

# NOTICE

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

N JO 7210.914

**Effective Date:**  
July 23, 2019

**Cancellation Date:**  
January 30, 2020

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

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- 1. Purpose of This Notice.** This notice updates FAA Order JO 7210.3, Facility Operation and Administration, and 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.
- 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 amends FAA Order JO 7210.3 and will be incorporated into FAA Order JO 7210.3BB, Change 1, effective January 30, 2020.
- 5. Explanation of Policy Change.** This change modifies language in FAA Order JO 7210.3 to reflect the new FAA Reauthorization Act 2018. It introduces new terminology and requirements for the limited recreational operators created by the passage of the new Act. It renumbers Chapter 12, Section 10, to reflected deleted sections.
- 6. Procedures/Responsibilities/Action.** Amend FAA Order JO 7210.3 Chapter 12, National Programs Section 10, Low Altitude Authorization and Notification Capability (LAANC), to read as follows:

## 12-10-1. PROGRAM DESCRIPTION

a. LAANC is the term for the software used to automate small Unmanned Aircraft System(s) (sUAS) operator requests for access to controlled airspace at or below 400 feet AGL. LAANC handles authorization requests under 14 CFR § 107.41 (Part 107) and 49 U.S.C. § 44809 (Section 44809). LAANC's major elements include: FAA data sources (e.g. Unmanned Aircraft System Facility Maps (UASFM), airspace restrictions, and airspace boundaries) for use in determining authorizations; and the ability for FAA-approved LAANC UAS Service Suppliers (USSs) to process authorization information and interface with sUAS pilots.

**b.** LAANC functions at the operational planning stage, identifying intended sUAS operations and managing the associated authorizations. Part 107 and Section 44809 authorization requests within the UASFM can be approved automatically, in near real time. Part 107 authorization requests that fall above the UASFM and below 400 feet AGL require approval by the Air Traffic Manager (ATM) or designee. Part 107 operators may submit a request for access to airspace up to 90 days in advance. Section 44809, sUAS limited recreational operators', request for access above the UASFM will not be processed in LAANC.

### **12-10-2. UAS FACILITY MAPS (UASFM)**

UASFMs have been developed by FAA facilities to establish the altitude at and below which sUAS may be granted automatic authorization. USSs will use current FAA approved UASFMs in conjunction with other required data sources and will operate within agreed LAANC USS operating rules.

**NOTE-**

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

### **12-10-3. SMALL UAS (sUAS) ATC AUTHORIZATIONS**

Both Part 107 and Section 44809 require all sUAS operators to obtain airspace authorization from Air Traffic to fly in Class B, Class C, or Class D airspace or within the lateral boundaries of the surface area of Class E airspace designated for an airport. A request for authorization will contain data from a sUAS operator to a USS providing flight information about the area of the proposed operation. If the area of operation falls within a UASFM, LAANC will provide an automatic authorization and deliver this authorization to the ATM or designee. The facility retains the ability to rescind any specific authorization(s) as needed, whether after automatic approval or approval by the ATM or designee through further coordination (see 12-10-4).

### **12-10-4. 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. Further coordination is available only to Part 107 operators. A safety justification may be optionally submitted by the Part 107 operator for the ATM's consideration.

**NOTE-**

*This Safety Justification is a one-way transmittal from the Part 107 operator that is for use with further coordination requests only. The Safety Justification is not pre-coordinated with the ATM or designee, and is optional information that the Part 107 operator may choose to include to assist the ATM or designee in determining whether to approve or deny the further coordination request.*

**b.** Further coordination requests in LAANC are not automatic and require the approval of the ATM or designee. If a response is not provided, further coordination requests will expire 24 hours prior to the proposed operator's start time. Facilities are not authorized to engage directly with operators to process further coordination requests.

**NOTE-**

*LAANC does not process Certificates of Authorization (COAs). COAs are processed exclusively in DroneZone in collaboration with the governing Regional Service Center. Any attempt by an operator to submit mitigations or COAs through LAANC will not be accepted.*

Paragraph 12-10-10, Facility Responsibilities was renumbered to 12-10-5 Facility Responsibilities.  
No further changes to paragraph.

**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.** The FAA Reauthorization Act of 2018 changed the notification requirement in controlled airspace for "modelers/hobbyist". The new ruling covered under 49 U.S.C. § 44809 (Section 349) and the "modelers/hobbyist" are now referred to as limited recreational fliers. They must now receive authorization to operate in controlled airspace. Low Altitude Authorization and Notification Capability (LAANC) has been modified to accommodate automatic authorization of recreational operators, similar to how Part 107 operators receive their authorization.

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

Original signed by *Natking Estevez*

Natking Estevez  
Director (A), Air Traffic Procedures  
Air Traffic Organization

6/24/19

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Date Signed