

# NOTICE

**U.S. DEPARTMENT OF TRANSPORTATION**  
**FEDERAL AVIATION ADMINISTRATION**  
Air Traffic Organization Policy

**N JO 7210.909**

**Effective Date:**  
April 30, 2018

**Cancellation Date:**  
February 28, 2019

**SUBJ:** Low Altitude Authorization Notification Capability - LAANC

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**1. Purpose of This Notice.** This notice provides information and interim guidance on air traffic policies and prescribes procedures for the implementation, coordination, and operation of Low Altitude Authorization Notification Capability (LAANC), the software used to automate requests and FAA authorizations to airspace by sUAS operators. Additionally, this notice introduces relevant abbreviations to be incorporated into FAA Order JO 7210.3AA, paragraph 1-2-4.

**2. Audience.** This notice applies to the following Air Traffic Organization (ATO) Service Units: Mission Support, Systems Operations, Air Traffic Services and all associated air traffic control facilities.

**3. Where Can I Find This Notice?** This notice is available on the MyFAA employee website at [https://employees.faa.gov/tools\\_resources/orders\\_notices/](https://employees.faa.gov/tools_resources/orders_notices/) and on the air traffic publications website at [http://www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/publications/).

**4. Cancellation.** This notice will be incorporated into FAA Order JO 7210.3AA, Change 3 edition, effective February 28, 2019.

**5. Explanation of Policy Change.** This change adds relevant abbreviations to FAA Order JO 7210.3AA, paragraph 1-2-4, Abbreviations. Additionally, a new section, Section 10, Low Altitude Authorization Notification Capability (LAANC) is added to Chapter 11, National Programs into FAA Order JO 7210.3AA.

**6. Procedures.** Amend FAA Order JO 7210.3AA, paragraph 1-2-4, Abbreviations, TBL 1-2-1 and Chapter 11, National Programs by adding new section, Section 10 Low Altitude Authorization Notification Capability (LAANC), as follows:

## **1-2-4. ABBREVIATIONS**

Add: LAANC: Low Altitude Authorization Notification Capability

sUAS: Small Unmanned Aircraft System(s)

UAS: Unmanned Aircraft System(s)

UASFM: Unmanned Aircraft System(s) Facility Map

USS: Unmanned Aircraft System(s) Service Supplier

## **Section 10. Low Altitude Authorization Notification Capability (LAANC)**

### **11-10-1. PROGRAM DESCRIPTION**

- a.** LAANC is the term for the software used to automate small Unmanned Aircraft System(s) (sUAS) operator requests for access to airspace and receive FAA issued authorizations for Part 107 operations. Additionally, LAANC allows model aircraft (Part 101E) operators to notify ATC of planned operations within 5 miles of an airport. LAANC major elements include the FAA air traffic facility's Unmanned Aircraft System(s) Facility Map (UASFM) data for use in determining authorizations, the use of sUAS Service Suppliers (USSs) to process notification and authorization information to operators, and the ability for multiple USSs to provide services.
- b.** LAANC functions at the operational planning stage, identifying intended operations and managing the associated authorizations and notifications. Operators may submit a request for access to airspace up to 90 days in advance. To provide adequate time for ATC situational awareness, sUAS operators are encouraged to submit their Part 107 requests at least one or two days before the operation commences. Most LAANC information exchanges occur in near real time (notifications and automatic authorizations) and provide immediate feedback to operators.

### **11-10-2. UAS FACILITY MAPS (UASFM)**

UASFMs have been developed by FAA facilities to establish the altitude thresholds at and below which sUAS may be granted automatic authorization under Part 107. USSs will use current FAA approved UASFMs and will operate within agreed LAANC USS operating rules. An authorization request made within a UASFM altitude will be issued by the FAA to the USS. The USS will relay the authorization to the receiving facility. The facility retains the ability to cancel any such specific authorization(s) as needed. UASFMs also serve as a warning threshold for Part 101E operations, as the airspace above automatic authorization limits indicates an area that an FAA facility has identified as potentially active with controlled manned air traffic.

#### **NOTE-**

*For UAS facility map design, see FAA Order JO 7200.23*

### **11-10-3. PART 101E NOTIFICATIONS**

Part 101E notifications sent through LAANC by sUAS operators to ATC facilities provide situational awareness about planned sUAS operations in a particular airspace. Notifications are sent from sUAS operators, also known as hobbyists, to ATC facilities with a USS acting as an intermediary.

### **11-10-4. PART 107 ATC AUTHORIZATIONS**

Part 107 authorizations or denials are sent to an operator in response to a request to operate in controlled airspace. A request for authorization will contain data from a sUAS operator to a USS providing flight information about the area of operation. If the area of operation falls within a UASFM altitude, LAANC will provide an automatic authorization. If the area of operation falls above a UASFM altitude, LAANC facilitates a further coordination process. The facility may approve or deny such requests through LAANC.

### **11-10-5. UAS SERVICE SUPPLIER (USS)**

LAANC uses industry partner UAS Service Suppliers (USSs) to provide services specific to sUAS operations. Such services are provided through an exchange of information between the FAA and the USS, whereby the USS is the primary interface to the operator. The USS accesses UASFMs and USS operating rules provided by the FAA to grant the automatic authorization of sUAS operations that meet the requirement of 14 CFR Part 107 operations and fall within a UASFM altitude.

