



Designation: F3411 – 22a

Standard Specification for Remote ID and Tracking¹

This standard is issued under the fixed designation F3411; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon (ϵ) indicates an editorial change since the last revision or reapproval.

NOTE—Subsection 5.4.3 and Table A3.3 were corrected, with other editorial changes made throughout, and the yeardate changed on June 17, 2022.

1. Scope

1.1 This specification covers the performance requirements for remote identification (Remote ID) of unmanned aircraft systems (UAS). Remote ID allows governmental and civil identification of UAS for safety, security, and compliance purposes. The objective is to increase UAS remote pilot accountability by removing anonymity while preserving operational privacy for remote pilots, businesses, and their customers. Remote ID is an enabler of enhanced operations such as beyond visual line of sight (BVLOS) operations as well as operations over people.

1.2 This specification defines message formats, transmission methods, and minimum performance standards for two forms of Remote ID: broadcast and network. Broadcast Remote ID is based on the transmission of radio signals directly from a UAS to receivers in the UAS's vicinity. Network Remote ID is based on communication by means of the internet from a network Remote ID service provider (Net-RID SP) that interfaces directly or indirectly with the UAS, or with other sources in the case of intent-based network participants.

1.3 This specification addresses the communications and test requirements of broadcast or network Remote ID, or both, in UAS and Net-RID SP systems.

1.4 Applicability:

1.4.1 This specification is applicable to UAS that operate at very low level (VLL) airspace over diverse environments including but not limited to rural, urban, networked, network degraded, and network denied environments, regardless of airspace class.

1.4.2 This specification neither purports to address UAS operating with approval to use ADS-B or secondary surveil-

lance radar transponders, nor does it purport to solve ID needs of UAS for all operations.

1.4.3 In particular, this specification does not purport to address identification needs for UAS that are not participating in Remote ID or operators that purposefully circumvent Remote ID.

1.5 The values stated in SI units are to be regarded as standard. The values given in parentheses after SI units are provided for information only and are not considered standard.

1.5.1 Units of measurement included in this specification:

m	meters
deg, °	degrees of latitude and longitude, compass direction
s	seconds
Hz	Hertz (frequency)
dBm	decibel-milliwatts (radio frequency power)
ppm	parts per million (radio frequency variation)
µs	microseconds
ms	milliseconds

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¹ This specification is under the jurisdiction of ASTM Committee F38 on Unmanned Aircraft Systems and is the direct responsibility of Subcommittee F38.02 on Flight Operations.

Current edition approved June 17, 2022. Published July 2022. Originally approved in 2019. Last previous edition approved in 2022 as F3411-22. DOI: 10.1520/F3411-22A.

1.7 This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety, health, and environmental practices and determine the applicability of regulatory limitations prior to use. Some specific hazards statements are given in Section 8 on Hazards.

1.8 This international standard was developed in accordance with internationally recognized principles on standardization established in the Decision on Principles for the Development of International Standards, Guides and Recommendations issued by the World Trade Organization Technical Barriers to Trade (TBT) Committee.

2. Referenced Documents

2.1 ASTM Standards:²

F3060 Terminology for Aircraft

F3341 Terminology for Unmanned Aircraft Systems

2.2 Other Standards:

ANSI/CTA-2063-A Small Unmanned Aerial Systems Serial Numbers³

Bluetooth^{4,5} Core Specification 5.0⁶

IEEE 802.11 Standard for Information technology-- Telecommunications and information exchange between systems - Local and metropolitan area networks--Specific requirements - Part 11: Wireless LAN Medium Access Control (MAC) and Physical Layer (PHY) Specifications^{7,5}

IEEE 1609.2 IEEE Standard for Wireless Access in Vehicular Environments--Security Services for Applications and Management Messages⁷

IETF RFC3339 Date and Time on the Internet: Timestamps⁸

IETF RFC4122 A Universally Unique Identifier (UUID) URN Namespace⁹

IETF RFC8126 Guidelines for Writing an IANA Considerations Section in RFCs¹⁰

Neighbor Awareness Networking Specification^{11,5}

FAA UTM ConOps v1.0 Unmanned Aircraft System (UAS) Traffic Management (UTM) Concept of Operations¹²

² For referenced ASTM standards, visit the ASTM website, www.astm.org, or contact ASTM Customer Service at service@astm.org. For *Annual Book of ASTM Standards* volume information, refer to the standard's Document Summary page on the ASTM website.

