



**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

Air Traffic Organization Policy

**ORDER
JO 7200.23E**

Effective date:
October 31, 2026

SUBJ: Processing of Unmanned Aircraft Systems Requests

This order provides information and guidance for Headquarters and Service Centers on processing of requests for unmanned aircraft systems (UAS) operations under 49 U.S.C. section 44807 or section 44809, or 14 CFR part 91 or part 107.

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Chapter 1. General Information

1-1. Purpose of This Order. This order provides guidance for Headquarters (HQ) and Service Centers (SC), on air traffic policies and prescribes procedures for the planning, coordination, and services involving the processing of applications for the operation of UAS within the territorial airspace of the United States. Unless otherwise indicated in this order, applications are processed and signed at the SC. However, in the case of certain high-priority applications, HQ may choose to process an application in coordination with the appropriate SC.

1-2. Audience. Mission Support Services, Safety Management Office, System Operations Services, and Flight Standards Service.

1-3. Where to Find This Order. This order is available on the MyFAA employee website at https://employees.faa.gov/tools_resources/orders_notices/ and on the Federal Aviation Administration (FAA) website at http://www.faa.gov/regulations_policies/orders_notices/.

1-4. What this Order Cancels. This order cancels JO 7200.23D, Processing of Unmanned Aircraft Systems Requests, dated April 6, 2023.

1-5. Explanation of Policy Changes. Changes include updating policy and processes under Title 49, United States Code (49 U.S.C.) section 44809 fixed flying sites and aviation events, title 14 Code of Federal Regulations (14 CFR) part 107, and part 91 COAs, requests for UAS operations by foreign governments as well as various administrative changes.

a. In Chapter 1, information on UAS Special Government Interest Operations Process, Operations in UAS flight restricted areas, and request within Department of War (DoW) managed airspace was added as they are applicable to all operations.

b. Chapter 2 was restructured to incorporate requests from individuals as well as Community-Based Organizations (CBO) at fixed sites and CBO Aviation events.

c. Chapter 2, language added to indicate that fixed flying site approvals would be completed via an airspace authorization (AA) versus a letter of agreement.

d. Paragraph 2-2c, changed to reflect processing of application within the lateral boundaries of the surface area of Class E airspace designated for an airport.

e. Section on processing fixed sites and CBO Aviation event applications added to Chapter 2.

f. In Chapter 2, the note at the end of the chapter was removed and incorporated as subparagraph 2-6(e)(1).

g. Paragraph 3-1 was changed to indicate that a part 107 AA that incorporates certain operational waivers may be requested in either LAANC or FAADroneZone.

h. Subparagraph 3-1c changed to a subsection, “Requests in compliance with the UASFM altitude values.”

i. Subparagraph 3-1d changed to a subsection, “Requests not in compliance with the UASFM altitude values.” Paragraph 4-1 adds process for authorizations that incorporate an operational waiver.

j. Paragraph 3-2 title changed to Processing and Coordination.

k. Paragraph 3-3 changed to “Request Within the Surface Area of Class E Airspace Designated for an Airport” as this type of request was not addressed in previous versions of the order.

l. Renumbering and a change in order of paragraphs within Chapter 3 to flow from operational types followed by those paragraphs that are applicable to all operations.

m. New paragraph 3-5 related to processing of request for proponents that will be performing inspections of vertical structures above the UASFM altitude values.

n. Subparagraph 3-7(a)(2)(iii) added new language to allow a weather contingency day.

o. Subparagraph 3-7(a)(2)(iii) added new language to clarify that the single day issue policy does not apply to first responders.

p. In Chapter 3, the note at the end of the chapter was removed and incorporated as subparagraph 3-4e.

q. In subparagraph 4-1d, added 14 CFR § 107.145, Operations over moving vehicle to the list of operational waivers, which was missing from JO 7200.23D.

r. Paragraph 4-6 incorporates direction on processing waivers that incorporate more than one 14 CFR part 107 operational waiver.

s. Chapter 5 title changed to “Processing of 14 CFR § 91.113(b) Waiver Requests.”

t. In Chapter 5, formatting of overall chapter changed to incorporate a requirement to issue a waiver to 14 CFR § 91.113(b) for all UAS operations under 14 CFR part 91.

u. Chapter 5 incorporates previous content from JO 7200.23D, Chapters 5 and 6, and incorporates changes to process and policy associated with issuing waiver to all approvals under 14 CFR part 91.

v. Subparagraph 5-1a(2)(a) was corrected to fix an error from JO 7200.23D indicating 1,200 feet versus 1,199 feet.

w. Paragraph 5-2 incorporates content from JO 7200.23D, Chapter 6, and outlines new policy on requirements for all 14 CFR part 91 approvals to incorporate a waiver to 14 CFR § 91.113(b).

x. Subparagraph 5-2c incorporates information on COA Application in FAADroneZone (CADZ).

y. Subparagraph 5-2d incorporates information on which system to use for reviewing applications in CADZ.

z. Paragraph 5-3 incorporates content from JO 7200.23D, Chapter 5, and outlines new policy on requirement for all 14 CFR part 91 approvals to incorporate a waiver to 14 CFR § 91.113(b).

aa. Paragraph 5-3 incorporates updated process associated with waivers for beyond visual line of sight waivers under 14 CFR § 91.113(b).

bb. Subparagraph 5-4c changes requirement of sending approval email to SCs to sending a signed memorandum to the SCs.

cc. Paragraph 5-7 incorporates content from JO 7200.23D, paragraph 5-4, and adds separated paragraphs for both VLOS and BVLOS waiver renewals.

dd. Paragraph 5-5 incorporates content from JO 7200.23D, paragraph 5-5.

ee. The note at end of paragraph 5-5 incorporated as paragraph 5-5e(1).

ff. Paragraph 5-4 incorporates content from JO 7200.23D, paragraph 5-6.

gg. Chapter 6, incorporates content from JO 7200.23D, Chapter 7, and adds clarification on foreign state UA in restricted and warning areas as well as operations in DoW managed airspace.

hh. Appendix A added to incorporate content from JO 7200.23D, Chapter 8.

ii. Appendix B and Appendix C updated to reflect process and policy changes contained in the main body of the order.

jj. Appendix D added to incorporate the Foreign State Operational Coordination Document Template, FAA Operational Coordination Document Cover Letter Sample, and FAA Operational Coordination Document Cover Letter to State Department Sample

1-6. Policy. This order establishes air traffic policy for the processing of authorization and waiver requests for UAS operations. The Federal Aviation Administration (FAA) has the authority to authorize UAS operations only within the territorial airspace of the United States (the airspace above the contiguous United States, Alaska, Hawaii, U.S. territories, and U.S. territorial waters). These policies do not apply in international airspace in which the FAA has accepted responsibility for providing air traffic services under the relevant regional air navigation agreements. UAS operations within restricted or warning areas do not require approval from the FAA for airspace access. Requests for UAS operations in Prohibited Areas will be processed in accordance with FAA Order JO 7400.2, Chapter 22. Additionally, a UAS that is operated underground for mining purposes is not subject to regulation or enforcement by the FAA under 49 U.S.C., section 355. Proponents requesting use of a UAS outside of restricted areas or/and

warning areas must obtain appropriate approvals from the FAA prior to operations being conducted.

1-7. UAS Special Government Interest Operations. The Special Government Interests (SGI) operations process is managed by ATO Systems Operations Security through the System Operations Support Center (SOSC) as per FAA Order JO 7210.3, Chapter 21. More information on the SGI process can be found at:

<https://www.faa.gov/uas/advancedoperations/emergencysituations>

1-8. Operations in National Security UAS Restricted Flight Areas. Proponents requesting to operate in National Security UAS Restricted Flight Areas issued pursuant to 14 CFR § 99.7 and in accordance with applicable Notice to Airmen (NOTAM) will be required to conduct additional coordination and potentially provide additional information as set by the governing NOTAM. If a UAS flight restricted area is in controlled airspace, then approval from both the UAS flight restricted area point of contact and an airspace authorization (AA) or certificate of waiver or authorization is required. Time sensitive flight operations in direct support of significant and urgent governmental interest may receive assistance through the SGI process by contacting the SOSC at 202-267-8276. Additional information on UAS flight restrictions can be found at <https://udds-faa.opendata.arcgis.com/datasets/faa::national-security-uas-flight-restrictions-1/about>.

1-9. Requests within Department of War (DoW) Managed Airspace. All requests for operations within DoW managed airspace must be coordinated through the appropriate Military Representative (MILREP) or designee at the SC, unless another agreement has been reached with the MILREP.

1-10. Extensions to Certificates of Waiver or Authorizations (COA). Extensions may be granted by the SCs using a "pen and ink" change or a revision to the COA under part 91 or AA under part 107. Extensions may be granted up to 60 days. Extensions may not be granted on expired COAs.

1-11. Single Requests Containing Multiple Operational or Excessively Large Areas. Due to the complexity and excessive coordination required for these types of operations, the time required to process will exceed the standard processing times. Additionally, the processing office may ask for the proponent to break the single request into multiple parts to simplify processing and coordination.

1-12. Military Operations Interface Offices. These points of contact (POC) are provided for informational purposes. Direct coordination may need to occur with MILREPs at the SC level. The information for SC level MILREPs can be obtained by contacting the POCs below.

Military Operations Interface Offices

Branch	Address
U.S. Navy/U.S. Marine Corps	Department of the Navy Chief of Naval Operations N980A 2000 Navy Pentagon Washington, DC 20350-2000 USN: 202-267-9431 USMC: (202) 267-8439
U.S. Air Force	HQ USAF/A3OJ1480 US Air Force Pentagon Room 4D755 Washington, DC 20330-1480 (703) 695-6864
U.S. Army	Headquarters USAASA 9325 Gunston Road, Suite N319 Fort Belvoir, VA 22060-5582 (703) 806-4865
U.S. Coast Guard	Headquarters COMDT (CG-711) Office of Aviation Forces 2702 Martin Luther King Jr. Ave, SE STOP 7331 Washington, DC 20593-7331 (202) 475-3176

Chapter 2. Processing of Section 44809 Requests

2-1. Request Submissions. Requests for individual operations under section 49 U.S.C. section 44809 (Exception for limited recreational operations of unmanned aircraft) airspace authorizations may be submitted through either Low Altitude Authorization and Notification Capability (LAANC) or FAADroneZone. Requests for section 44809 operations at fixed sites or for CBO Aviation events must be submitted through FAADroneZone. Additionally, all requests involving operations at public use airports must be submitted through FAADroneZone regardless of the type of operation.

2-2. Individual Requests.

a. Requests in compliance with UAS Facility Map (UASFM) altitude values.

(1) If the request complies with the UASFM, the processor will prepare an AA for the request in accordance with Appendix A.

(2) Once completed and signed, the request will be distributed via FAADroneZone.

b. Requests not in compliance with the UASFM altitude values.

