NOTICE

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

N JO 7210.951

Effective Date:
October 1, 2024

Cancellation Date:
February 20, 2025

SUBJ: Low Altitude Authorization and Notification Capability (LAANC) System Updates

1. Purpose of This Notice. This notice changes FAA Order JO 7210.3DD, Facility Operation and Administration, paragraphs 12–9–1, 12–9–3, 12–9–4, 12–9–5, 12–10–1, 12–10–2, 12–10-3, 12–10–4, and 12–10–6 in response to several updates for the Low Altitude Authorization and Notification Capability (LAANC) system.

2. Audience. This notice applies to the following Air Traffic Organization (ATO) service units: Air Traffic Services, Mission Support Services, System Operations Services, Safety and Technical Training, and all associated air traffic 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/ and on the air traffic publications website at http://www.faa.gov/air_traffic/publications/.

4. Cancellation. This notice cancels upon publication of FAA Order JO 7210.3EE, Facility Operation and Administration, effective February 20, 2025.

5. Explanation of Policy Change. This change provides up-to-date information for accessing the Low Altitude Authorization and Notification Capability (LAANC) system, modifies language to clarify responsibilities, updates email contacts, and provides other general edits and formatting for clarity and consistency.

6. Action. Amend the following paragraphs in FAA Order JO 7210.3DD to read as follows:

12-9-1. 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). 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.

12-9-3. 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 an 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. The facility retains the ability to rescind any specific authorization(s) as needed, whether after automatic approval or approval through the further coordination process (see 12–9–4).

12-9-4. FURTHER COORDINATION

a. "Further coordination" is the term used when an authorization processed via LAANC cannot be automatically approved. An example would be if a part 107 authorization request is sent by an operator to a USS, and the planned operation is above a UASFM altitude. Further coordination is available only to part 107 operators. A safety justification may be submitted by the operator in conjunction with the airspace authorization request for 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 and is optional information that the part 107 operator may choose to include to assist the ATM 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. If a response is not provided, further coordination requests will expire 3 hours prior to the proposed operator's start time.

c. Facilities are not authorized to engage directly with operators to process further coordination requests.

NOTE–
LAANC does not process Certificates of Waiver or 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.

12-9-5. FACILITY RESPONSIBILITIES

a. The ATM must:

1. Request access to LAANC by providing an email address and that of any authorized facility personnel to **9-AJT-LAANCPOC**@faa.gov.

2. Use a web browser to access LAANC via https://laanc-atc.faa.gov.

3. Review the Facility Preferences page to ensure the Approval Facilities information is correct.

4. Ensure further coordination requests are reviewed for approval consideration. The only actions available for requests awaiting further coordination are to "APPROVE" or "DENY" the operation. When denying, the facility may choose to issue a reason for the denial from a pre-populated list to provide the proponent information for modifying the request. If denied, regardless of whether a reason is given, it is the responsibility of the proponent to submit a new request for approval consideration.

b. When receiving a part 107 authorization or approving a part 107 authorization above a UASFM altitude, the ATM or authorized facility personnel must use their best judgment 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 ft AGL as per 14 CFR part 107.

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

No further changes to paragraph

12-10-1. POLICY

Title through subparagraph a, No Change

b. The ATM must review the UASFM annually, or whenever modifications are necessary. Reasons for modifications include, but are not limited to:

No further changes to paragraph

12-10-2. RESPONSIBILITY

The ATM must designate a primary and secondary UASFM Point of Contact (POC). When there are changes to the POCs, the ATM must notify Headquarters at uasfm@faa.gov.

NOTE–
Facilities may use the facility group email address as their POC.

12−10−3. ASSUMPTIONS

Title through subparagraph a, No Change

b. Part 107 operations by rule are exempt from the part 91 rules that define VFR and IFR operations. Therefore, part 107 operations are not defined as VFR or IFR and require no separation or services by ATC.

Subparagraph c through j, No Change

k. Items to consider:

1. Part 107 operators must comply with all of the part 107 rule (i.e., part 107 operators must maintain a visual line of sight with their UA, they must yield right-of-way to all aircraft, they are solely responsible for not operating in prohibited or restricted areas without prior permission, they are solely responsible for not operating in temporary flight restricted airspace, and they are solely responsible for not operating over nonparticipating people).

No further changes to paragraph

12−10−4. AUTHORIZATION MAP DESIGN PROCEDURES CLASS B/C/D AIRSPACE

Title through subparagraph e, No Change

f. In areas where the overriding rule/law specifies no UAS operations (e.g., the DC FRZ), facilities are requested to complete the map as though operations could be permitted without the overriding regulations. There may be situations where law enforcement, DoD, etc. could ask for authorization under part 107 and have the ability to operate in the area.

No further changes to paragraph

12–10–6. PART 107 OPERATION APPROVALS

a. The ATM must appoint a primary and secondary facility UAS Authorization POC who will receive notification of the final authorization from Headquarters. Forward any changes to the facility UAS Authorization POC to 9-AJT-LAANCPOC@faa.gov.

NOTE–
Facilities may use the facility group email address as their POC.

b. If part 107 operations cannot be authorized using the UASFM, facilities will be contacted by Headquarters/Service Centers for coordination.

c. Facilities must evaluate the request for authorization for impact to the operation. Waivers that list any mitigations pending approval by Headquarters/Service Centers will be included with the authorization request.

Subparagraph d through f, No Change

g. If the facility cannot agree to acceptable mitigations with the proponent, the operation must be denied.

No further changes to paragraph

7. Distribution. This notice is distributed to the following ATO service units: Air Traffic Services, Mission Support Services, 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. In 2024, several updates are planned for the Low Altitude Authorization and Notification Capability (LAANC) system. The further coordination time-out window will be reduced from 24 hours to 3 hours and a new capability will be introduced to allow facilities the ability to state a reason for the denial of an airspace authorization (AA) request. Although the phrase Air Traffic Manager (ATM) or designee, is being replaced with solely ATM, the ATM still has the authority to designate duties. FAA Order JO 7210.3, Facility Operation and Administration, is being updated to include these changes, other updates needed pertaining to email contacts, as well as edits for clarity.

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