³ Available from American National Standards Institute (ANSI), 25 W. 43rd St., 4th Floor, New York, NY 10036, <http://www.ansi.org>.

⁴ Used throughout the specification, Bluetooth is a registered trademark of Bluetooth SIG, Inc., 5209 Lake Washington Blvd. NE, Suite 350, Kirkland, WA 98033.

⁵ Other names and brands may be claimed as the property of others.

⁶ Available from <https://www.bluetooth.com/specifications/archived-%20specifications/>.

⁷ Available from Institute of Electrical and Electronics Engineers, Inc. (IEEE), 445 Hoes Ln., Piscataway, NJ 08854-4141, https://standards.ieee.org/standard/802_11-2016.html.

⁸ Available from IETF Tools, <https://tools.ietf.org/html/rfc3339>.

⁹ Available from IETF Tools, <https://tools.ietf.org/html/rfc4122>.

¹⁰ Available from <https://datatracker.ietf.org/doc/html/rfc8126>.

¹¹ Available from Wi-Fi Alliance, 10900-B Stonelake Boulevard, Suite 126, Austin, TX 78759, <https://www.wi-fi.org/discover-wi-fi/wi-fi-aware>.

¹² Available from <https://utm.arc.nasa.gov/docs/2018-UTM-ConOps-v1.0.pdf>.

WGS-84 World Geodetic System — 1984¹³

3. Terminology

3.1 This standard uses terminology contained within F3341, UAS Terminology Standard, and F3060, Aircraft Terminology Standard. These terms are not duplicated within this document.

3.2 *Unique and Common Terminology*—Terminology used in multiple standards is defined in F3341 and F3060. Terminology that is unique to this specification is defined in 3.3.

3.3 Definitions of Terms Specific to This Standard:

3.3.1 *authentication, n*—the process or action of verifying that the source of a Remote ID message is the originator of the message.

3.3.2 *broadcast, v*—to transmit data to no specific destination or recipient; data can be received by anyone within broadcast range.

3.3.3 *broadcast UAS, n*—a UAS that is equipped for and is actively broadcasting Remote ID data during an operation; being a broadcast UAS is not mutually exclusive with being a networked UAS.

3.3.4 *discovery, n*—the process of determining the set of USSs with which data exchange is required for some UTM function; discovery is accomplished by means of the discovery and synchronization service (DSS).

3.3.5 *DSS entity, n*—a generic concept that refers to information that can be discovered using the discovery and synchronization service (DSS).

3.3.5.1 *Discussion*—Entities are characterized by a 4-D volume of airspace (that is, a volume defined in x , y , z plus time limits). For Remote ID, the entity type is referred to as an identification service area. Operations and constraints are examples of other types of entities that are the subject of other UTM standards.

3.3.6 *DSS pool, n*—a synchronized set of DSS instances where operations may be performed on any instance with the same result, and information may be queried from any instance with the same result. A DSS region will often have a production DSS pool along with one or more test or staging DSS pools.

3.3.7 *DSS region, n*—the geographic area supported by a DSS pool.

3.3.8 *dynamic data, n*—data that changes over the duration of the flight; for example, longitude and latitude.

3.3.9 *Ground Control Station (GCS), n*—the part of a UAS that remotely controls the UA. It may or may not have a remote pilot directly manipulating the controls.

3.3.10 *identify*—the result of the process to establish the identity of a specific UAS that is traceable to the owner and remote pilot.

3.3.11 *intent-based network participant, n*—a UAS for which the operator has reported an intended area (a volume of

¹³ Available from International Civil Aviation Organization (ICAO), 999 Robert-Bourassa Boulevard, Montréal, Quebec, Canada H3C 5H7, <https://www.icao.int/safety/pbn/Documentation/EUROCONTROL/Eurocontrol%20WGS%2084%20Implementation%20Manual.pdf>.

airspace) and time for an operation through a Net-RID service provider; such information is then reported through the network Remote ID infrastructure. Intent-based Remote ID participation is an option for non-equipped UAS or UAS operating in environments that preclude broadcast or network participation.

3.3.12 *network Remote ID (Net-RID) service provider, n*—a logical entity denoting a UTM system or comparable UAS flight management system that participates in network Remote ID and provides data for and about UAS it manages.