(1) When the requested area is not in a 0-foot grid square, the processor will:

(a) Issue AA for the maximum altitude in the requested grid square (e.g., request is for 300 feet above ground level (AGL), but UASFM altitude value is 200 feet AGL, issue an AA for 200 feet AGL);

(b) Change the altitude parameters within the FAADroneZone request to match the AA authorized altitude;

(c) Provide an explanation for the change in the comment section, (e.g., “AA issued at 200 feet AGL, which is the maximum altitude allowed by the UASFM for the area requested”); and

(d) If a separate email is sent to the proponent with a copy of the AA including an explanation as to why the AA was issued for the lower altitude, attach a PDF copy of the email to the FAADroneZone control.

(2) When requested area is in a 0-foot grid square, issue a denial letter with the statement “Operations at altitudes above the UAS Facility Map (UASFM) values are currently not authorized under 49 U.S.C. section 44809, Exception for limited recreational operations of unmanned aircraft.” If approved by the requestor, a cancellation of the request may be done in lieu of a denial. If a cancellation is done, include a statement in FAADroneZone as to why the request was canceled.

c. Requests within the lateral boundaries of the surface area of Class E airspace designated for an airport. In general, the UASFMs established for this type of airspace are not established by

the ATC facilities and were established based on a national Safety Risk Management Panel (SRMP) using concentric circles (see criteria in subparagraphs 2-2c(2)(a) – (d)). This criterion was used to establish and display the UASFM currently on the FAA UAS Data Delivery System (UDDS) website.

(1) If there is a facility established UASFM for a surface area of Class E airspace designated for an airport that does not comply with the criteria below (concentric circles), requests will be processed in accordance with the facility established UASFM.

(2) If there is no facility established UASFM, for a Class E surface area designated for an airport, requests will be processed using the following the SRMP established criteria (concentric circles):

(a) Operations conducted within less than 2 nautical miles (NM) from the Airport Reference Point (ARP) are not authorized for section 44809 operations.

(b) Operations conducted beyond 2 NM and up to 3 NM from the ARP will be authorized to operate at or below 100 feet AGL.

(c) Operations conducted beyond 3 NM and up to 4 NM from the ARP will be authorized to operate at or below 200 feet AGL.

(d) Operations conducted beyond 4 NM from the ARP will be authorized to operate at or below 400 feet AGL.

(3) If eligible per 2c(2), operations are only authorized when a weather minimum of a 1,000-foot ceiling exists.

d. Length of airspace authorization.

(1) A request for operations, in airspace managed by a LAANC-enabled facility, SCs may issue an AA for one day. If the operator requests multiple days, normally issue the AA for the operation to begin on the first day of the proposed operation or as otherwise coordinated by the SC, but not longer than a single day.

(2) To help inform proponents requesting multiple days when issuing an AA in response to a request processed beyond LAANC, add the statement, “This facility is LAANC-enabled. For future authorization requests in this vicinity, consider using LAANC for near-real-time approvals. More information can be found at https://www.faa.gov/uas/programs_partnerships/data_exchange/.”

(3) When issuing an AA for operations in airspace managed by a facility that is not LAANC-enabled, the expiration date must not exceed 24 months from the date of issuance.

e. Area covered by airspace authorization.

(1) LAANC-enabled facilities.

(a) Issue an AA only for the area specified in the request using a section 44809 AA Specific Area Template.

(b) Deny a wide-area AA requests (e.g., all of Class D) stating, “Wide area airspace authorizations will not be issued for airspace managed by a LAANC-enabled facility. All requests must specify a latitude, longitude, and radius.”

(2) Non-LAANC-enabled facilities.

(a) For a request for operations in airspace managed by a facility that is not LAANC-enabled, issue either a specific area or a wide area AA based on the request.

(b) Use the appropriate template based on the type of operation requested.

f. Deny requests from individuals (not organizations) for a fixed site under section 44809 indicating, “Individuals will not be granted approval for fixed sites under section 44809.”

2-3. Fixed Site Operations for CBOs (Only).

a. Requests in compliance with UASFM altitude values.

(1) If the request complies with the UASFM altitude value, the processor will prepare an AA for the request in accordance with Appendix B.

(2) Once completed and signed, the processor will distribute via FAADroneZone.

b. Requests not in compliance with the UASFM altitude values.

(1) Processors must coordinate the request with the servicing air traffic control facility (ATCF).

(2) If the ATCF approves the requested altitude, the processor will prepare an AA for the requested altitude and include any additional provisions provided by the ATCF in accordance with Appendix B.

(3) If the ATCF does not approve the requested altitude and the operation is not located in a 0-foot grid square, the processor will:

(a) Issue an AA for the maximum altitude in the requested grid square (e.g., request is for 300 feet AGL, but the UASFM altitude value is 200 feet AGL, issue an AA for 200 feet AGL);

(b) Change the altitude parameters within the request to match the altitude for which the AA is being issued;

(c) Provide an explanation for the change in the comment section, (e.g., “AA issued at 200 feet AGL, which is the current maximum altitude allowed by the UASFM for the area requested.”); and

(d) If a separate email is sent to the proponent with a copy of the AA, include an explanation as to why the AA was issued for the lower altitude and attach a PDF copy of the email to the FAADroneZone control.

(4) If the requested operation is in a 0-foot grid square and the ATCF does not approve the operation, the processor will issue a denial letter.

c. Length of AA. AAs for fixed sites must contain an expiration date of no later than 24 months from the date of issuance.

d. Area Covered by AA. AAs should only be issued for the area required to accommodate the fixed site.

2-4. CBO (Only) Aviation Events.

a. Requests in compliance with UASFM altitude values.

(1) The processor selects the application from the queue within FAADroneZone.

(2) If the request complies with the UASFM, the processor will prepare an AA for the request in accordance with Appendix A.

(3) Once completed and signed, the processor will distribute via FAADroneZone.

b. Requests not in compliance with the UASFM altitude values.

(1) The processor selects the application from the queue within FAADroneZone.

(2) If the operation is occurring at a public use airport, the SC processor should select “on-airport operations” within FAADroneZone and then process in accordance with paragraph 2-6.

(3) Must be coordinated with the servicing ATCF.

(4) If the ATCF approves the requested altitude, the processor will issue an AA for the requested altitude and include any additional provisions provided by the ATCF.

(5) If the ATCF does not approve the requested altitude and the operation is not in a 0-foot grid square, the processor will:

(a) Issue an AA for the maximum altitude in the requested grid square (e.g., request is for 300 feet AGL but the UASFM altitude value is 200 feet AGL, issue an AA for 200 feet AGL);

(b) Change the altitude parameters within the request to match the altitude for which the AA is being issued;

(c) Provide an explanation for the change in the comment section, (e.g., “AA issued at 200 feet AGL, which is the current maximum altitude allowed by the UASFM for the area requested.”); and;

(d) If a separate email is sent to the proponent with a copy of the AA, include an explanation as to why the AA was issued for the lower altitude and attach a PDF copy of the email in the FAADroneZone control.

(6) If the requested operation is in a 0-foot grid square and the ATCF does not approve the operation, the processor will issue a denial letter.

c. Length of AA. AA should only be written for the number of days required to accommodate the CBO Aviation event.

d. Area covered by AA. AA should only be issued for the area required to accommodate the CBO aviation event.

2-5. Night Operations. All authorizations must include the statement, “This AA and the Special Provisions shall be in effect for day operations. Operations at night (as defined in 14 CFR § 1.1) must only be conducted when operating in accordance with AC 91-57, Exception for Limited Recreational Operations of Unmanned Aircraft.”

2-6. Operations at Public-Use Airports for CBOs (Only).

a. All AA requests for operations at airports, including LAANC enabled facilities, should be submitted through FAADroneZone.

b. Process all requests for operations at airports in accordance with Chapter 2, paragraph 2-3 or 2-4 as applicable. Issuance of an AA does not constitute access to the airport or use of its facilities.

c. If required, safety risk management must be performed according to ATO SMS policy.

d. When denying a request, the SC must indicate the reason for denial in the denial letter.

e. Add the following statements to the Special Provision section of all AAs issued for operations at an airport:

(1) “The operator must be aware of systems in the airport environment that produce high intensity radiated fields (HIRF) and ensure that the unmanned aircraft (UA) can operate within the HIRF level produced by those systems. Further, the operator must actively monitor the control link for any degradation or radiofrequency interference. When there is an indication that HIRF levels for the UA may be exceeded or that radio frequency interference exists or may develop, the operator must immediately terminate the operation, report the event, and cease conducting operations at that location until the issues can be mitigated.”

(2) “Airspace access should not be construed as access to the airport. Physical access to the airport is written approval granted by the airport sponsor. Furthermore, this airspace authorization is null and void if written approval to operate on the airport has not been granted by the appropriate airport authority.”

Chapter 3. Processing of 14 CFR Section 107.41 Airspace Authorization Request

3-1. Request Submissions. Requests for an AA for operations under 14 CFR part 107.41 can be submitted through either LAANC or FAADroneZone, except for AA in conjunction with operations as stated in paragraph 3-4 Operations at Public Use Airports; paragraph 3-5, Operations above the UASFM altitude values for vertical structure inspections; and paragraphs 4-1c, and 4-1d(3), Operational Waivers, all of which must only be submitted through FAADroneZone.

3-2. Processing and Coordination.

a. If the operation is occurring at a public use airport, the SC processor should select “on-airport operations” within FAADroneZone and then process in accordance with paragraph 3-4.

b. ATC facility coordination is not required if the request:

- (1) complies with the UASFM altitude values;
- (2) does not incorporate an operational waiver under 14 CFR § 107.37(a), Yielding the Right of Way, or § 107.51(b), Operating Limitations for Small Unmanned Aircraft – Altitude (paragraph 4-1(c), and
- (3) does not include operations at a public use airport; or
- (4) if the request does not comply with the UASFM altitude values, but meets the criteria listed in paragraph 3-5.

c. ATC facility coordination is required if the request:

- (1) is not in compliance with the UASFM altitude values and does not meet the criteria listed in paragraph 3-5;
- (2) includes an operational waiver under 14 CFR part 107 listed in paragraph 4-1c;
- (3) includes operations at a public use airport;
- (4) includes operations within two NM from the ARP within the lateral boundaries of the surface of Class E airspace designated for an airport that is using concentric circles for their UASFM or;
- (5) involves an ATCF where a UASFM is not established.

d. After appropriate facility coordination per paragraph 3-2.c. and if the ATCF approves the requested altitude, the processor will issue an AA for the requested altitude and include any additional provisions provided by the ATCF.

e. If the ATCF does not approve the requested altitude and the operation is not in a 0-foot grid square, the processor will:

(1) Issue an AA for the maximum altitude in the requested grid square (e.g., request is for 300 feet AGL, but the UASFM altitude value is 200 feet AGL, issue an AA for 200 feet AGL),

(2) Change the altitude parameters within the FAADroneZone request to match the altitude for which the AA is being issued, (e.g., “AA issued at 200 feet AGL, which is the current maximum altitude allowed by the UASFM for the area requested.”),

(3) If a separate email is sent to the proponent with a copy of the AA, include an explanation as to why the AA was issued for the lower altitude and attach a PDF copy of the email in the FAADroneZone control.

