outcome for our community.

Working With Clubs

AMA worked with the FAA to ensure that our clubs located in controlled airspace have LOAs with their Air Traffic Control (ATC) facility. Approximately 275 clubs require an LOA, with 55 of those clubs requesting a SRM panel to obtain higher altitudes than the FAA UAS facility map allows in their area.



Coachella Valley RC Club



Operating Parameters

Through the LOA and SRM processes, AMA chartered clubs have received authorization for operations at altitudes higher than given on the FAA UAS Facility Map. Some of these club's flying sites were in locations where operations had been completely restricted. We were successful in helping clubs negotiate operating parameters, with some completing LOAs with altitudes permitted up to 2000 feet.

Communication

AMA wrote 52 government-related articles and blogs to keep members up-to-date on relevant information coming out of the AMA Government Affairs department. Staff also appeared on *AMA Air*, the AMA podcast, and were featured in nearly 100 media outlets nationwide to discuss Remote ID and give updates on other governmental issues.



Voice of the Hobby

AMA staff is frequently invited to share knowledge and expertise on UAS-related issues. AMA will always be committed to the protection of the recreational model aircraft hobby, working with elected officials, government agencies, UAS stakeholders, and the recreational community regarding public policies related to the hobby.

Podcasts & *AMA Air*

AMA Government Affairs representatives were regular guests on many of the AMA podcasts and *AMA Air* episodes throughout 2020, keeping our members informed and engaged on the legislative and regulatory aspects of the hobby.





SHAPING

Legislation

Federal Advocacy

2020 was a productive year for AMA regarding legislation and implementation. Remote ID and the National Defense Authorization Act (NDAA) for fiscal year 2021 were both released in December 2020 after long waiting periods. AMA successfully advocated for the hobby and introduced provisions and language in the Final Rule for Remote ID and the NDAA.



Knowledge and Safety Test

AMA worked closely with the FAA to outline and develop the upcoming recreational knowledge and safety test to ensure that all of our members can easily take and complete the required test. AMA's work resulted in a beginner level set of questions, far different from the FAA's original intent.

Educational UAS Protections

The NDAA for fiscal year 2021 became law in early January 2021. AMA worked with Congress in 2020 to include a provision that permits UAS operations as part of an educational program that is chartered by a recognized CBO, such as AMA, or as an established JROTC program for education or research purposes. This provision will allow AMA's educational outreach to continue and grow moving forward.



AMA formed a coalition of aviation associations, hobby shops, and manufacturers to challenge the FAA and fight burdensome regulations to protect the many jobs and businesses that support the model aviation hobby, as well as STEM learning opportunities.

Meetings With the White House

AMA met with the National Economic Council, Office of Information and Regulatory Affairs, and Office of Management and Budget on various UAS related issues. These agencies are all within the White House and under the President's authority.



AMA 2020 Government Workgroup

AMA-appointed staff, executive council members, and safety committee members meet on a weekly basis to discuss, strategize, and implement government affairs-related initiatives.



AMA Communication Efforts With the FAA

In order to maintain an open communication flow between AMA and various departments within the FAA, the AMA Government Affairs team meets regularly with the FAA. We have daily contact with FAA staff and a weekly scheduled teleconference that involves leadership from multiple departments. The call involves representatives from Flight Standards, the Air Traffic Organization, the Integration Office, the UAS Policy Team, and others.

Federal Advocacy

Congress Shows Support

The list of congressional members in support of our hobby continues to grow. 2020 resulted in a number of senators and representatives supporting AMA, by weighing in with the FAA, various security agencies, or sponsoring legislation. These members include Senator Inhofe of Oklahoma, Senator Sinema of Arizona, Senator Jones of Alabama, Senator Sullivan of Alaska, Senator Young of Indiana, Representative Pence of Indiana, Representative Braun of Indiana, Representative Davis of Illinois, Representative DeFazio of Oregon, Representative Ryan of Ohio, Representative Graves of Louisiana, Representative Ruiz of California, Representative Gosar of Arizona, and others.



Advocacy Work Groups, Government Studies, and Educational Programs

AMA participated in the following:

- National FAA SRM panel for operations over 400'
- National FAA SRM panel for operations on airport property
- Drone Advisory Committee
- Drone Advisory Subcommittee
- Drone Advisory task groups
- Unmanned Aircraft Safety Team (UAST)
- UAST workgroups
- Know Before You Fly
- Government Accountability Office Study on Unmanned Traffic Management
- Government Accountability Office Study on Personal Privacy
- FBI Weapons of Mass Destruction Task Group

Advisory Circular 91-57C

AC 91-57C was sent to the Office of Management and Budget to be reviewed in November 2020. It includes a process for community-based organization recognition and information regarding the recreational knowledge and safety test.

Remote ID

2020 brought the FAA's ruling on Remote ID. AMA had countless congressional meetings, collaborated with industry partners, and met with several other federal agencies to discuss and shape the Final Rule on Remote ID. On December 28, 2020, the Final Rule for Remote ID was released, providing the recreational community with a sensible approach to remotely identifying aircraft.



Joint Industry Letter

AMA joined forces with other leading aviation organizations to urge the FAA to make essential changes to the Proposed Rule for Remote ID of UAS. The group advocated for a more common sense approach to remote ID for model aircraft operators.

Final Rule for Remote ID

The Final Rule for Remote ID was published on December 28, 2020. The rule included most of the requested changes outlined in AMA's Public Comment. The changes from the proposed rule to the final rule are outlined in the table below.

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.



Your Passion. Your Hobby.

One Community.

Preserving, protecting, and advocating for our freedom to fly is the focus of the AMA Government Affairs team. We represent our members at the local, state, and federal level on legislative and regulatory issues that could potentially impact our longstanding hobby. As the collective voice for our members and the hobby, our team works to share the message of our safe operations in the airspace.



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