

any missing cadmium plating and apply a chromate conversion coating.

(2) Within 50 hours TIS after completion of paragraph (g)(1) of this AD, and thereafter at intervals not to exceed 50 hours TIS:

(i) Using a 10X magnifying glass, visually inspect the neck and threaded area of each M/R clevis for wear, corrosion, and damage, which for the purposes of this inspection may be indicated by distortion, bending, a crack, or damaged M/R clevis threads. Refer to Figure 3 of ASB 430–21–60 for a depiction of the area to inspect on each M/R clevis. If there is any wear, corrosion, or damage, before further flight, remove the affected M/R clevis from service and replace with an airworthy part.

(ii) Perform the actions required in paragraph (g)(1)(iv) of this AD for each M/R clevis.

(3) Within 150 hours TIS after the completion of paragraph (g)(1) of this AD, and thereafter at intervals not to exceed 150 hours TIS, visually inspect and purge grease each universal bearing, by performing the actions as required in paragraphs (g)(1)(ii) and (iii) of this AD.

(h) Special Flight Permits

A special flight permit may be permitted provided that there are no passengers onboard.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Validation Branch, send it to the attention of the person identified in paragraph (j)(1) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(j) Related Information

(1) For more information about this AD, contact Hal Jensen, Aerospace Engineer, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 950 L'Enfant Plaza N SW, Washington, DC 20024; telephone (202) 267–9167; email hal.jensen@faa.gov.

(2) The subject of this AD is addressed in Transport Canada CF–2021–26 AD, dated July 26, 2021. You may view the Transport Canada AD at <https://www.regulations.gov> in Docket No. FAA–2021–1011.

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Bell Alert Service Bulletin 430–21–60, dated July 13, 2021.

(ii) [Reserved]

(3) For service information identified in this AD, contact Bell Textron Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J 1R4, Canada; telephone 1–450–437–2862 or 1–800–363–8023; fax 1–450–433–0272; email productsupport@bellflight.com; or at <https://www.bellflight.com/support/contact-support>.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N–321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222–5110.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email: fr.inspection@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on November 16, 2021.

Ross Landes,

Deputy Director for Regulatory Operations, Compliance & Airworthiness Division, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 89

[Docket No.: FAA–2019–1100]

Policy Statement for the Reported Geometric Altitude of the Control Station of a Standard Remote Identification Unmanned Aircraft

AGENCY: Federal Aviation Administration (FAA), U.S. Department of Transportation (DOT).

ACTION: Statement of policy.

SUMMARY: This action clarifies FAA policy regarding the existing accuracy requirements for the reported geometric altitude of the control station of a standard remote identification unmanned aircraft. The FAA describes one acceptable way producers of unmanned aircraft can meet the minimum performance requirement for the accuracy of the control station's reported geometric altitude. The FAA determined that this action is necessary to inform developers of means of compliance of one potential pathway to meet the performance requirement for the control station's reported geometric altitude.

DATES: The effective date of this policy is November 22, 2021.

ADDRESSES: For information on where to obtain copies of this statement of policy and other information related to this statement, see “Additional Information” in the **SUPPLEMENTARY INFORMATION** section of this document.

FOR FURTHER INFORMATION CONTACT: Paul Siegmund, Policy and Innovation Division, Federal Aviation Administration, 800 Independence Ave. SW, Washington, DC 20591; telephone 1–844–FLY–MY–UA (1–844–359–6981); email: UAShelp@faa.gov.

SUPPLEMENTARY INFORMATION:

I. Overview

A. Background

On January 15, 2021, the FAA published a final rule titled “Remote Identification of Unmanned Aircraft” (Remote ID final rule) with an original effective date of March 16, 2021.^{1,2} The Remote ID final rule requires the remote identification of unmanned aircraft in the airspace of the United States. Remote identification is the capability of an unmanned aircraft, in flight, to provide certain identification, location, and performance information that people on the ground and other airspace users can receive.

In addition to the operating requirements, the Remote ID final rule provides the design and production requirements for the production of remote identification unmanned aircraft or broadcast modules. These requirements describe the performance standards for remote identification without establishing a specific means or process for regulated entities to follow.³ A person designing or producing a standard remote identification unmanned aircraft or remote identification broadcast module must show that the unmanned aircraft or broadcast module meets the performance requirements of the rule by following an FAA-accepted means of compliance. A means of compliance submitted to the FAA for acceptance

¹ *Remote Identification of Unmanned Aircraft* final rule, 86 FR 4390 (Jan. 15, 2021).

² On March 10, 2021, the FAA published a correction to the Remote ID final rule in accordance with the memorandum titled *Regulatory Freeze Pending Review* (86 FR 7424, Jan 28, 2021), delaying the final rule's effective date to April 21, 2021 (86 FR 13629).

³ A standard remote identification unmanned aircraft broadcasts identification, location, and performance information of the unmanned aircraft and control station. This unmanned aircraft broadcasts the remote identification message elements directly from the unmanned aircraft from takeoff to shutdown. A remote identification broadcast module broadcasts identification, location, and take-off information; the broadcast module may be a separate device that is attached to an unmanned aircraft, or a feature built into the aircraft. 86 FR 4391 (Jan. 15, 2021).

must show that an unmanned aircraft or broadcast module produced using it would meet the performance requirements of title 14 of the Code of Federal Regulations part 89 (14 CFR part 89). This policy statement only addresses the performance requirements and compliance path for the standard remote identification unmanned aircraft.