(4) If the requested operation is in a 0-foot grid square and the ATCF does not approve the operation, the processor will issue a denial letter, including the reason for the denial in the response.

f. Additional statement for LAANC-enabled facilities.

(1) If the AA is for a LAANC-enabled facility and meets the criteria listed in Paragraph 3-2b(1)-(4), add an additional provision to the Contact Information section of the Special Provisions that states, “This facility is LAANC-enabled. For future authorization requests in this vicinity, consider using LAANC for near-real time approvals. More information can be found at https://www.faa.gov/uas/programs_partnerships/data_exchange/.”

(2) The statement in the above paragraph should not be included if the operation is at a non-LAANC-enabled facility; or if the authorization meets any of the criteria listed in paragraph 3-2c(1)-(5).

g. Once an AA or denial letter is completed and signed, the processor will distribute it via FAADroneZone and provide a copy to the facility, where appropriate.

3-3. Requests Within the Surface Area of Class E Airspace Designated for an Airport. In general, the UASFMs established for this type of airspace are not established by the ATC facilities and were established based on a national SRMP using concentric circles (see criteria) in paragraph 3-3b(1)-(4). This criterion was used to establish and display the UASFMs currently on the FAA UDDS website.

a. If there is a facility established UASFM for a surface area of Class E airspace designated for an airport that does not comply with the criteria below (concentric circles), requests will be processed in accordance with the facility established UASFM.

b. If there is no facility established UASFM, the Class E surface area designated for airport, requests will be processed using the following the SRMP-established criteria (concentric circles, which are measured from the ARP utilizing ADIP at <https://adip.faa.gov/agis/public/#/public>:

(1) Operations conducted within 2 NM from the ARP will not be authorized without prior coordination and approval from the ATCF.

(2) Operations conducted beyond 2 NM and up to 3 NM from the ARP will be authorized to operate at or below 100 feet AGL.

(3) Operations conducted beyond 3 NM and up to 4 NM from the ARP will be authorized to operate at or below 200 feet AGL.

(4) Operations conducted beyond 4 NM from the ARP will be authorized to operate at or below 400 feet AGL.

(5) Operations are only authorized when a weather minimum of a 1,000-foot ceiling exists.

3-4. Requests at Public-Use Airports.

a. All AA requests for operations at airports should be submitted through FAADroneZone, even for LAANC-enabled facilities.

b. All requests for operations at airports must be processed in accordance with Chapter 3, paragraph 3-2. Issuance of an AA does not constitute access to the airport or use of its facilities.

c. If required, the facility must convene an SRMP to determine the potential hazards of the operations and required mitigations.

d. When operations are unable to be approved, the SC will ensure that the reason for the denial is indicated in the denial letter.

e. Add the following statements to the Special Provision section of all AAs issued for operations at an airport:

(1) “The operator must be aware of systems in the airport environment that produce high intensity radiated fields (HIRF) and ensure that the unmanned aircraft (UA) is capable of operating within the HIRF level produced by those systems. Further, the operator must actively monitor the control link for any degradation or radiofrequency interference. When there is an indication that HIRF levels for the UA may be exceeded or that radio frequency interference exists or may develop, the operator must immediately terminate the operation, report the event, and cease conducting operations at that location until the issues can be mitigated.”

(2) Airspace access should not be construed as access to the airport. Physical access to the airport is an approval granted by the airport sponsor. Furthermore, this airspace authorization is null and void if approval to operate on the airport has not been granted by the appropriate airport authority.

3-5. Requests for Vertical Structure Inspections Above the UASFM Altitude Values.

a. All AA requests for sUAS operations conducting vertical structure inspections (e.g., cell towers, communications towers, or high rise buildings, but does not include vertical structures

with horizontal spans, e.g. bridges, power lines) should be submitted through FAADroneZone, even for LAANC-enabled facilities.

b. ATCF coordination is not required if the request is above the UASFM altitude values, but involves a sUAS visual line of sight (VLOS) operation conducting inspections of vertical structures, while meeting the criteria listed below:

- (1) remains within a 100 foot radius and no more than 100 feet above the upper most portion of the vertical tower structure,
- (2) does not operate within two NM of any landing surface of an airport, heliport, seaplane base, or vertiport except as otherwise authorized under a separate AA,
- (3) remains no less than 500 feet below and 2,000 feet horizontally from the clouds; and
- (4) maintains a minimum flight visibility, as observed from the location of the control station of no less than three statute miles (SM).

c. If approved under the criteria listed above, the AA must incorporate the following statement into the Schedule of Flight Operations” section of the document:

[subparagraph]. *Operations by sUAS above the UASFM altitude values performing vertical structure inspections may be conducted if the following criteria are met, the sUAS must:*

- (a) remain within a 100-foot radius of the structure and no more than 100 feet from the upper most portion of the vertical structure,*
- (b) remain within visual line of sight of the PIC,*
- (c) not operate within two NM of any landing surface of an airport, heliport, or seaplane base, except as otherwise authorized under a separate AA,*
- (d) remain no less than 500 feet below and 2,000 feet horizontally from the clouds, and*
- (e) maintain a minimum flight visibility, as observed from the location of the control station, as no less than three SM.*

NOTE–

(a)-(e) shown above are used as examples, actual formatting should be done based on the airspace authorization.

d. A vertical structure inspection operator may be issued either a specific area or a wide area authorization based on the AA request by the company. This includes the ability to write a nationwide authorization for companies that make such a request. Based on the AA number (e.g., #####-P107-ESA-#####), the corresponding SC will be responsible for processing and making a determination on whether to approve or disapprove. For nationwide requests, coordination with the other SCs is at the discretion of the processing SC OSG team manager. Whether the other SCs are included in the processing of the request or not, the approved AA should be emailed to the other team managers for awareness.

e. This authorization excludes airspace delegated to the DoW for the provision of air traffic services.

3-6. Night Operations. By default, all part 107 templates include the statement, “This AA and the Special Provisions shall be in effect for day operations. Operations during civil twilight (as defined in 14 CFR § 107.29(c)) must only be conducted when operating in accordance with 14 CFR § 107.29, Operations at night.”

3-7. Length of Airspace Authorization.

a. LAANC-enabled facilities.

(1) Requests in compliance with UASFM altitude values:

(a) For requests for operations in airspace managed by a LAANC-enabled facility, SCs may issue an AA for one day. If multiple days are requested, the SCs will issue the AA to begin on the first day of the proposed operation or as otherwise coordinated by the SC, but not longer than a single day.

(b) Operations in compliance with UASFM altitude values in airspace managed by a LAANC-enabled facility may be issued an authorization for more than a single day, when requested by first responders. The multi-day approvals must provide benefit (decreased processing time, workload decrease or paperwork reduction, etc.). If no benefit exists, then the application is not eligible for a multi-day AA.

(2) Requests not in compliance with UASFM altitude values.

(a) Operations not in compliance with the UASFM altitude values in airspace managed by a LAANC-enabled facility may be issued an AA for multiple days, but only with the specific approval from the facility’s ATM or designated representative. The proponent must provide a valid reason for the request (e.g., a multiple-day construction project) and involve a planned event with set timeframes. The following parameters must be followed when considering such requests:

(i) First responders should be granted relief from the single-day policy requirements, but still require approval as indicated above.

(ii) Non-first responder UAS operations must be in support of a pre-defined project with a specified operations area (non-wide area) with a predetermined start and end date. This would prevent non-specific operators (e.g., photo mission in the entire Class D airspace) from using this provision while supporting specific location projects or operations.

(iii) SCs may also include up to 14 days as a buffer to address potential flight cancellations or delays due to weather, but only with the approval of the ATCF.

(iv) To approve multi-day requests, SCs must ensure approvals provide benefit (e.g., workload decrease or administrative burden to the operator or FAA) and be agreed to

and/or requested by the ATCF. If no benefit exists, the application is not eligible for a multi-day AA.

(b) If the ATCF is unable to approve a request for multiple days but can approve a single day, SCs should issue the AA for the first day of the proposed operation or as otherwise coordinated by the SC, but not longer than a single day.

(3) The SC team manager or delegate must review all AAs involving multiple day approvals to ensure compliance with the intent of this policy.

b. Non-LAANC-enabled facility. Any AA issued for operations in airspace managed by a facility that is not LAANC-enabled must contain an expiration date of no later than 24 months from the date of issue.

c. Operations for sUAS near vertical tower structures meeting the criteria in paragraph 3-5 may be issued an AA with an expiration date of no later than 24 months from the date of issue.

3-8. Area Covered by Airspace Authorization.

a. LAANC-enabled facilities.

(1) SCs should only issue an AA for the area specified in the request using the 14 CFR part 107 AA Specific Area Template.

(2) Unless it incorporates an operational waiver but still requires approval as indicated in paragraph 3-2c(1)-(5) or meets the criteria listed in subparagraph 3-8c, SCs must deny wide area AA requests (e.g., all of Class D). The denial letter should state, "Wide area airspace authorizations will not be issued for airspace managed by a LAANC-enabled facility. All requests must specify a latitude, longitude, and radius."

(3) Additional statement for AA incorporating an operational waiver at LAANC enabled facilities.

(a) If the AA is for a LAANC-enabled facility and meets the criteria listed in Paragraph 3-2b(1)-(3), add an additional provision to the Contact Information section of the Special Provisions that states, "This facility is LAANC-enabled. For future authorization requests in this vicinity, consider using LAANC for near-real time approvals. More information can be found at https://www.faa.gov/uas/programs_partnerships/data_exchange/."

(b) SCs should not include the statement in paragraph 3-8a(3)(a) if the operation is at a non-LAANC-enabled facility; or if the authorization meets any of the criteria listed in paragraph 3-2c(1)-(4).

b. Non-LAANC-enabled facilities.

(1) A request for operations in airspace managed by a non-LAANC-enabled facility can be issued either a specific area or a wide area authorization based on the AA request.

(2) Use the appropriate template based on the type of operation approved.

c. First responders may be issued either an area-specific or broad-area AA based on the AA request, but still require approval as indicated in other parts of this chapter.

d. Operations for sUAS near vertical tower structures meeting the criteria of paragraph 3-5 may be issued either an area-specific or broad-area AA.

Chapter 4. Processing of 14 CFR Part 107 Waiver Requests

4-1. Operational Waivers.

a. All operational waivers are submitted through Aviation Safety Hub (AVSHUB), <https://aviationsafetyportal.faa.gov/>.

b. AA requests may incorporate 14 CFR part 107 operational waivers. If an AA request incorporates an operational waiver, the SC will:

(1) Include this statement on the AA: “Operations authorized at the altitude stated in this AA and in accordance with Special Provisions established in operational waiver 107W-20XX-XXXXX.”

(2) Include any additional provisions added by the ATCF in the Special Provisions section if coordination is required by subparagraph 3-2c.

