

# DAA

## DRONE & ARIAL ACTIVITIES

# Planner module – User manual

for drone pilots and operators



Version 3 - 2026



## 1. Quick start

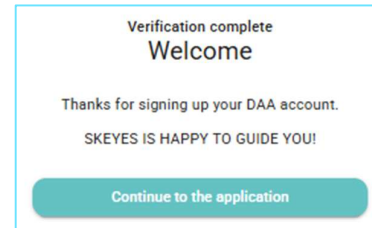
### Introduction

DAA planner is the tool required for many UAS Geographical zones to request authorisation for your UAS operation within those areas. The access conditions and whether DAA is required, may be consulted at <https://map.droneguide.be>.

In this manual the first chapter/page is the Quick Start guide, it is a short version of how to initiate an account and create your first operation. A more elaborated explanation on everything DAA related with clear steps and images can be found in the next chapter(s).

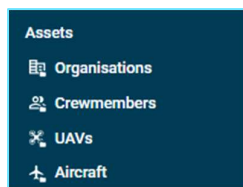
### How do you create an account?

- 1) Go to <https://planner.skeydrone.tech/> and click **create an account**
- 2) Complete the required information
- 3) Verify your email address
- 4) Verify your phone number \*
- 5) Sign in to use the application



\*Phone number verification with numbers from outside an EU-country is not possible. Contact [drones@skeyes.be](mailto:drones@skeyes.be) to resolve the problem.

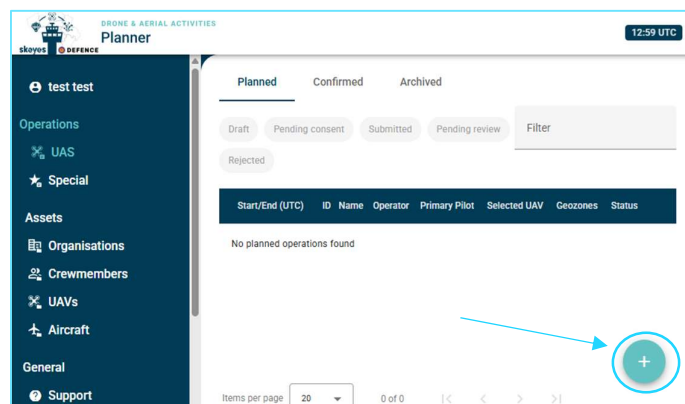
### Complete the assets in your created account



- 1) Add an organisation
- 2) Add additional crewmembers if there are
- 3) Add your UAV(s)
- 4) Disregard the Aircraft tab

### How do I create an operation?

- 1) Click the blue circle with the white + in the bottom right corner
- 2) Give your operation a name and complete the required fields
- 3) Complete every tab so the little bar on the right of each tab turns green
- 4) Leave your operation if you want to create a draft to continue later.
- 5) Submit your operation



### How do I execute my operation?

During the timeframe of your operation, you can fly your drone using the DAA Fly tool. Go to <https://fly.skeydrone.tech> and login with the same credentials to execute your operation. There is a DAA Fly manual available explaining how to use the Fly tool and elaborate on pre-confirming your operation if needed.

## 2. DAA Planner introduction

DAA Planner is the tool required to use to plan operations in UAS geographical zones managed by skeyes (or for others when it is explicitly mentioned in the access conditions on [Droneguide](#)).

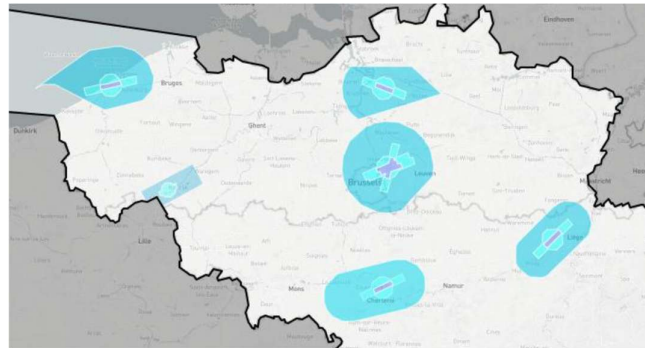
skeyes UAS geographical zones include:

- EBBR CTR (VLL0, VLL1 & VLL2)
- EBOS CTR (VLL0, VLL1 & VLL2)
- EBAW CTR (VLL0, VLL1 & VLL2)
- EBCI CTR (VLL0, VLL1 & VLL2)
- EBLG CTR (VLL0, VLL1 & VLL2)
- EBKT RMZ (RMZ1 & RMZ2)

VLL0 being the most restrictive subzones being situated over the respective runways. (purple)

VLL1 and RMZ1 subzones are situated further away from the runways. (light blue)

VLL2 and RMZ2 being the subzones situated the furthest away from the runway, containing the rest of the CTR/RMZ. (blue)



Each subzone of the geozones managed by skeyes have different access conditions and might involve different stakeholders, the flow to request an authorisation to fly might vary, the authorisation flows will be elaborated in a dedicated chapter further in the manual.

