Recreational Flying – What’s New?

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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
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

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FAA develops test

RFI to administer test

Manufacturers

Designees administer test

Designee stores results

Flyers take test

Verification

FAA/LE query in the field

Proof of Passage

Test Passed

Test Administration

A Vision

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20 Minute Break

Next in this room...

Integration Anticipation – Industry Insight Into What’s Next