(3) If an operational waiver is being approved using the same FAA Form 7711-1 as the one being used for the AA, the SC should list the section and title of the section being waived in the “List of Waived Regulations by Section and Title” block of the FAA Form 7711-1 for the AA. If a waiver is issued using a different 7711-1 than the one used for the AA, the SC should not list the section and title of the section waived on the FAA Form 7711-1 for the AA.

(4) If requested by the ATCF, provide a copy of the approved incorporated waiver with the AA.

c. ATC facility coordination and approval may be required prior to issuing an AA that incorporates any of the following 14 CFR part 107 operational waivers:

(1) 14 CFR § 107.37(a), Yielding the right of way; or

(2) 14 CFR § 107.51(b), Operating limitations for small unmanned aircraft – Altitude.

d. ATC facility coordination for requests in accordance with UASFM altitude values are not required prior to issuing an AA that incorporates any of the following 14 CFR part 107 operational waivers:

(1) 14 CFR § 107.25, Operation from a moving vehicle or aircraft;

(2) 14 CFR § 107.29, Daylight operation;

(3) 14 CFR § 107.31, Visual line of sight aircraft operations;

(4) 14 CFR § 107.33, Visual observer;

(5) 14 CFR § 107.35, Operation of multiple small unmanned aircraft;

- (6) 14 CFR § 107.39, Operations over human beings;
- (7) 14 CFR § 107.51(a), Operational limitations for small unmanned aircraft – Groundspeed;
- (8) 14 CFR § 107.51(c), Operational limitations for small unmanned aircraft – Flight Visibility;
- (9) 14 CFR § 107.51(d), Operating limitations for small unmanned aircraft – Distance from clouds; or
- (10) 14 CFR § 107.145, Operations over moving vehicle.

e. An AA should never incorporate a 14 CFR § 107.41, Operation in Certain Airspace, waiver.

4-2. Waivers to 14 CFR § 107.37(a).

a. Proponent submits request through AVSHUB for operations under 14 CFR § 107.37(a) Operation near aircraft – Right-of-way rules.

b. Flight Standards Service (AFS) and ATO jointly determine if the operation can be conducted with an acceptable level of residual risk.

c. If the FAA determines the proposed operation cannot be conducted with an acceptable level of residual risk, AFS-700 will send the disapproval letter to the applicant.

d. If AFS-700 recommends approval of the application, the appropriate SC should expect AFS to forward the application for further processing.

e. Upon receipt of a favorable AFS-700 determination, the SC will select the application and coordinate with the appropriate ATCF (if necessary).

f. If the requested operating area is in uncontrolled airspace, SCs can approve the waiver without further coordination.

g. If the requested operating area is beyond (the surface area of) Class E airspace designated for an airport, not covered under 14 CFR § 107.41, and ATC services are not being requested as a mitigation, the waiver can be approved without further coordination as an AA is not required.

h. If the operating area is within Class B, Class C, Class D, or within the lateral boundaries of (a surface area of) Class E airspace designated for an airport, process the application in conjunction with a 14 CFR § 107.41 AA request.

4-3. Waivers to 14 CFR § 107.51(b).

a. Proponent submits a request for relief through AVSHUB under 14 CFR § 107.51(b), Operating limitations for small unmanned aircraft - Altitude.

- b.** AFS-700 reviews the application.
- c.** If AFS-700 determines the application does not meet the guidelines, AFS- 700 will send the proponent a disapproval letter.
- d.** If AFS-700 recommends approval of the application, the SC can expect AFS-700 to forward the application for further processing.
- e.** Upon receipt of a favorable AFS-700 determination, the SC will select the application and coordinate with the appropriate ATCF (if necessary).
- f.** If the requested operating area is in uncontrolled airspace, SCs can approve the waiver without further coordination.
- g.** If the requested operating area is beyond (the surface area of) Class E airspace designated for an airport, not covered under 14 CFR § 107.41, and ATC services are not being requested as a mitigation, the waiver can be approved without further coordination as an AA is not required.
- h.** If the operating area is within Class B, Class C, Class D, or within the lateral boundaries of (a surface area of) Class E airspace designated for an airport, process the application in conjunction with a 14 CFR § 107.41 AA request.

4-4. Length of Airspace Authorization. AAs issued in conjunction with operational waivers must contain an expiration date of no later than twenty-four (24) months from the date of issuance or the expiration date of the operational waiver, whichever is sooner.

4-5. Area Covered by Airspace Authorization.

- a.** The SC may issue an approval for operations in conjunction with an operational waiver, or vertical structure inspection, either a specific area or a wide area authorization based on the authorization request.
- b.** For specific area authorization, SCs are not required to verify that operators meet the criteria of 3-5b, however, they can do a cursory check as part of the approval process. If the proponent's request states that they meet the criteria for this type of operation, the language in paragraph 3-5c(a)-(e) will be included in the AA. It is the proponent's responsibility to ensure they comply with the AA requirements.

4-6. Operations Incorporating Multiple Waivers. Waivers that incorporate more than one 14 CFR part 107 operational waiver.

- a.** Applications for waivers processed and approved by AFS that require forwarding to the SCs for further processing (e.g., §§ 107.37 and 107.51(b)) may include approvals for other operational waivers. These applications will include the draft waiver as well as a signed memorandum from AFS indicating what additional waivers have been approved as part of the application.

b. The SCs will process the applications for §§ 107.37 and 107.51(b) waivers in accordance with this chapter.

c. Once the SC processing is completed, SC Director or their delegate will sign the certificate of waiver incorporating both the waivers approved by AFS (as indicated on the signed memorandum) and those approved by ATO. The waiver should also include an AA, if required by 14 CFR § 107.41.

Chapter 5. Processing of 14 CFR Section 91.113(b) Waiver Requests

5-1. General. Due to the lack of an onboard pilot, UAS operations cannot be conducted in accordance with many of the FAA's current operating regulations, codified in 14 CFR part 91, that apply to general aviation. The primary example of this conflict is § 91.113(b), which requires each person operating an aircraft to maintain vigilance "so as to see and avoid other aircraft." Considering this, all UAS operations under part 91 whether within VLOS or beyond visual line of sight (BVLOS) require relief from § 91.113(b). This can be accomplished through either a waiver or exemption; however, due to the complexities associated with exemptions, the majority of these operations will be accommodated through waivers to § 91.113(b). Additionally, some operations may require waivers to 14 CFR §§ 91.126(d), 91.119(b)-(c), 91.127(c), 91.129(c), 91.130(c), and 91.131(a)(1) and (c)(2) as appropriate within the § 91.113(b) waiver.

a. Proponents requesting to operate UAS under part 91 and outside of restricted and warning areas must obtain an FAA approval through a Certificate of Waiver or Authorization (COA) request. Exceptions to this requirement include:

(1) Operating in accordance with a Memorandum of Agreement/Understanding (MOA/MOU) between FAA and the federal agency, including the DoW and FAA MOU, which documents provisions that allow increased access for DoW UAS into the National Airspace System (NAS) through accommodation, implementation of advanced mitigations, and integration, where applicable, including:

(a) Assigning the DoW and the FAA specific tasks and responsibilities, and applies to all DoW UAS operations, whether operated by Active, Reserve, National Guard, or other personnel of the United States Air Force, Army, Marine Corps, and Navy.

(b) Key provisions within the agreement include formalizing DoW's authority to conduct DoW UAS operations without coordination with FAA in volumes of airspace delegated to the DoW for air traffic control service; enabling ability to operate in Class G airspace in accordance with the MOU; and simplifying the coordination processes required for DoW access and FAA approval of UAS operations in the NAS, resulting in significant workload reductions for both parties.

(2) Additionally, there are several other agreements in effect with other federal agencies such as NASA, United States (U.S.) Department of Interior, U.S. Forest Service, and DHS-CBP. The purpose of these agreements is to allow additional access to the NAS for sUAS in Class G airspace without a COA, if the following requirements are met:

(a) Operations limited to, at or below 1,199 feet above ground level (AGL); or at or below 699 feet AGL where applicable and,

(b) Within visual line of sight.

(3) A tethered UAS operating as a public aircraft and meeting the requirements below:

- (a) Weighs 55 pounds or less, including payload, but not including tether;
- (b) At or below an altitude of 150 feet AGL within Class B, Class C, Class D, Class E, or Class G airspace, but not at an altitude greater than the value depicted on the UASFM or follow-on term as published by the FAA, where applicable;
- (c) Within 0-foot areas as depicted on such UASFM, only if operated in life-saving or emergency situations and with prior notification to the Administrator in a manner determined by the Administrator; or
- (d) Above 150 feet AGL within Class B, Class C, Class D, Class E, or Class G airspace only with prior authorization from the Administrator;
- (e) Operated within VLOS of the operator; and
- (f) Operated in a manner that does not interfere with and gives way to any other aircraft.

b. Issuing a Notice to Airmen (NOTAM) and use of a Visual Observer(s) (VO).

(1) Issuing a NOTAM and/or use of a VO are not required for UA operations conducted under 14 CFR part 91, that meet all the following criteria:

- (a) Weighs less than 55 pounds;
- (b) Is operated at a maximum airspeed of 100 miles per hour (87 knots) or less;
- (c) Is operated at or below any applicable UASFM altitude values, or in Class G airspace at or below 400 feet AGL; and
- (d) Is operated within VLOS of the operator.