Part 89 requires the following 8 message elements to be broadcast from a standard remote identification unmanned aircraft: (1) Unmanned aircraft unique identifier; (2) an indication of the control station's latitude and longitude; (3) an indication of the control station's altitude; (4) an indication of the unmanned aircraft's latitude and longitude; (5) an indication of the unmanned aircraft's altitude; (6) a time mark; (7) an indication of the emergency status of the unmanned aircraft system; and (8) velocity. Additionally, all standard remote identification unmanned aircraft must meet certain minimum requirements regarding the transmission of the message elements including the minimum performance requirements related to positional accuracy, geometric altitude accuracy, message latency, and message transmission rate. These minimum performance requirements for the message elements are design requirements; any specific test method for ensuring that the unmanned aircraft design meets this accuracy requirement will be reviewed and evaluated by the FAA as a part of the means of compliance acceptance process.

Part 89 establishes the accuracy requirement for the reported geometric altitude for the control station of a standard remote identification unmanned aircraft. Specifically, § 89.310(h)(2) requires that the reported geometric altitude of the control station must be accurate to within 15 feet of the true geometric altitude, with 95 percent probability. The Remote ID final rule did not specify how a means of compliance should address this requirement. In order to guide producers to develop standard remote identification unmanned aircraft that meet the FAA's standards, this policy statement informs developers of one potential means of compliance that would be acceptable to the FAA to demonstrate compliance with meeting the geometric altitude requirement. Persons developing a means of compliance for a standard remote identification unmanned aircraft in accordance with 14 CFR part 89, subpart E, may incorporate the method described in this policy statement as part of their means of compliance. The

FAA emphasizes, however, that other ways of demonstrating compliance with § 89.310(h)(2) may be acceptable.

B. Statement of Policy: Acceptable Method

This statement of policy describes one acceptable way, but not the only way, that the accuracy requirements for the reported geometric altitude of the control station of a standard remote identification unmanned aircraft can meet the minimum performance requirement in § 89.310(h)(2). The FAA is not requiring developers of means of compliance to include the specific method provided in this statement of policy.

A means of compliance that requires the unmanned aircraft system (UAS) control station position source to be a global navigation satellite system (GNSS) receiver utilizing Global Positioning System (GPS) and Wide Area Augmentation System (WAAS) satellite signals to determine the geometric altitude of the control station would be an acceptable method for a means of compliance to demonstrate that the unmanned aircraft built according to its specifications would meet the accuracy requirement in § 89.310(h)(2). The WAAS Performance Analysis report from the second quarter of 2021 shows that GNSS receivers utilizing GPS with a satellite-based augmentation system indicates a worst-site 95% vertical accuracy of 5 feet for the continental United States.⁴ This report demonstrates that GNSS receivers utilizing GPS/WAAS can achieve the necessary vertical position accuracy across the National Airspace System to meet the reported geometric altitude requirement of § 89.310(h)(2).

The FAA recognizes that UAS technology, which includes remote identification technology, is continually evolving and improving. Accordingly, the FAA expects that other methods may be available to meet this requirement other than the one mentioned in this policy statement, and nothing about this statement should preclude developers of means of compliance from including other technological methods of meeting the vertical accuracy requirements for the reported geometric altitude of the control station. This statement of policy solely addresses one method of demonstrating compliance with § 89.310(h)(2); note that any means of compliance submitted to the FAA must also adequately address the other

requirements in part 89, subparts D and E, in order to be accepted by the FAA.

II. Additional Information

A. Electronic Access and Filing

A copy of the Remote ID final rule as well as all background materials may be viewed online at <https://www.regulations.gov> using the docket number listed above. A copy of this statement of policy will also be placed in the docket for that rule. Electronic retrieval help and guidelines are available on the website. It is available 24 hours each day, 365 days each year. An electronic copy of this document may also be downloaded from the Office of the Federal Register's website at <https://www.FederalRegister.gov> and the Government Publishing Office's website at <https://www.GovInfo.gov>.

Copies may also be obtained by sending a request to the Federal Aviation Administration, Office of Rulemaking, ARM-1, 800 Independence Avenue SW, Washington, DC 20591, or by calling (202) 267-9677. Requestors must identify the docket or amendment number of this rulemaking.

B. Integration of This Policy Into FAA Orders and Publications

As appropriate, the FAA will incorporate this policy into applicable FAA Orders and publications, such as Advisory Circulars, as they are updated. The agency will also continually review this policy in the interest of aviation safety. The FAA reserves the right to update this policy if the agency collects or receives additional information.

This policy does not have the force and effect of law and is not meant to bind the public in any way, it is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.

Issued in Washington, DC, on or about November 16, 2021.

Michael C. Romanowski,

Aviation Safety Director, Policy and Innovation, Aircraft Certification Service.

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⁴ <https://www.nstb.tc.faa.gov/DisplayArchive.htm>.