



**Federal Aviation  
Administration**



UAS Webinar for ICAO NACC & SAM States

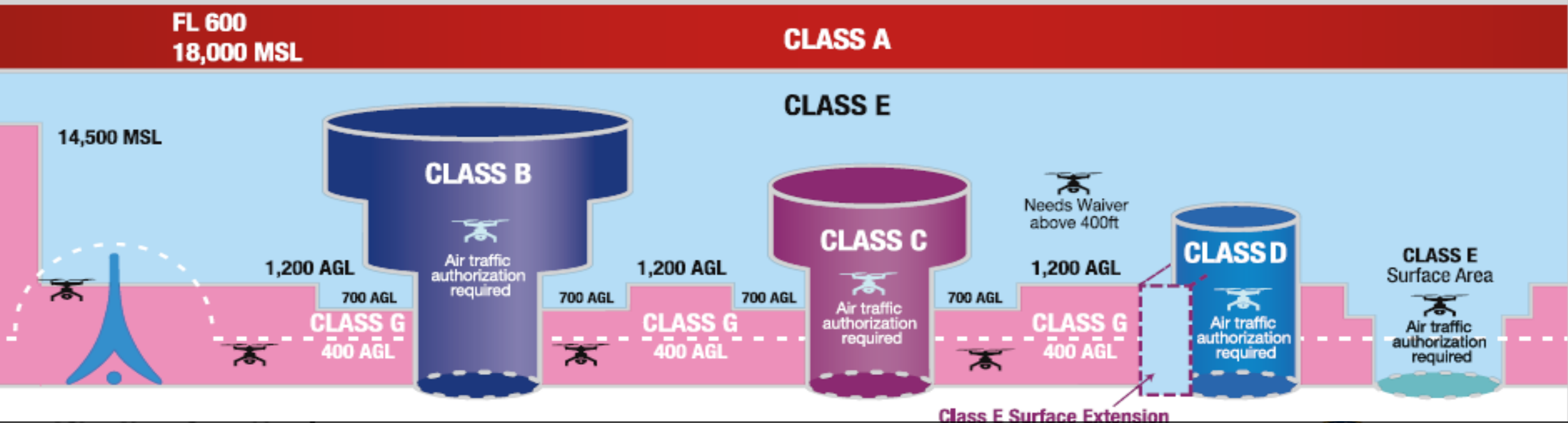
November 18, 2020

John Page, FAA Air Traffic Organization

Regulatory Authority	Aircraft Requirements*	Pilot Requirements	Airspace Requirements	Types of Operation Examples
<b>Civil sUAS</b> <b>14 CFR Part 107</b>	UAS < 55 pounds	Part 107 remote pilot certificate with small UAS rating	Class G 400' and below – No authorization required  Airspace authorization or waiver for Class B, C, D, E airspace designated for an airport	VLOS, daytime, Class G, 400 ft., not over people
<b>49 USC § 44807</b> <b>14 CFR Part 91</b>	As specified in exemption	Part 61 airman certificate	Blanket COA or Standard COA for specific airspace	UAS > 55 lbs. Part 135 operations, package delivery
<b>Experimental Aircraft</b> <b>14 CFR Part 91</b>	Experimental Special Airworthiness Certificate	Part 61 airman certificate	Standard COA for specific airspace	Research and development, crew training, and market survey
<b>Type Certificated Aircraft</b> <b>14 CFR Part 91</b>	Restricted type or special class certification	Part 61 airman certificate	Part 91 airspace requirements	Specified in operating authorization
<b>Public Aircraft</b> <b>14 CFR Part 91</b>	Self-certification by public agency	Self-certification by public agency	Blanket COA or Standard COA for specific airspace	Public Aircraft Operations ( <a href="#">AC 00-1.1B</a> ); UAS Test Site operations
<b>Recreational Aircraft</b> <b>49 USC § 44809</b>		Pass an aeronautical knowledge and safety test (being developed)	Class G 400' and below – No authorization required  Airspace authorization for Class B, C, D, E airspace designated for an airport	Hobby or recreational, VLOS, CBO standards



# Small UAS (Part 107)



- Operations in Class G and Class E non-surface do not require ATC authorization
- Operations in Class B, C, D & Class E surface areas designated for an airport require ATC authorization
- Online portal available at the FAA DroneZone and through LAANC



# Small UAS Rule Methods of Authorization

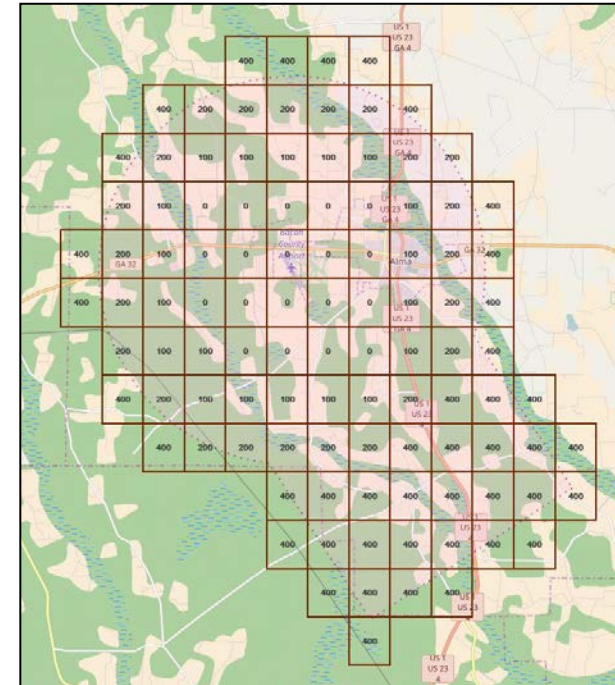
- Under 14 CFR Part 107 there are 2 methods to receive an airspace authorization
  - Manual Process (DroneZone)
    - Began issuing manual airspace authorizations October 24, 2016
    - Statistics (as of September 30, 2020)
      - Over 70,800 approved operations
  - Automated Process Low Altitude Authorization and Notification Capability (LAANC)
    - LAANC roll out began April 30, 2018
    - Statistics (as of September 30, 2020)
      - Over 261,200 approved operations
      - LAANC is available at 726 airports.