(2) NOTAM and VO Removal. If the COA is being issued that meets the requirements in paragraph 5-1b(1)(a) – (d) and does not fall under the criteria listed in paragraph 5-1b(5), remove the standard NOTAM and VO paragraphs from the COA and insert the paragraph below into the Flight Operations paragraph as the last item:

“subparagraph #. Issuing of a NOTAM and use of a Visual Observer(s) (VO) are not required for UA operations meeting the following criteria:

- (1) Weighs less than 55 pounds;*
- (2) Is operated at a maximum airspeed of 100 miles per hour (87 knots) or less;*
- (3) Is operated at or below any applicable UAS facility map altitude values, or in Class G Airspace at or below 400 feet AGL; and*
- (4) is operated within visual line of sight.”*

(3) NOTAM Removal Only. If the COA being issued meets the requirements in paragraph 5-1b (1)(a) – (d) and does not fall under the criteria listed in paragraph 5-1b(2), remove the standard NOTAM paragraph from the COA and insert the paragraph below into the Flight Operations paragraph as the last item:

“subparagraph #. Issuing of a NOTAM is not required for UA operations meeting the following criteria:

- (1) Weighs less than 55 pounds;*
- (2) Is operated at a maximum airspeed of 100 miles per hour (87 knots) or less;*
- (3) Is operated at or below any applicable UAS facility map altitude values, or in Class G Airspace at or below 400 feet AGL; and*
- (4) Is operated within visual line of sight.”*

(4) VO Removal Only. If the waiver being issued meets the requirements in paragraph 5-1b(1)(a) – (d) and does not fall under the criteria listed in paragraph 5-1b(2), remove the standard VO paragraph from the waiver and insert the paragraph below into the Flight Operations paragraph as the last item:

“subparagraph #. Use of a visual observer (VO) is not required for UA operations meeting the following criteria:

- (1) Weighs less than 55 pounds;*
- (2) Is operated at a maximum airspeed of 100 miles per hour (87 knots) or less;*
- (3) Is operated at or below any applicable UAS facility map altitude values, or in Class G Airspace at or below 400 feet. AGL; and*
- (4) Is operated within visual line of sight.”*

(5) If the operation does not meet the criteria listed above or if the approving entity determines there is a need for a NOTAM and/or VO(s) then such requirements must be stated on the COA, Special Airworthiness Certificate, or similar document. In these cases, the standard NOTAM and/or VO statements from the COA template should remain in place.

c. Special Airworthiness Certificate – Experimental Category (SAC-EC) can be found in the FAA Order 8130.34, Airworthiness Certification of Unmanned Aircraft Systems and Optionally Piloted Aircraft. Request for COAs involving operations using a SAC-EC will be processed in accordance with this chapter based on type of operation requested. Requests do not need to be coordinated with Flight Standards Services (AFS) as the SAC-EC issued by Aviation Safety (AVS) covers the AFS review.

d. Title 49 U.S. Code (49 U.S.C.) § 44803, Unmanned Aircraft System Test Ranges – Requests for COAs involving operations under the authority of a § 44803 are submitted through

the COA Application Processing System (CAPS) Civil Application side, and will be processed in accordance with this chapter based on type of operation requested. BVLOS requests will be processed by AFS.

e. Exemptions under 49 U.S.C § 44807, Special Authority for Certain UAS Exemption – Requests for COAs involving operations under the authority of a § 44807 exemption are submitted through the CAPS Civil Application side. Process these requests in accordance with this chapter based on type of operation requested. Requests do not need to be coordinated with AFS as the exemption issued by AVS covers the AFS review.

f. Extension of the BEYOND Program under section 920 of the FAA Reauthorization Act of 2024- Request for COAs involving BEYOND Program operations with a waiver will be processed in a similar manner as those issued under a SAC-EC. Requests will be sent to the [9-uas-91.113waivers@faa.gov](mailto:uas-91.113waivers@faa.gov) with the subject line indicating “request for operations under Section 920”. Applications will then be sent to the SAC-EC coordinator for review and forwarding to the appropriate SC for processing. The SC will process these applications in accordance with this chapter based on type of operation requested. Requests do not need to be coordinated with AFS as the section 920 waiver issued by AVS covers the AFS review.

5-2. Line of Sight/Class A Waivers. Line of Sight/Class A Waivers. Operations that include VOs (either ground based or via chase aircraft) or meet the criteria established in 5-1b(1)–(4) that will maintain VLOS of the aircraft, or that are contained wholly within Class A airspace, will be processed utilizing the prescribed policies, guidance, and procedures for operations under 14 CFR part 91 by the appropriate SC. AFS-700 has delegated ATO the authority to waive § 91.113(b) under VLOS operations via a memorandum of agreement dated September 3, 2025. The SCs must include § 91.113 in the *List of Waived Regulations by Section and Title* block on FAA Form 7711-1.

a. Applications should be submitted at least 60 business days before the proposed start of UAS operations to allow a comprehensive operational and technical review.

b. For non-DoW users, the proponent must submit an application for a COA using CAPS at <https://caps.faa.gov>.

c. For DoW users, the proponent must submit an application for a COA using the COA Application in FAADroneZone (CADZ) system at <https://faadronezone-access.faa.gov/#/>.

d. For applications submitted in CADZ, the DoW Processors, Gatekeepers, and the FAA COA reviewers should use the FAA Portal system at <https://dzemp.faa.gov> to process the new account requests and to review and provide disposition of the COA applications.

e. Coordination.

(1) When the application is received, the SC will conduct an initial review and include any initial mitigations prior to sending the draft COA forward for processing, and note that the application is ready for air traffic coordination.

(2) The SC and ATCF will determine any additional mitigations that are necessary for the Air Traffic Control Special Provisions portion of the COA.

(3) Unmanned aircraft operations conducted solely within Class G (uncontrolled) airspace do not require coordination with or approval from the overlying ATC facility, nor must a copy of the COA be provided to that ATCF.

(4) Once the SC/ATC coordination is complete, the processor will complete the COA for final processing.

(5) COAs must have an expiration date of no later than twenty-four months from the date of issuance unless renewed or extended. The COA expires on the stated termination date unless it is surrendered sooner by the proponent or revoked by the FAA.

(6) Once the final COA is signed, the appropriate SC must distribute the COA to the ATCF (if applicable) and the proponent.

(7) The processing SC should include waivers to 14 CFR §§ 91.126(d), 91.127(c), 91.129(c), 91.130(c), and 91.131(a)(1) and (c)(2) as appropriate within the § 91.113(b) waiver. If a waiver is granted to any of these sections, it should be included in the *List of Waived Regulations by Section and Title* block on FAA Form 7711-1, Certificate of Waiver or Authorization.

5-3. Beyond Visual Line of Sight Waivers. Beyond Visual Line of Sight Waivers. Operations that fall outside the criteria of paragraph 5-2 will be processed utilizing the prescribed policies, guidance, and procedures for operations under 14 CFR part 91.

a. The proponent submits an email requesting a BVLOS waiver under 14 CFR § 91.113(b) to AFS-750 via an email request to 9-AVS-AFS-750-91.113Waivers@faa.gov. The email should state that they are seeking to obtain a waiver to § 91.113(b) and should include a Concept of Operations (CONOPS) document for the proposed operation.

b. For operations conducted at or below 400 feet AGL in Class B, C, D, or E airspace, or within the lateral boundaries of the surface area of Class E airspace designated for an airport that are at or below the UASFM altitude value and/or in Class G airspace at or below 1199 feet AGL, access will be granted as part of BVLOS waiver issued by AFS-750. AJV-P delegated to AFS-750 the authority to issue waivers for 14 CFR § 91.126(d), 91.127(c), 91.129(c), 91.130(c), and 91.131(a)(1) and (c)(2) via a memorandum of agreement dated September 3, 2025. AFS may waive these regulations as appropriate within the § 91.113(b) waiver.

c. For operations conducted above UASFM altitude values, or in Class G airspace, or within controlled airspace where UASFM's are not applicable (example Class E extensions to surface areas). AFS-750 is responsible for processing and issuing the § 91.113(b) waiver. ATO is responsible for granting airspace access approval via CAPS/CADZ.

d. If AFS grants a § 91.113(b) waiver, AFS will direct the proponent to apply for a COA in CAPS/CADZ for airspace access.

e. The appropriate SC will process the COA application and include "operations conducted in accordance with the AFS-750 waiver"

5-4. Processing Part 91 UAS Operations Requests Using UAS Facility Maps.

a. Request for operations under 14 CFR part 91 within 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, excluding DoW delegated airspace facilities, may be processed using applicable UASFM. This policy is applicable for both public and civil UA operational requests being processed through either the CAPS or CADZ systems as appropriate.

b. Airspace access involving BVLOS operations below UASFM altitude values will be granted as part of the AFS-750 § 91.113(b) waiver.

c. Upon receiving a request for UAS operations under part 91, the request should be reviewed for compliance with the following criteria:

(1) Weighs less than 55 pounds;

(2) Is operated 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, and not in airspace delegated to the DoW for air traffic services; and

(3) Is operated at or below 400 feet AGL.

(4) Is operated at a maximum airspeed of 100 miles per hour (87 knots) or less.

d. If the request meets the criteria listed above in 5-4.c.(1)–(4), compare the requested altitude with the UASFM altitude value.

(1) Specific Area Request – If the requested altitude is at or below the maximum UASFM altitude values, then no facility coordination is required in order to approve the request. Include the specific area requested (latitude/longitude) in the approved COA Operations Authorized section and on the operational map.

(2) Broad Area Request – If a request does not provide a specific area of operations but is requesting a broad area such as the entire Class D, the request can be approved with no ATCF coordination using the entire UASFM. Include the following statement in the COA Operations Authorized section; "At or Below: Altitudes in accordance with published UAS facility map."

e. When using the COA template for at or below 400 feet AGL operations, add the following information in the Flight Operations section of the COA:

(1) Small unmanned aircraft means an unmanned aircraft weighing less than 55 pounds on takeoff, including everything that is on board or otherwise attached to the aircraft.

(2) The operator is responsible for reviewing the published UASFM at <http://udds-faa.opendata.arcgis.com/> prior to each flight to ensure that their operations align with the

UASFM due to potential (altitude changes, airspace modifications). If the operator needs to operate at an altitude that is not in accordance with the published UASFM, the operator must apply for a new COA requesting that altitude or follow the SGI process as indicated in paragraph 1-7 of FAA Order JO 7200.23.

(3) The UAS is operated at a maximum speed of 87 knots (100 miles per hour)

(4) The minimum flight visibility, as observed from the location of the control station must be no less than three statute miles. For the purposes of this section, flight visibility means the average slant distance from the control station at which prominent unlighted objects may be seen and identified by day and prominent lighted objects may be seen and identified by night, and:

(5) The minimum distance of the small UA from clouds must be no less than:

(a) 500 feet below the cloud

(b) 2,000 feet horizontally from the cloud

f. When processing requests for UAS operations that do not meet the criteria listed in 5-6b(1)–(4) and/or are not in compliance with the UASFM for the impacted ATCF, must be processed in accordance with paragraph 5-2 or 5-3 of this chapter, as applicable.

5-5. Operations at Public Use Airports.

a. All requests for operations at airports should be submitted through CAPS, CADZ or for BVLOS operations via email to 9-AVS-AFS-750-91.113Waivers@faa.gov.

b. All requests for operations at airports must be processed in accordance with paragraphs 5-2 or 5-3 of this chapter. Issuance of a COA does not constitute access to the airport or use of its facilities.

c. If required, convene a SRMP to determine the potential hazards of the operations and required mitigations.

d. If unable to approve a requested operation, the SC must list the reason for denial in the denial letter.

e. Add the following statements to the Special Provision section of all COAs issued for operations at an airport:

(1) “The operator must be aware of systems in the airport environment that produce high intensity radiated fields (HIRF) and ensure that the unmanned aircraft (UA) is capable of operating within the HIRF level produced by those systems. Further, the operator must actively monitor the control link for any degradation or radiofrequency interference. When there is an indication that HIRF levels for the UA may be exceeded or that radiofrequency interference exists or may develop, the operator must immediately terminate the operation, report the event, and cease conducting operations at that location until the issues can be mitigated.”

(2) “Airspace access should not be construed as access to the airport. Physical access to the airport is an approval granted by the airport sponsor. Furthermore, this airspace authorization is null and void if approval to operate on the airport has not been granted by the appropriate airport authority.”

