



# FAA UAS SYMPOSIUM

## Recreational Flying – What’s New?



Federal Aviation  
Administration



# Recreational Flying – What's New?



**Danielle Corbett,  
FAA UAS  
Integration Office**



**Kevin Morris,  
FAA Flight  
Standards Service**



**Bill Stanton,  
FAA UAS and  
Commercial Space  
Operational  
Integration**



**Jim Williams,  
JHW  
Unmanned  
Solutions**



#UAS2019



# How we got here

- “Special Rule for Model Aircraft”
- August 2016, parts 107 and 101 become effective resulting in:
  - Inconsistent airspace and operational requirements for small UAS operations
  - Confusion on how to apply and enforce the rules, uncertainty in the field
- Industry and FAA wanted clear and consistent rules to promote safety and advancement
- FAA Reauthorization of 2018: “Exception for Limited Recreational Operations of Unmanned Aircraft”

# Where we are

## ~~Section 336 / Part 101~~

- CBO and safety guidelines undefined
- Notice to airports when within 5 miles
- No altitude limits
- No testing or vetting
- Visual line of sight
- Generally < 55 lbs

## Part 107

- Regulatory operational limitations
- Authorization required for controlled airspace
- Limited to 400' AGL or 400' within a structure
- Knowledge test and pilot certification
- Visual line of sight or waiver for BVLOS
- Limited to < 55 lbs

## The Exception

- CBO recognized and safety guidelines coordinated with FAA
- Authorization required for controlled airspace
- Limited to 400' AGL in Class G
- Knowledge and safety test
- Visual line of sight
- Generally < 55 lbs





FAA develops test

RFI to administer test



Manufacturers

Verification



Designees administer test



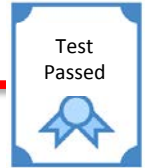
Designee stores results



Flyers take test



FAA/LE query in the field



Proof of Passage

# Test Administration A Vision



#UAS2019



# 20 Minute Break

## Next in this room...

*Integration Anticipation – Industry  
Insight Into What's Next*



#UAS2019