### **11-10-6. VOLUNTARY NOTIFICATION**

LAANC will inform the sUAS operator when an operation entered into LAANC takes place in areas where ATC authorization/notification is not required (outside controlled airspace/beyond 5 statute miles from an airport). LAANC will provide confirmation to the operator that the flight information has been received and a record will be submitted to the FAA.

### **11-10-7. REQUIRED NOTIFICATION**

If ATC notification is required (Part 101E), the operator may submit their proposed flight information to a USS. The USS will check if a notification is required based on whether or not the operation falls within 5 statute miles of an airport. If notification is required, the USS will facilitate the notification via LAANC.

### **11-10-8. REQUIRED AUTHORIZATION**

- a.** If ATC authorization is required (Part 107), the sUAS operator may submit their proposed flight information to a USS. The USS will use the appropriate UASFM to determine if an operation can be automatically authorized. If the flight falls within the UASFM altitude, FAA authorization is provided to the operator. Flight details are provided via the LAANC website to the facility.
- b.** If the proposed flight operation is above a UASFM altitude, further coordination is required at the facility level. The USS makes LAANC further coordination processes an option available to the operator, with the understanding that further coordination requires the consideration of ATC personnel and a response will not be immediate. Resources permitting, facility personnel may provide authorization or denial electronically back through LAANC, which will be delivered to the operator via the USS.
- c.** If an operation which requires further coordination has been authorized, the sUAS operator may proceed to operate within the authorized parameters.

### **11-10-9. FURTHER COORDINATION**

- a.** Further coordination is the term used when an authorization processed via LAANC cannot be automatically approved. For example, if a Part 107 authorization request is sent by an operator to a USS, and the planned operation is above a UASFM altitude, the request cannot be automatically approved. Facility personnel must be involved in approving or denying the request. The USS can submit the request for further coordination, in which case LAANC will direct it to the appropriate facility, and when a response is provided, LAANC will send it back to the operator.
- b.** Further coordination requests require longer periods of processing time (e.g., hours, days) than other LAANC processes, based upon the availability of ATC facilities/ATM personnel to consider an authorization request. If a response is not provided, further coordination requests will expire within 30 days after submission or the proposed operator's start time, whichever comes first.

#### **NOTE-**

*LAANC further coordination is not the same as a waiver defined by Part 107 Subpart D. Waivers are not within the scope of LAANC. Furthermore, Part 107 requires a waiver for operations above 400 feet. Therefore, LAANC can only provide Part 107 authorizations, whether automatically or by further coordination, for operations at or below 400 feet.*

## 11-10-10. FACILITY RESPONSIBILITIES

- a. The ATM will request access to LAANC by providing their email address and that of any designee to [9-ajt-laancpoc@faa.gov](mailto:9-ajt-laancpoc@faa.gov).
- b. Using Chrome web browser, LAANC can be accessed at <https://laanc-atc.faa.gov>. MyAccess is used to sign in to LAANC.
- c. Review the “Facility Preferences” page to ensure the “Approval Facilities” information is correct.
- d. The ATM or designee will periodically review LAANC to maintain situational awareness of sUAS activity in their airspace.
- e. The ATM or designee, workload permitting, will review further coordination requests for approval consideration. The only actions available for requests awaiting further coordination are to “APPROVE” or “DENY” the operation.
- f. When receiving a Part 107 authorization or approving a Part 107 authorization above a UASFM altitude, the ATM or designee will use their best judgement to determine if the information needs to be disseminated to the controller. If it is determined that the controller should know, then it will be distributed to the appropriate position(s).

**NOTE–**

*LAANC will allow an operator to request an altitude above a UASFM altitude as long as the requested altitude is not above 400 feet AGL as per 14 CFR Part 107.*

- g. Any previously issued authorization(s) may be rescinded via LAANC. The operator must acknowledge the action before the previously issued authorization is cancelled. If no acknowledgement is received and/or timeliness is a factor, the operator should be contacted via telephone.

**7. Distribution.** This notice is distributed to the following ATO service units: Air Traffic Services, Mission Support Services, and System Operations, and Safety and Technical Training, the Air Traffic Safety Oversight Service, the William J. Hughes Technical Center, and the Mike Monroney Aeronautical Center.

**8. Background.** UAS operators and the FAA require a streamlined, efficient solution to enable authorization and notification of UAS operations occurring in the NAS. The FAA has been seeking to close the gap of manual versus automated data transfer, authorizations, and notifications by defining and establishing a technological solution that will allow for data exchange between operators, ATC, and airports. The FAA’s LAANC is the first establishment of such automation. LAANC is the broad term for an enterprise capability to automate the FAA’s ability to grant authorizations to 14 CFR Part 107 operators, and to allow model aircraft (14 CFR Part 101E) operators to notify ATC of planned operations within 5 statute miles of an airport.

**9. Related Publication.** FAA Order JO 7200.23.

Original signed by *Sharon Kurywchak*

Sharon Kurywchak  
Director (A), Air Traffic Procedures  
Air Traffic Organization

4/27/18

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Date Signed