5-6. Simultaneous UAS Operations by One Pilot from a Single Ground Control Station, “One-to-Many.”

a. Simultaneous flight of more than one UA from a single ground station (GCS) commanded by a single pilot in command (PIC) may be authorized without coordination with AFS per the memorandum between AFS and AJV-P22 dated February 6, 2024, when the following conditions are met:

(1) Operations shall only be conducted within VLOS of the PIC or VLOS of the VO(s) with immediate two-way voice or duplex radio communication with the PIC;

(2) Operations shall only be conducted in visual meteorological conditions (VMC) with a minimum visibility of three statute miles;

(3) The use of any technology or control system must ensure that precise control of all UA is maintained throughout the operation and must ensure that an individual system failure does not interfere with the operation of other UA or cause incidents, accidents, or loss of control involving other UA in the swarm, as described in the application;

(4) Prior to conducting operations under this authorization, the remote PIC must ensure that the geofence system, telemetry system, associated flight control systems, and sensors, as described in the application, operate properly;

(5) The remote PIC must use the strategies described in the application to contain the UA to the defined flight volume/operational area;

(6) Return to Home feature must be programmed to contain the UA to flight paths within the defined flight volume/operational area;

(7) Geofencing must be used to confine the UA to the Operational Volume;

(8) The Return to Home/Return to Land procedures must not allow the UA to break the confines of the Operational Volume, and;

(9) Operations conducted under this authorization are limited to the location and operational volume as described in the application.

b. For operations requesting one-to-many, the following provisions must be included in the Flight Operations section of the COA:

(1) Operations shall only be conducted:

(a) Within VLOS of the PIC or VLOS of the VO(s) with immediate two-way voice or duplex radio communication with the PIC;

(b) Within the location and operational volume as described in the application; and

(c) In visual meteorological conditions (VMC) with a minimum visibility of three (3) statute miles.

(2) The RPIC must:

(a) Ensure that the geofence system, telemetry system, associated flight control systems, and sensors, as described in the application, operate properly; and

(b) Use the strategies described in the application to contain the UA to the defined flight volume/operational area.

(3) The use of any technology or control system must ensure that the PIC can maintain precise control of all UA throughout the operation and must ensure that an individual system failure does not interfere with the operation of other UA or cause incidents, accidents, or loss of control involving other UA in the swarm, as described in the application.

(4) Return to Home/Return to Land feature must be programmed to contain the UA to flight paths within the defined flight volume/operational area not allowing the UA to break the confines of the flight volume/operational area.

(5) Geofencing must be used to confine the UA to the flight volume/operational area.

5-7. Certificate of Waiver or Authorization (COA) Renewal.

a. Renewal applications must involve no changes to the operational parameters. Requests that involve operational changes such as an altitude that exceeds what was approved in the original approved COA must be submitted as a new application, not a renewal. The addition of a new aircraft type that does not exceed the weight restrictions approved under the previously approved COA or administrative changes such as changes in phone numbers are allowed under a renewal.

b. Line of Sight/Class A COAs. Renewal requests for VLOS COAs will be submitted at least 60 business days prior to the expiration date through CAPS or CADZ system, as appropriate. SCs will process in accordance with this chapter.

c. Beyond Visual Line of Sight Waivers. Renewal requests for BVLOS waivers will be submitted by emailing 9-AVS-AFS-750-91.113Waivers@faa.gov at least 60 business days prior to the expiration date.

Chapter 6. Processing Requests for UAS Operations Managed by another Country's ANSP

6-1. UAS Operational Authorization process for Airspace in the United States or Canada that is Managed by the Other Country's ANSP.

a. Both Canada and the United States have airports located near the United States/Canadian border. For some of those airports, one country may provide ATC services within airspace extending beyond their geographic border into the other country. In these areas, the FAA and NAV CANADA established an agreement to have the other country's air navigation service provider (ANSP), provide ATC services within that airspace.

b. An example is Sault Ste. Marie (CYAM), where the airport is in Sault Ste Marie, Ontario, Canada. In addition to airspace located over Canadian land, a portion of CYAM's airspace extends south beyond the Canadian border and into the U.S. For ATS purposes, this U.S. airspace is, by agreement, being managed by NAV CANADA. Additionally, there are several airports where U.S. airspace is completely within the U.S., however, and its associated airspace is being managed by NAV CANADA for the purpose of providing ATC services.

c. The FAA and NAV CANADA have entered into an agreement on how to process requests for UAS operations that fall within these unique areas. These airports are listed below:

(1) ATS provided by FAA with airspace extending over Canadian territory:

- (a) Falls International Airport/Einarson Field (KINL)
- (b) Houlton International (KHUL)

(2) ATS provided by NAV CANADA with airspace extending over U.S. territory:

- (a) Sault Ste. Marie Airport (CYAM)
- (b) Abbotsford Airport (CYXX)

(3) ATS provided by NAV CANADA with airspace completely over U.S. territory where there is no FAA ATCT present or when the ATCT is not operational:

- (a) Chippewa County International Airport (KCIU)
- (b) Bellingham International Airport (KBLI)

d. Processes: Operational requests are divided into two categories, non-complex and complex.

(1) Non-complex request: A request consisting of those operating at or below the established grid map altitudes which are provided by the ANSP managing the airspace and operating within specific operating capabilities. Non-complex requests should be processed and

returned to the requesting ANSP within 30 calendar days from receipt of the application from the other ANSP.

(2) Complex request: A request seeking to operate beyond the criteria listed for non-complex request. Due to the nature of complex requests, a specific timeframe is not established, but the reviewing ANSP should do their best to process and return an answer as quickly as possible.

(a) As these operations are not cross-border operations, they will be conducted under the appropriate part as submitted by the requestor. For operations on the U.S. side of the border, 14 CFR part 91 and part 107. For operations on the Canadian side of the border, Canadian Aviation Regulations Part IX (CARs Part IX).

(b) All paperwork (approvals & denials) for operations in the U.S. will be handled in accordance with applicable chapters of this Order, based on the operational part of the request, e.g. part 91 or part 107. Established grid maps are not available to the public; therefore, SCs must include a copy of the map as an attachment on the approval. Additionally, SCs must not require operators to verify via Visualize It altitudes prior to the operation.

(c) Information for processing requests: AJV-P22 will provide all relevant and updated information from the MOU (e.g., “Canadian UA Grid Authorization Maps”, Attachment [letter], US operational authorization process for airspace in the United States or Canada that is managed by the other country’s ANSP, dated October 1, 2025), Points of Contact information (Attachment D), and Established Operational Characteristics (Attachment E) to the SCs to enable processing.

6-2. Processing of non-complex requests:

a. Processing request received by the FAA:

(1) Requests received through either FAADroneZone or CAPS will be routed to the appropriate FAA SC based on geographic location of the operation.

(2) Processors at the SC will use the map altitudes provided by NAV CANADA to determine if the operation can be authorized without direct coordination with the NAV CANADA air traffic facility and NAV CANADA Remotely Piloted Aircraft Systems Traffic Management (RTM) Operations. Requests for operation at or below established grid altitudes and within the established operating characteristics will be issued an authorization document by the SC.

(3) The SC issuing the authorization document will send a copy to NAV CANADA RTM Operations via email.

(4) NAV CANADA RTM Operations will forward a copy of the authorization document to the appropriate ATS unit.

b. Processing request received by NAV CANADA:

- (1) Requests will be processed in accordance with the FAA/NAV CANADA agreement.
- (2) NAV CANADA RTM Operations will send a copy of the authorization document to the appropriate SC via email.
- (3) The SC will forward a copy of the authorization document to the appropriate FAA ATC facility.

6-3. Processing of Complex Requests Above Established Grid Altitudes, But Still Within Established Operating Characteristics:

a. Processing of requests received by the FAA:

- (1) Requests will be received through FAADroneZone or CAPS and will be routed to the appropriate SC based on geographic location of the operation.
- (2) Processors at the SC will send the application to NAV CANADA RTM Operations via email.
- (3) If the proposed operation is acceptable to NAV CANADA, RTM Operations will send concurrence to the SC via email.
- (4) The SC will issue an authorization document to the operator and send a copy to NAV CANADA RTM Operations via email.
- (5) If the proposed operation is not acceptable to NAV CANADA RTM Operations as requested by the operator, NAV CANADA RTM Operations will seek a potential path to authorization with the affected ATS unit and provide this information to the SC via email.
- (6) If the proposed operational changes are accepted by all parties, the SC will issue an authorization document to the operator and send a copy to NAV CANADA RTM Operations via email.
- (7) If an agreement cannot be reached, the SC will issue a denial letter which includes the reason for the denial and then notify NAV CANADA RTM Operations, via email, that the operation was denied.

b. Processing of requests received by NAV CANADA:

- (1) Requests will be routed to NAV CANADA RTM Operations via email.
- (2) NAV CANADA RTM Operations will send the details of the requested operation to the FAA SC via email.
- (3) If the proposed operation is acceptable to the FAA, the SC will send concurrence to NAV CANADA RTM Operations via email.
- (4) NAV CANADA will issue an authorization document to the operator and send a copy to the SC via email.

(5) If the proposed operation is not acceptable to the FAA, as requested by the operator, the FAA will seek a potential path to authorization with the affected FAA ATC facility and provide this information to NAV CANADA RTM Operations via email.

(6) If the proposed operational changes are accepted by all parties, NAV CANADA will issue an authorization document to the operator and send a copy to the SC via email.

(7) If agreement cannot be reached, NAV CANADA will issue a denial letter which includes the reason for the denial and notify the SC via email that the operation was denied.

6-4. Processing of complex requests

a. Such requests may involve extensive coordination, so the response time could take significantly longer than that of a non-complex request or complex request that does not exceed the established operating characteristics.

b. Due to the complexity of this type of request, no specific processes are being established currently. These operations will be processed in close coordination with the other ANSP on an as needed basis.

c. Processing of requests received by the FAA. For complex operations requests, a copy of the request must be sent to NAV CANADA RTM Operations via email for review and a determination on whether the operation can be accepted.

d. Processing of requests received by NAV CANADA. For complex operations requests, a copy of the request must be sent to the appropriate SC via email for review and a determination on whether the operation can be authorized.

Chapter 7. Processing Requests for UAS Operations by Foreign Governments (State Aircraft)

7-1. General. Requests from a foreign government (State Aircraft) to conduct UAS operations in or over the territorial land areas of the United States and its adjacent waters are processed as indicated below. Although the term Operational Coordination document (see Appendix E) is used throughout this chapter, the process is similar to that of a traditional COA. However, the Coordination Document will not contain an FAA Form 7711-1, in its place will be a cover letter (see Appendix E)

Operations of foreign government (State aircraft) UAS that remain wholly contained within airspace delegated to the DoD for air traffic management purposes require processing in accordance with paragraph 6-2. The DoD cannot authorize foreign State UAS operations through its internal process granted in the FAA/DoD Memorandum of Understanding (MOU) as a foreign State UAS is not a U.S. DoD aircraft as required by the FAA/DoD MOU.

