Free sample from The Drone Kit & Flight Planner. This is worksheet 2 of 11. Get all 11 worksheets: dronegearsetup.com/kit/drone-kit-flight-planner

All-Up Weight & Registration

The number that decides which rules apply to you

Pilot	**Date**
Aircraft	**Serial number**

The United States registration threshold is 250 g at takeoff with everything fitted, and the upper limit for both recreational flying and standard Part 107 operations is 55 lb. Accessories count. A 249 g aircraft with an extended pack, prop guards and a strobe commonly weighs 280 to 300 g, which makes it a registered aircraft.

Weigh it as it flies

Put the aircraft on the scale fully configured, then break the total down so you know what to remove if you want to stay under.

Item	Grams	Fitted for this flight?
Airframe with battery, as sold		
Extended or larger battery, difference		
Propeller guards		
Anti-collision strobe		
Remote ID broadcast module		
Filter fitted to the lens		
Memory card		
Payload, if any		
Anything else attached		

Item	Grams	Fitted for this flight?
ALL-UP WEIGHT		This is the governing figure

Weigh it, do not add up specification sheets. Published weights are for the base configuration and are frequently optimistic by 5 to 10 g.

Which side of the line

Threshold	Applies?	What it means
Under 250 g, flown recreationally		No aircraft registration required for recreational flight
250 g or more, any purpose		FAA registration required
Flown under Part 107, any weight		Registration required regardless of weight
Over 55 lb (25 kg)		Outside both recreational and standard Part 107

Thresholds are the published United States figures. Other countries set them differently. Confirm the current rule with the FAA before you rely on this sheet.

Your paperwork, recorded once

Item	Number or detail	Expires
FAA registration number		
Marked on the airframe, externally visible?		
TRUST certificate (recreational)		No expiry
Part 107 certificate number		Recurrent training every 24 months
Last recurrent training completed		
Remote ID method		Standard built-in, broadcast module, or FRIA
Remote ID serial number		
Insurance policy and limit		

Weighing and Remote ID

Remote ID requires a flying aircraft to broadcast its identifier, position and altitude along with the position of the control station. An aircraft without standard Remote ID needs a declared broadcast module, or has to stay inside an FAA-Recognized Identification Area.

- **FAA-compliant Remote ID broadcast module**: The route to compliance for an older aircraft that has no built-in Remote ID. Weigh it and add it to the total above, because it can push a 249 g build over the line.
- **digital gram scale**: A 0.1 g pocket scale settles the 250 g question in ten seconds. Guessing it from spec sheets is how people fly an unregistered aircraft.

Current prices and our latest picks for each item: **dronegearsetup.com/kit/drone-kit-flight-planner/gear/**

Researched guidance, not professional advice. FAA weight thresholds, Remote ID rules and airspace authorizations change. Confirm the current rule at faa.gov/uas before you rely on this kit, and treat every figure here as a planning aid rather than an authorization.