# UAS Facility Maps (UASFM)

- Both methods are based on UASFM – developed by Air Traffic Control (ATC) facility.
- Depict maximum altitudes that FAA staff offices may grant approval without conducting direct coordination with ATC facility.
- Maps do not authorize operations
  - Job aid for airspace authorization requests
  - Assists the FAA in streamlining authorization process
- All maps are available on FAA website

<https://faa.maps.arcgis.com/apps/webappviewer/index.html?id=9c2e4406710048e19806ebf6a06754ad>



# Example Part 107 Application

- Name: Flyer 1
- Location: 32° 7'11.48"N 111°12'41.48"W
- Operational Area: ¼ mile radius
- Altitude Requested: 125' Above Ground Level (AGL)
- Closest Airport: Ryan Field (RYN), Arizona
- Operations Description: Conduct aerial photography above a construction site.





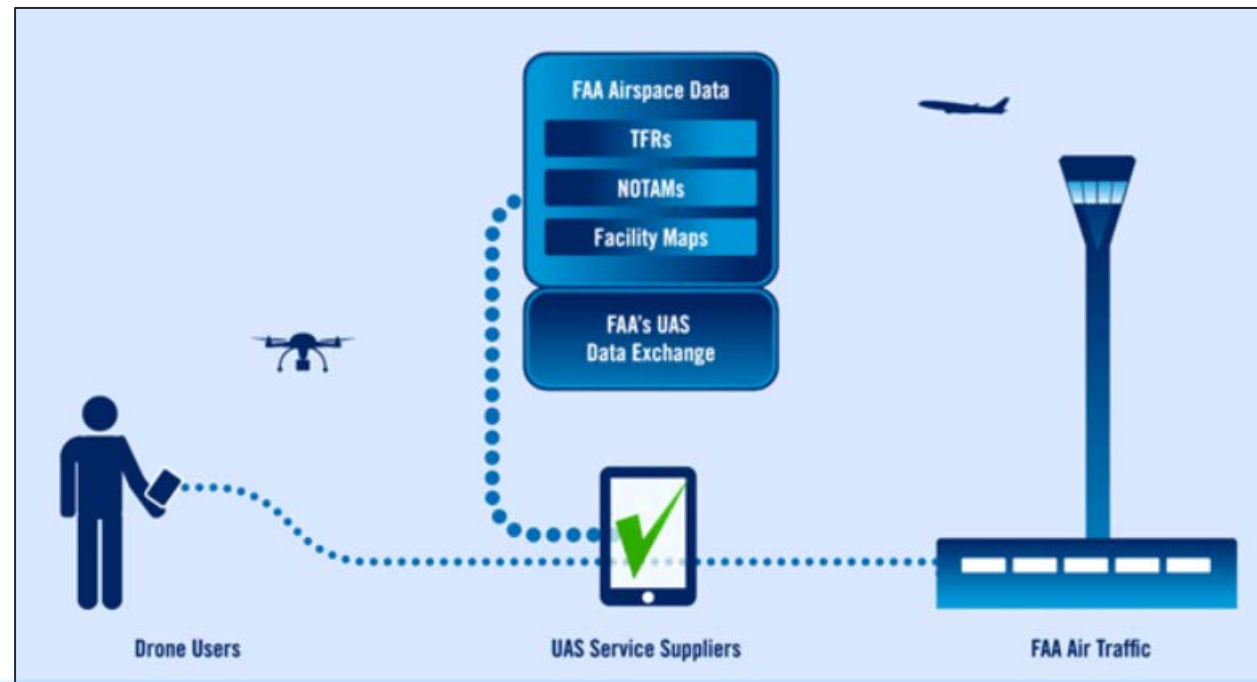
# Example Part 107 Application Cont.



Federal Aviation  
Administration



# Low Altitude Authorization and Notification Capability (LAANC)



## Goals

- Enable efficient notification and authorization services to small UAS operators
- Provide the data exchange framework for UAS traffic management (UTM)

# Key Points

- Incremental approaches to UAS airspace integration are best
  - Example - UAS Facility Maps developed for Small UAS (Part 107) now being used for Part 107, Section 44809 (Recreational Operations) and Part 91 – Under 55 pounds & below 400' above ground level
- Approach must be:
  - Modular
  - Scalable
  - “Add as-you-go” capable
- Integration of legacy users requires planning and prioritization
- Partnering with Industry is important and beneficial to all
  - Example - LAANC