Operations of foreign government (State aircraft) UAS that remain wholly contained within a restricted area do not require FAA processing as indicated in paragraph 6-2. However, they do still require a diplomatic clearance, which is submitted by the foreign State directly to the Department of State for processing.

As CoWs are not required in Warning Areas (see paragraph 1-6), foreign government (State aircraft) UAS operated wholly within a Warning Area will not require FAA processing as indicated in paragraph 6-2. However, as some Warning Areas begin within the territorial airspace of the United States but then extend beyond the territorial airspace, the actual location of the operation must be considered to determine diplomatic clearance requirements. If at any point the operation of the UAS is within the territorial airspace of the United States, then a diplomatic clearance would be required for that operation, but the provisions of paragraph 1-6 still apply.

7-2. Processing of Applications.

a. Initial Coordination

(1) Initial information may be received from the foreign proponent through many different means (e.g., email, phone calls). Contact the U.S sponsor and foreign proponent and inform them to submit their initial request via email to 9-AWA-UAS-StateOpsRequest@faa.gov.

(2) The 9-AWA-UAS-StateOpsRequest@faa.gov should be utilized for email correspondence originating from FAA Headquarters and as the destination email address for correspondence originating from the Service Centers to FAA Headquarters. Utilizing the 9AWA-UAS-StateOpsRequest@faa.gov will help ensure correspondence is received and acted on in a timely manner.

(3) Once the email is received the sponsor and proponent will be informed that in addition to the FAA process, they will need to obtain a diplomatic clearance from the Department of State, which requires the FAA approve the operation. Information regarding submission of a

request for diplomatic clearance for foreign state aircraft operations can be found at:
<https://www.state.gov/diplomatic-aircraft-clearance-procedures-for-foreign-state-aircraft-to-operate-in-united-states-national-airspace/>.

b. Submission of FAA Application.

(1) The U.S. sponsor for the UAS operation will submit an operational approval application—inputting the requesting foreign country’s information—to the FAA via CADZ.

(2) Submit the request in CADZ as if the request was for the U.S. Sponsor, however, the Program Executive Summary and Special Circumstances section in CADZ should clearly state that the request is for operations of a UAS by a foreign government.

c. Workflow.

(1) Once the application is committed in CADZ, the Service Center (SC) will notify the UAS Policy Team (AJV-P22) for situational awareness. The UAS Policy Team will then notify the ATO International Office (AJV-I) of the application submission.

(2) The application is processed by the appropriate SC based on the location of the proposed operation. The SC processes this request in the same manner by which they process all/any other operational requests.

(3) A draft Operational Coordination document should be developed and coordinated with the impacted facility.

(4) Once ATC facility coordination is completed, the SC will complete the Operational Coordination document (Attachment 3). The first page of the Operational Coordination document will be the cover letter in Attachment.

(5) The SC Tactical Team Manager (or designated representative) will send the Operational Coordination document with the signed cover letter to the U.S. Sponsor and the UAS Policy Team Manager via email at 9-AWA-UAS-StateOpsRequest@faa.gov.

d. Department of State Diplomatic Clearance. The UAS Policy Team Manager (or designated representative) will send completed Operational Coordination document and cover letter to the State Department at DCAS@state.gov.

e. Additional Coordination.

(1) For awareness purposes, the UAS Policy Team Manager will notify the ATO International Office (AJV-I) of the application’s completion and that State has been notified that the Operational Coordination document has been completed.

(2) Once State has completed the processing of the Diplomatic clearance, and the email from State has been received the UAS Policy Team Manager will notify the ATO International Office (AJV-I) of the application’s status as provided from the State POC.

Chapter 8. Definitions

8-1. Airspace Authorization (AA) (Part 107 & Section 44809). The approval for unmanned aircraft to operate 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 from Air Traffic Control (ATC).

8-2. Airport. A defined area on land or water (including any buildings, installations, and equipment) intended to be used either wholly or in part for the arrival, departure, and movement of aircraft.

8-3. Airport Operations. A UAS operation that starts, terminates, or starts and terminates from an airport movement area, non-movement area, ramp, building/structure, or land parcel considered to be part of the airport.

8-4. Airport Sponsor. The airport sponsor is a public agency or tax-supported organization such as an airport authority, that is authorized to own and operate the airport, to obtain property interests, to obtain funds, and to be able to meet all applicable requirements of current laws and regulations both legally and financially.

8-5. Beyond Visual Line of Sight (BVLOS). The operation of a UAS beyond the visual capability of the flight crew members (i.e., remote pilot in command [RPIC], the person manipulating the controls, and visual observer [VO]), if used to see the aircraft with vision unaided by any device other than corrective lenses, spectacles, and contact lenses.

8-6. Complex Requests. A request seeking to operate beyond the criteria listed for non-complex request. Due to the nature of complex requests, a specific timeframe is not established, but the reviewing ANSP should do their best to process and return an answer as quickly as possible.

8-7. Certificate of Waiver or Authorization (COA). A Certificate of Waiver or Authorization is an FAA grant of approval for a specific flight operation.

8-8. Low Altitude Authorization and Notification Capability (LAANC). Software used to automate sUAS operator requests for access to airspace and receive FAA issued authorizations for 14 CFR Part 107 and Section 44809 operations.

8-9. Non-complex Requests. A request consisting of those operating at or below the established grid map altitudes which are provided by the ANSP managing the airspace and operating within specific operating capabilities. Non-complex requests should be processed and returned to the requesting ANSP within 30 calendar days from receipt of the application from the other ANSP.

8-10. Proponent. The person or organization responsible for the COA and operation of the UAS.

8-11. Special Government Interest (SGI) Process. Managed by SOSC to accommodate

real-time application requests that will directly support a UAS operation benefiting a critical public good and addressing exigent circumstances.

8-12. AS Facility Maps (UASFM). Grid maps around airports in controlled airspace that depict the altitudes below which automatic requests for airspace authorization can be issued through LAANC.

8-13. Unmanned Aircraft (UA). An aircraft that is operated without the possibility of direct human intervention from within or on the aircraft.

8-14. Unmanned Aircraft System (UAS). An unmanned aircraft and its associated elements including communication links and the components that control the unmanned aircraft that are required for the operator to operate safely and efficiently in the national airspace system.

8-15. Visual Observer (VO). A person who is designated by the remote pilot in command to assist the remote pilot in command and the person manipulating the flight controls of the small UAS to see and avoid other air traffic or objects aloft or on the ground. The VO must be able to communicate:

- The UA's location, altitude, and direction of flight;
- The position of other aircraft or hazards in the airspace, and;
- The determination that the UA does not endanger the life or property of another.

Chapter 9. Administrative Information

9-1. Distribution. Air Traffic Services and all associated ATCFs, Mission Support Services, Safety, System Operations Services, and Flight Standards Service. The issuance, revision, or cancellation of the material in this order is the responsibility of the AJV-P.

9-2. Related Publications.

- a. AC 91-57, Exception for Limited Recreational Operations of Unmanned Aircraft
- b. AC 107-2, Small Unmanned Aircraft System (Small UAS)
- c. COA Application Processing System (CAPS) User Guide
- d. FAA Reauthorization Act of 2018, sections , 343, 347 and 349, that amended 49 U.S.C. sections 44803(c), 44807, and 44809, respectively
- e. FAA Reauthorization Act of 2024, sections 926 and 934, that amended 49 U.S.C. sections 44807, and 44809, respectively
- f. FAA Order JO 1000.37 Air Traffic Organization Safety Management System
- g. FAA Order JO 7110.65, Air Traffic Control
- h. FAA Order JO 7200.20, Voluntary Safety Reporting Programs
- i. FAA Order JO 7210.3, Facility Operation and Administration
- j. FAA Order JO 7210.632, Air Traffic Organization (ATO) Occurrence Reporting
- k. FAA Order JO 7400.11, Airspace Designations and Reporting Points
- l. FAA Order JO 7610.4, Sensitive Procedures and Requirements for Special Operations
- m. FAA Order 7610.14, Non-Sensitive Procedures and Requirements for Special Operations
- n. FAA Order 8130.34, Airworthiness Certification of Unmanned Aircraft Systems and Optionally Piloted Aircraft
- o. Flight Standards Information Management Systems (FSIMS) 8900.1 Volume 16
- p. Title 14, Code of Federal Regulations, part 91 and part 107

9-3. Suggestions for Improvements. Please forward all comments on deficiencies, clarifications, or improvements regarding the contents of this order to 9-AJV-P-HQ-Correspondence@faa.gov.

9-4. Records Management. Refer to FAA Order 0000.1, *FAA Standard Subject Classification System*; FAA Order 1350.14, *Records Management*; or your office Records Management Officer (RMO)/Directives Management Officer (DMO) for guidance regarding retention or disposition of records.

Appendix A Section 44809, Exceptions for Limited Recreational Operations of Unmanned Aircraft Authorization Processing

LAANC Enabled Facility	Single or Multi Day	Method of Submission	IAW UASFM	Above UASFM	Fixed Site	ATC Facility Coord. Required	Processor Actions Required	Additional Docs Req.
Yes	Single	LAANC	Yes	No	No	No	None	None
Yes	Single	DZ	Yes	No	No	No	Issue AA and inform proponent that LAANC is available for future requests.	None
Yes	Single	DZ	No	Yes	No	No	If the requested area is not in a 0-foot grid, issue an AA for the maximum allowable altitude in the requested grid; (e.g., request is for 300 feet, but UASFM altitude value is 200 feet, issue AA for 200 feet). Change the altitude in FAADroneZone to match the altitude that the AA is being issued for and make an annotation in the comment section “AA issued at feet, which is the maximum altitude allowed by the UASFM for the area requested.” If a separate email is sent to the proponent with a copy of the AA, include an explanation as to why the AA was issued for the lower altitude. Attach a PDF copy of the email in FAADroneZone. If the requested area is in a 0-foot grid, issue a denial letter with the statement, “Operations at altitudes above the UASFM are not currently authorized under section 44809, Exception for Limited Recreational Operations of Unmanned Aircraft.”	None
Yes	Multiple **	DZ **	Yes	No	No	No	Issue an AA for a single day.	None

