U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Air Traffic Organization Policy

N JO 7200.21

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June 4, 2026

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June 4, 2027

SUBJ: Processing of 14 CFR § 91.113(b) Waiver Requests and UAS Operational Authorization Process for Airspace in the United States or Canada That Is Managed by the Other Country's ANSP

1. Purpose of this Notice. This notice transmits technical and editorial changes to FAA Order JO 7200.23D, Processing of Unmanned Aircraft Systems Requests, Chapter 5, Processing of 14 CFR Section 91.113(b) Waiver Requests.

2. Audience. This notice applies to all ATO elements and users of FAA policy.

3. Where can I Find This Notice? This notice is available on the MyFAA employee website at https://employees.faa.gov/tools_resources/orders_notices/ and on the Air Traffic Plans and Publications website at https://www.faa.gov/air_traffic/publications/.

4. Explanation of Policy Change. This change incorporates material previously contained in Chapter 6, 14 CFR Part 91, Certificate of Waiver or Authorization (COA) Processing and creates new Chapter 6, UAS Operations in Delegated Airspace to Another ANSP, Chapter 8 Definitions have also been updated.

5. Procedures/Action. Amend FAA Order JO 7200.23D by changing the following paragraphs to read as follows:

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 visual line of sight (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, most of these operations will be accommodated through waivers to § 91.113(b). Additionally, some operations may require waivers to 14 CFR § 91.126(d), 91.127(c), 91.129(c), 91.130(c), or 91.131(a)(1) and (c)(2) as appropriate within the § 91.113(b) waiver.

a. Proponents requesting use of a UAS under Part 91 outside restricted areas or warning areas must obtain an FAA approval to operate, which is done 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 Department of War (DoW) and FAA MOU, which documents provisions that allow increase 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; 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 UAS facility map (UASFM) or follow-on term as published by the FAA, where applicable;

(c) Within "zero-grid" areas as depicted on such UASFMs, only if operated in life-saving or emergency situations and with prior notification to the Administration 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 altitudes, 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 waiver and insert the paragraph below into the Procedural Requirements 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 altitudes, 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 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 NOTAM paragraph from the waiver and insert the paragraph below into the Procedural Requirements 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 altitudes, and 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 Procedural Requirements 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 altitudes, and 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. Process these requests in accordance with this chapter based on the type of operation requested. Requests do not need to be coordinated with AFS as the § 44711 exemption issued by AVS covers the AFS review.

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 the 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 BEYOND Program under section 920 of the FAA Reauthorization Act of 2024– Requests 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 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. Operations that include VOs (ground or chase planes) or meet the criteria established in 5-1b(1)–(4) that will maintain VLOS of the aircraft or that are contained wholly within in 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 line of sight 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) UAS requests for operations in Class G airspace need to neither be coordinated nor approved by the overlying ATCF. Additionally, a copy of the COA does not need to be sent to the ATCF.

(4) Once the SC/ATCF 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 (24) 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. 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 by the § 91.113 Waiver Team (FAA HQ).

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, Class C, Class D 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 and/or in Class G airspace access will be granted as part of the BVLOS waiver issued by AFS-750. AJV-P delegated 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 altitudes above 400 feet in Class G Airspace, or within controlled airspace where UASFMs are not applicable (example Class E extensions to surface areas), AFS-750 is responsible for processing the § 91.113(b) waiver. ATO is responsible for granting airspace access approval via CAPS/CADZ and will include the AFS-750 waiver to § 91.113(b).

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 the waiver language issued by AFS-750.

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 not DoW delegated airspace facilities may be processed using applicable UASFMs. This policy is applicable for both public and civil UA operational requests processed through either the CAPS or CADZ systems as appropriate.

b. Airspace access involving BVLOS operations below UASFM altitudes 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 operations at or below 400 feet AGL.

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

d. If the request meets the criteria listed above in 5-4.c.(1)–(3), compare the requested operational altitude with the UASFM altitude.

(1) Specific Area Request - If the requested altitude is at or below the maximum UASFM altitudes, 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 requests 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 operations conducted at or below 400 feet AGL, add the following information in the 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 aligns with the UASFM due to potential (altitude changes or airspace modification). 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 1-8.

(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, process in accordance with paragraphs 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 safety risk management panel 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 aerodrome:

(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 COA:

(1) Operations shall only be conducted:

(a) Within visual line of sight (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 statute miles.

(2) The RPIC must:

(a) Ensure that the geofence system, telemetry system, associated flight control systems, or 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 waivers will be submitted at least 60 business days prior to the expiration date through CAPS or CADZ system, as appropriate. SCs will process requests 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 by Foreign Governments (State Aircraft)

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 the U.S. and Canada have airports located near the U.S./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., 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.

e. 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).

f. All paperwork (approvals and 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 (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 to the approval. Additionally, SCs must not require operators to verify via Visualize It altitudes prior to the operation.

g. 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 DroneZone or CAPS will be automatically 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 System 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 the FAA:

(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 DroneZone 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 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 8. Definitions

8-1 through 8-5. No changes

8-6. 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.

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 49 U.S.C. section 44809 operations.

8-9. 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.

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

8-11. Special Governmental 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. UAS 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.

No Further Changes

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

JON M STOWE

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Date: 2026.04.13 08:13:45 -04'00'

Jon M. Stowe
Acting Director, Policy, AJV-P
Mission Support Services
Air Traffic Organization (ATO)