

## **LAANC - Operational Description of USS Operations with Users**

This document identifies the business operating concept for non-government organizations known as UAS Service Suppliers (USSs) and a description of the operator experience. USSs enter into a partnership with the FAA to act as an intermediary between UAS operators and the FAA's UAS system environment. Primarily, the role of the USS is to assist in flight planning by informing operators of regulatory and operational constraints, validating required operational submissions (notifications under CFR 14 Part 101.41e and authorizations under CFR 14 Part 107.41), and sending the data to the FAA via a secure application programming interface (API).

The USS will inform the operator of any applicable regulatory constraints. There are three potential categories with regards to operations that fall under 14 CFR Part 107. In each circumstance the USS will help the operator determine whether an operator falls in: (1) operations allowed by 14 CFR Part 107 without an airspace authorization (Class G airspace only), (2) operations that require an airspace authorization but can be automatically authorized by a USS based on criteria provided by the FAA, or (3) operations that require an airspace authorization through a manual process (typically complex operations outside of operational or regulatory constraints). With regards to hobbyist operations that fall under 14 CFR 101e the USS will help the operator identify airports within 5 miles of the proposed operation and assist in sending any required notifications.

In addition to providing regulatory constraints the USS will provide both Part 107 and Part 101 operators with additional operational constraints such as airspace classifications and boundaries, restricted areas such as Special Use Airspace (14 CFR Part 99.7), Temporary Flight Restrictions (see [tfr.faa.gov](http://tfr.faa.gov)), and UAS altitude constraints. This information will be geographically depicted on a modern interface to help the operator know where they can safely conduct UAS operations.

Currently, it's envisioned these services will be provided either at minimal charge to an operator or with support from advertisements. Additionally, operators will still be able to apply for airspace authorizations through a free manual FAA process that could take up to 60-90 days to process.