LAANC Enabled Facility	Single or Multi Day	Method of Submission	IAW UASFM	Above UASFM	Fixed Site	ATC Facility Coord. Required	Processor Actions Required	Additional Docs Req.
Yes	Multiple **	DZ **	No	Yes	No	No	If requested area is not in a 0-foot grid, issue an AA for the maximum altitude in the requested grid (e.g., request is for 300 feet, but UASFM altitude is 200 feet, issue AA for 200 feet). Change the altitude parameters in FAADroneZone to match the altitude that the AA is being issued for and annotate in the comment section “AA issued at feet, which is the maximum altitude allowed by the UASFM for the area requested.” If a separate email is sent to the proponent with a copy of the AA, include an explanation as to why the AA was issued for the lower altitude and attach a PDF copy of the email in FAADroneZone. If the requested area is in a 0-foot grid, issue a denial letter with the statement, “Operations at altitudes above the UASFM are currently not authorized under section 44809, Exception for Limited Recreational Operations of Unmanned Aircraft.”	None
No	Single	DZ	Yes	No	No	No	Issue either wide area or specific area AA for single day per request.	None
No	Single	DZ	No	Yes	No	No	If the requested area is not in a 0-foot grid, issue an AA for the maximum altitude in the requested grid (e.g., request is for 300 feet, but UASFM altitude is 200 feet, issue AA for 200 feet). Change the altitude parameters within the FAADroneZone to match the altitude that the AA is being issued for; and annotate in the comment section “AA issued at feet, which is the maximum altitude allowed by the UASFM for the area requested.” If a separate email is sent to the proponent with a copy of the AA include an explanation as to why the AA was issued for the lower altitude and attach a PDF copy of the email in FAADroneZone. If the requested area is in a 0-foot grid, issue a denial letter with the attached statement, “Operations at altitudes above the UASFM are not currently authorized under section 44809, Exception for Limited Recreational Operations of Unmanned Aircraft.”	None

LAANC Enabled Facility	Single or Multi Day	Method of Submission	IAW UASFM	Above UASFM	Fixed Site	ATC Facility Coord. Required	Processor Actions Required	Additional Docs Req.
No	Multiple	DZ	Yes	No	No	No	Issue AA with expiration date not to exceed (NTE) 24 months from date of issue.	None
No	Multiple	DZ	No	Yes	No	No	If requested area is not in a 0-foot grid, issue an AA for the maximum altitude in the requested grid, (e.g., request is for 300 feet, but UASFM altitude is 200 ft., issue AA for 200 ft.). Change the altitude parameters in FAADroneZone to match the altitude that the AA is being issued for and annotate in the comment section, “AA issued at feet, which is the maximum altitude allowed by the UASFM for the area requested.” If a separate email is sent to the proponent with a copy of the AA, include an explanation as to why the AA was issued for the lower altitude and attach a PDF copy of the email in FAADroneZone. If the requested area is in a 0-foot grid, issue a denial letter with the attached statement, “Operations at altitudes above the UASFM are not currently authorized under section 44809, Exception for Limited Recreational Operations of Unmanned Aircraft.”	None
Yes or No	Single or Multiple	DZ	Yes	No	Yes	No	Issue AA with expiration date NTE 24 months from date of issue. For CBO Aviation events at fixed sites, expiration dates should be IAW requested dates.	None
Yes or No	Single or Multiple	DZ	No	Yes	Yes	Yes	Coordinate with ATCF; if approved, include additional provisions (if any) on FAA Form 7711-1. For CBO Aviation events at fixed sites, expiration dates should be IAW requested dates.	None

** Currently, FAADroneZone does not allow entry of multiple days for LAANC equipped facilities. However, some proponents may request multiple days by indicating multiple days in the comments/remarks section.

Appendix B Processing of 14 CFR Part 107 Airspace Authorizations (AA)

Facility Serviced by LAANC	SINGLE/ MULTI DAY	Method of Submission	Operational Waiver	IAW UASFM	ABOVE UASFM	ATC Facility COORD Required	Processor ACTION REQ'D	ADDITIONAL DOCUMENTATION
Yes	SINGLE	LAANC	Yes (except 107.31; 107.37(a); or 107.51(b))	Yes	No	No	None	N/A
Yes	SINGLE	DZ	No	Yes	No	No	Issue AA and inform proponent that LAANC is available for future requests.	N/A
Yes	SINGLE	DZ	Yes	Yes	No	If 107.37(a) or 107.51(b) only	Coordinate with ATCF if 14 CFR part 107.37(a) or 14 CFR part 107.51(b). Issue AA and include waiver number and additional provisions (if any) on FAA Form 7711-1.	Approved Certificate(s) of Waiver
Yes	SINGLE	LAANC	Yes (except 107.31; 107.37(a); or 107.51(b))	No	Yes	Yes	See Note below.	N/A
Yes	SINGLE	DZ	No	No	Yes	Yes	Issue AA with any special provisions added by ATCF.	N/A
Yes	SINGLE	DZ	Yes	No	Yes	Yes	Issue AA with any special provisions added by ATCF.	Approved Certificate(s) of Waiver
No	SINGLE	DZ	No	Yes	No	No	Issue AA.	N/A
No	SINGLE	DZ	Yes	Yes	No	If 107.37(a) or 107.51(b) only	Coordinate with ATCF if 14 CFR part 107.37(a) or 14 CFR part 107.51(b). Issue AA and include waiver number and additional provisions (if any) on FAA Form 7711-1.	Approved Certificate(s) of Waiver

Facility Serviced by LAANC	SINGLE/ MULTI DAY	Method of Submission	Operational Waiver	IAW UASFM	ABOVE UASFM	ATC Facility COORD Required	Processor ACTION REQ'D	ADDITIONAL DOCUMENTATION
No	SINGLE	DZ	No	No	Yes	Yes	Issue AA with any special provisions added by ATCF.	N/A
Yes	MULTI**	DZ**	Yes	Yes	No	If 14 CFR part 107.37(a) or 14 CFR part 107.51(b) only.	Coordinate with ATCF if 14 CFR part 107.37(a) or 14 CFR part 107.51(b). Issue AA and include waiver number and additional provisions (if any) on FAA Form 7711-1. Issue AA with expiration date NTE 24 months from date of issue.	Approved Certificate(s) of Waiver
Yes	MULTI**	DZ**	No	No	Yes	Yes	May be issued for multiple days if criteria listed in paragraph 3-4 is met. If the ATCF is unable, then issue AA for a single day operation and attach any special provisions added by ATCF.	
Yes	MULTI**	DZ**	Yes	No	Yes	Yes	May be issued for multiple days if criteria listed in paragraph 3-4 is met. If the ATCF is unable, then issue AA for a single day operation only and attach any special provisions added by ATCF.	Approved Certificate(s) of Waiver

Note: For UAS Service Suppliers that have the capability, some request for operations above the UASFMs may be forwarded by the requestor to the ATCF. No actions are required by the SC.

**Currently, FAADroneZone does not allow entry of multiple days for LAANC equipped facilities. However, some proponents may request multiple days by indicating multiple days in the comments/remarks section.

Appendix C Documents Related to Approval of Foreign State UAS Operations**Foreign State Operational Coordination Document Template**

Effective (insert Date(s)).

OPERATIONS AUTHORIZED

Operation of (Insert UAS Type) Unmanned Aircraft System(s) (insert operational description), under the jurisdiction of (insert appropriate facility name(s)). See Air Traffic Control Special Provisions.

1. Operations.

a The UA must be operated within visual line of sight (VLOS) of the pilot in command (PIC) and the person manipulating the flight controls at all times unless otherwise specified in a Special Provisions. This requires the PIC to be able to use human vision unaided by any device other than corrective lenses. Although the remote PIC and person manipulating the controls must maintain the capability to see the UA, using one or more visual observers (VO) allows the remote PIC and person manipulating the controls to conduct other mission-critical duties (such as checking displays) while still ensuring situational awareness of the UA.

b Must yield right of way to manned aircraft and must not operate so close to another aircraft as to create a collision hazard.

c First-person view camera cannot satisfy “see-and-avoid” requirement but can be used as long as the visual requirement is satisfied in other ways.

d Minimum visibility of three statute miles from control station.

e No person may act as a remote pilot in command or VO for more than one unmanned aircraft at one time unless otherwise authorized as a special provision.

f Lost link must remain within visual line of sight of the PIC and VO.

g The remote pilot in command may deviate from the requirements of this document in response to an in-flight emergency.

2. Air Traffic Control Special Provisions.

h Coordination Requirements.

Insert Coordination Procedures as appropriate

i Communication Requirements.

Insert Communication Procedures as appropriate

j Contingency Procedures.

Insert Contingency Procedures as appropriate

k Lost Link.

Insert Lost Link Procedures as appropriate

l Lost Communications.

Insert Lost Communications Procedures as appropriate

m Fly-Away Procedures.

Insert Fly-Away Procedures as appropriate

AUTHORIZATION

This document does not, in itself, waive any Title 14 Code of Federal Regulations not specifically stated, nor any state law or local ordinance. Should the proposed operation conflict with any state law or local ordinance, or require permission of local authorities or property owners, it is the responsibility of the foreign proponent to resolve the matter. This document does not authorize flight within temporary flight restrictions, special flight rules areas or flight restricted zones, special security instructions, regulatory special use airspace without pre-approval. The proponent is hereby authorized to operate the Unmanned Aircraft System in the NAS within the areas defined in the Operations Authorized section of the cover page. Additionally, the foreign proponent is responsible for obtaining a Diplomatic Clearance from the U.S. Department of State prior to conducting operations associated with this approval.

Operating Area Map

Class (**Insert airspace type**) Airspace

At or Below # Feet AGL

(**Insert Operational Area Map**)

**Appendix D FAA Operational Coordination Document Cover Letter for Foreign State
UAS Operations**

(Insert Date)

(Insert U.S. Sponsor Name)

(Insert U.S. Sponsor Address)

Re: **(Insert Foreign Proponent Name and Aircraft Type)** Flights in the United States.

Dear **(Insert U.S. Sponsor POC Name)**:

Attached is the FAA approval for **(Insert UAS Type)** flights between **(Insert General Description of Operation)** by the **(Insert Foreign Proponent)**. Please reference number **(Insert COA Number)** when referring to this coordination.

This information will be forwarded to the Department of State, **(Insert Department of State POC Name)**, to facilitate your diplomatic clearance approval. A diplomatic clearance must be obtained prior to conducting operations under this approval.

Sincerely,

(Insert SC Tactical Team Manager Name and Signature Block)

Attachments **(Include ATC Special Provisions and any other applicable documents)**

1. Air Traffic Control Special Provisions
2. Operational Area Map

FAA Operational Coordination Document Letter to State Department

(Insert Date)

(Insert Department of State POC)

U.S. Department of State
2201 C Street NW
Washington, DC 20520

Re: **(Insert Foreign Proponent and General Description of Approved Route)** UAS Flights
in the United States.

Dear **(Insert Department of State POC)**:

We have processed a Certificate of Waiver or Authorization for the **(Insert Foreign Proponent Name)** to operate the **(Insert UAS Type)** Unmanned Aircraft System between **(Insert General Description of Route)**, at the request of **(Insert Name of U.S. Sponsor)**. This operation is consistent with other **(Insert U.S. Sponsor Organizational Name)** operations. The **(Insert Foreign Government Name/Foreign Government Agency)** has been informed that they must obtain a diplomatic clearance from the Department of State prior to conducting operations under this approval. Please reference number **(Insert CoW Number)** when referring to this approval.

If you have any questions, please feel free to contact **(Insert UAS Policy Team Manager Name, Phone Number, and email)**.

Sincerely,

(Insert UAS Policy Team Manager Name and Signature Block)

Attachments (Include ATC Special Provisions and any other applicable documents)

1. Air Traffic Control Special Provisions
2. Operational Area Map