3.3.13 *network Remote ID (Net-RID) display provider, n*—a logical entity that aggregates network Remote ID data from potentially multiple Net-RID service providers and provides the data to a display application (that is, an app or website); in practice, it is expected that many USSs may be both Net-RID display providers and Net-RID service providers, but stand-alone Net-RID display providers are possible.

3.3.14 *network publishing, v*—the act of transmitting data to an internet service or federation of services; clients, whether air traffic control (ATC), public safety officials, or possibly the general public can access the data to obtain ID and tracking information for UAS for which such data has been published.

3.3.15 *networked UAS, n*—a UAS that during operations is in electronic communication with a Net-RID service provider (for example, by means of internet Wi-Fi,¹⁴ cellular, or satellite, or other communications medium such as short burst data satellite communications).

3.3.16 *non-equipped UAS, n*—in the context of Remote ID, a UAS that is neither a networked nor broadcast UAS (for example, a radio controlled model aircraft) and cannot directly report its location or identity.

3.3.17 *operator, n*—the individual or organization who uses, causes to use, or authorizes to use an aircraft for the purpose of air navigation, including the piloting of an aircraft, with or without the right of legal control (as owner, lessee, or otherwise). **F3060**

3.3.18 *operator location, n*—the geographic location of the remote pilot in command of a UAS.

3.3.19 *position extrapolation, n*—a capability of a Net-RID service provider to predict the location of a UAS based on a modeled 4-D trajectory derived from an intended UAS operation plan.

3.3.20 *registration, n*—the process by which an owner/operator (including contact information and other PII) and aircraft (for example, make, model) are associated with an assigned, unique identifier.

3.3.21 *shall, must versus should versus may*—use of the word “shall” implies that a procedure or statement is mandatory and must be followed to comply with this practice, “should” implies recommended, and “may” implies optional at the discretion of the supplier, manufacturer, or operator.

3.3.21.1 *Discussion*—Since “shall” and “must” statements are requirements, they include sufficient detail needed to define

compliance (for example, threshold values, test methods, oversight, and references to other standards). “Should” statements also represent parameters that could be used in safety evaluations, and could lead to development of future requirements. “May” statements are provided to clarify acceptability of a specific item or practice, and offer options for satisfying requirements.

3.3.22 *static data, n*—data that remains the same or does not change often over the duration of a flight (for example, Unique ID); this is in contrast to dynamic data that may change more frequently (such as longitude and latitude).

3.3.23 *UAS operation plan, n*—a UAS operation plan is developed prior to the operation and should indicate the volume of airspace within which the operation is expected to occur, the times and locations of the key events associated with the operation, including launch, recovery, and any other information deemed important (for example, segmentation of the operation trajectory by time).

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3.3.24 *UAS registration ID, n*—an identification number or combination of letters and numbers assigned by a CAA or authorized representative to a UAS; this is sometimes referred to as a registration number (which may or may not contain letters).

3.3.25 *UAS service supplier (USS), n*—USSs provide UTM services to support the UAS community, to connect operators and other entities to enable information flow across the USS network, and to promote shared situational awareness among UTM participants. **UTM ConOps v1.0**

3.3.26 *unique ID, n*—a data element that can be traced to a unique UAS and its operator.

3.4 Acronyms and Abbreviations:

3.4.1 *AES, n*—advanced encryption standard

3.4.2 *AGL, adj*—above ground level

3.4.3 *API, n*—application programming interface

3.4.4 *ARC, n*—aviation rulemaking committee

3.4.5 *BVLOS, adj*—beyond visual line of sight

3.4.6 *C2, n*—command and control

3.4.7 *CAA, n*—Civil Aviation Authority

3.4.8 *CONUS, n*—contiguous United States

3.4.9 *DAR, n*—DSS airspace representation

3.4.10 *DSS, n*—discovery and synchronization service

3.4.11 *EIRP, n*—effective isotropic radiated power

3.4.12 *EMI, n*—electromagnetic interference

3.4.13 *FAA, n*—Federal Aviation Administration

3.4.14 *GCS, n*—ground control station

3.4.15 *Hz*—Hertz (cycles per second)

3.4.16 *inHg*—inch of mercury

3.4.17 *km*—kilometers

3.4.18 *kts*—knots (nautical miles per hour)

3.4.19 *LAANC*—low altitude authorization and notification capability

¹⁴ Used throughout the specification, Wi-Fi is a registered trademark of Wi-Fi Alliance, 10900-B Stonelake Boulevard, Suite 126, Austin, TX 78759.