

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

CERTIFICATE OF WAIVER OR AUTHORIZATION

ISSUED TO

Recreational flyers operating unmanned aircraft systems (UAS) as defined under the Federal Aviation Administration (FAA) Reauthorization Act of 2018 Section 349, Exception for limited recreational operations of unmanned aircraft (49 U.S.C. 44809).

This certificate is issued for the operations specifically described hereinafter. No person shall conduct any operation pursuant to the authority of this certificate except in accordance with the standard and special provisions contained in this certificate, and such other requirements of the Federal Aviation Regulations not specifically waived by this certificate.

OPERATIONS AUTHORIZED

Operation of a UAS, flown within visual line of sight and solely for limited recreational purposes:

At fixed sites (commonly referred to as flying fields) that are established by an agreement with the FAA, as listed at <http://udds-faa.opendata.arcgis.com/>. Operations at the listed fixed sites are authorized up to the altitudes indicated on the unmanned aircraft system (UAS) facility map (UASFM).

LIST OF WAIVED REGULATIONS BY SECTION AND TITLE

N/A

STANDARD PROVISIONS

1. A copy of the application made for this certificate shall be attached and become a part hereof.
2. This certificate shall be presented for inspection upon the request of any authorized representative of the Federal Aviation Administration, or of any State or municipal official charged with the duty of enforcing local laws or regulations.
3. The holder of this certificate shall be responsible for the strict observance of the terms and provisions contained herein.
4. This certificate is nontransferable.

Note-This certificate constitutes a waiver of those Federal rules or regulations specifically referred to above. It does not constitute a waiver of any State law or local ordinance.

SPECIAL PROVISIONS

Special Provisions 1 and 2, inclusive, are set forth in this authorization.

This certificate for operations authorized by 49 U.S.C. 44809 is effective from January 1, 2021 through December 31, 2021, and is subject to cancellation at any time upon notice by the Administrator or his/her authorized representative.

BY DIRECTION OF THE ADMINISTRATOR

FAA Headquarters, AJV-P22
(Region)

Michael R. Beckles
(Signature)

January 28, 2021
(Date)

Manager, FAA, UAS Policy Team
(Title)

SPECIAL PROVISIONS**1. FLIGHT OPERATIONS:**

- a. This authorization can be rescinded by the FAA at any time and is issued in order to allow recreational operations to continue while the FAA evaluates and develops a long term plan for implementation of 49 U.S.C. 44809. This authorization should be considered temporary in nature and non-precedent setting for future recreational operations. Do not contact FAA Air Traffic facilities for airspace authorization because these facilities will no longer accept requests to operate recreational unmanned aircraft in controlled airspace.
- b. Any impacted air traffic control facility may disapprove, terminate, restrict, or delay UAS flight operations covered by this authorization at any time. Agreements establishing fixed sites may contain additional operating limitations. While flying at a fixed site in controlled airspace, you must adhere to the operating limitations of the agreement, which is available from the fixed site sponsor.
- c. This Authorization and the Special Provisions shall be in effect between civil sunrise and civil sunset local time.
- d. Recreational operations are to be conducted in accordance with or within the programming of a Community Based Organization's (CBO) set of safety guidelines that are developed in coordination with the FAA. Once the FAA has established the criteria and begins recognizing CBOs, those CBOs' safety guidelines will be available for use. During this interim period, the FAA offers two means to satisfy this statutory condition; existing safety guidelines of aeromodelling organization, provided the guidelines do not conflict with other statutory conditions of 49 U.S.C. § 44809(a), or the existing basic safety guidelines for recreational operations, which are available on the FAA website (<https://www.faa.gov/uas/>).
- e. As the FAA continues to review additional recreational flyer sites, the authorized locations may change. Therefore, the recreational flyer is responsible for reviewing and complying with the authorized recreational flyer sites within the published UASFM at <http://udds-faa.opendata.arcgis.com/>. Prior to each flight to ensure that no changes have been made to the map (i.e., altitude changes, airspace modifications, etc).
- f. The recreational flyer must check the airspace they are operating in and comply with all restrictions that may be present in accordance with Restricted Areas, Prohibited Areas, Special Flight Rule Areas or the Washington DC Flight Restricted Zone. See https://www.faa.gov/air_traffic/flight_info/aeronav/ for information on ordering charts.

- g. The recreational flyer is responsible for avoiding operations in security areas or over sensitive locations identified in red. View current security areas, at <http://udds-faa.opendata.arcgis.com/>. View current Notices to Airmen (NOTAMS) at <https://pilotweb.nas.faa.gov/PilotWeb/>.
 - h. Recreational flyers should also be familiar with the information contained in the most current version of the Advisory Circular (AC) 91-57.
 - i. The recreational flyer must operate the aircraft in a manner that does not interfere with and gives way to any manned aircraft.
 - j. This authorization excludes those fixed sites that have established a Letter of Agreement with local ATC Facilities that allow for operations at altitudes other than those indicated on the UAS Facility Maps (UASFM).
- 2. EMERGENCY/CONTINGENCY PROCEDURES - Lost Link/Lost Communications Procedures:**
- a. If the UA loses communications or loses its Global Positioning System signal, all emergency/contingency procedures should be planned to ensure that the unmanned aircraft remains within the recreational flyer site.
 - b. The recreational flyer must abort the flight in the event of unexpected hazards or an emergency.