### 3. Operation statuses explained

- **Draft:** Your operation has not been submitted yet, and details can still be modified.
- **Pending consent:** When submitting an operation with a crewmember other than yourself, all extra crewmembers need to accept their role in the operation. **IMPORTANT:** the operation will only be submitted to the relevant authority **after** all the crewmembers have accepted their role.
- **Pending review:** The operation is awaiting review by the relevant authority.
- **Approved:** Your operation has been approved
- **Rejected:** Your operation has been rejected.  
*Note: the reason for rejection will always be displayed under the “general” section of the operation*
- **Confirmed:** see “[operation confirmation](#)” for more information.
- **Authorised:** see “[operation authorisation](#)” for more information.
- **Activated:** The operation has been started.
- **Non-conforming:** ATC has deemed your operation as not following their recommended advice, and will indicate your operation as non-conforming
- **Closed:** Your operation has ended and has been moved to the “archived” tab in your “operations” list.

#### Operation confirmation

- If your operation is in **VLL0/VLL1/EBKT1**, you must confirm that your operation will still take place. This can be done through either DAA Planner or DAA Fly.

This can be done starting from **1 day before the planned start of the operation**, and **no later than 3 hours before the operation**. This is necessary, so the Air Traffic Controller / Aerodrome Flight Information Officer can consider your operation while planning.

- If your operation is in **VLL2/EBKT RMZ 2**, the confirmation will automatically be done 3 hours before the start of your operation, no further action is required.

#### Operation authorisation

- This is the final step before you can fly.
- If your operation will be in **VLL0, VLL1 or Brussels VLL2 above 150ft AAL and more than 50m away from an obstacle**, you must contact Air Traffic Control 30 min before the start of your operation by VHF radio or by telephone.
- If your operation will be in **VLL2\*/EBKT RMZ 1/EBKT RMZ 2**, contacting Air Traffic Control for authorisation is not required. Authorisation in these zones will be granted automatically. However, Air Traffic Control might contact you themselves to give you additional instructions.

## 4. Authorisation process

### VLL 2

For VLL2, the Authorisation process is automated.  
 The requests need to be submitted at least 3 hours before the start of the operation  
 When the requester submits his/her request, they will receive an immediate answer.  
 Either approved or rejected.

In case of rejection, the reason will be mentioned so the requester could use that information to change his/her request and resubmit.

### VLL 1 & VLL 0

For VLL1 and VLL0, more time to validate operations is required, as this validation process is manual.  
 This is called the "pre-authorisation"

In VLL1 airspace: **8 working days** prior to the operation.  
 In VLL0 airspace: **15 working days** prior to the operation.

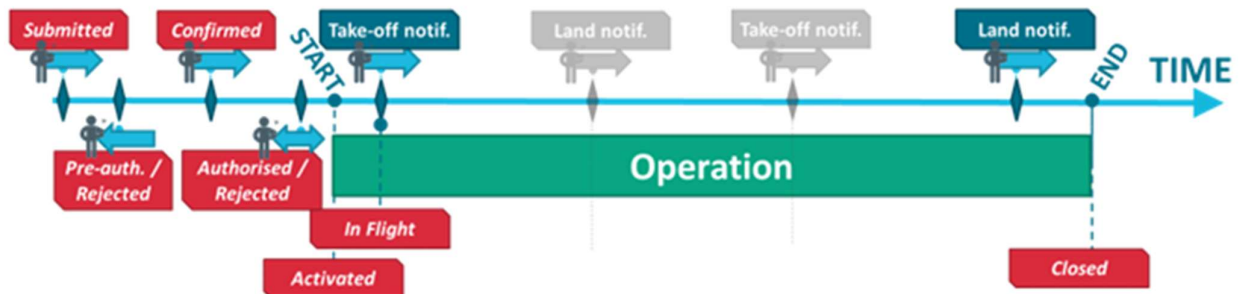
**Note:** Early submission is no guarantee for early approval, the review can happen until the day before the operation will take place.

The requester will receive an answer **as soon as possible\***.  
 Either approved or rejected.

There is a possibility that extra restrictions/conditions will be added to the operation.

\*If no answer has been received before the requested start time of the operation, the operation is to be seen as "rejected".

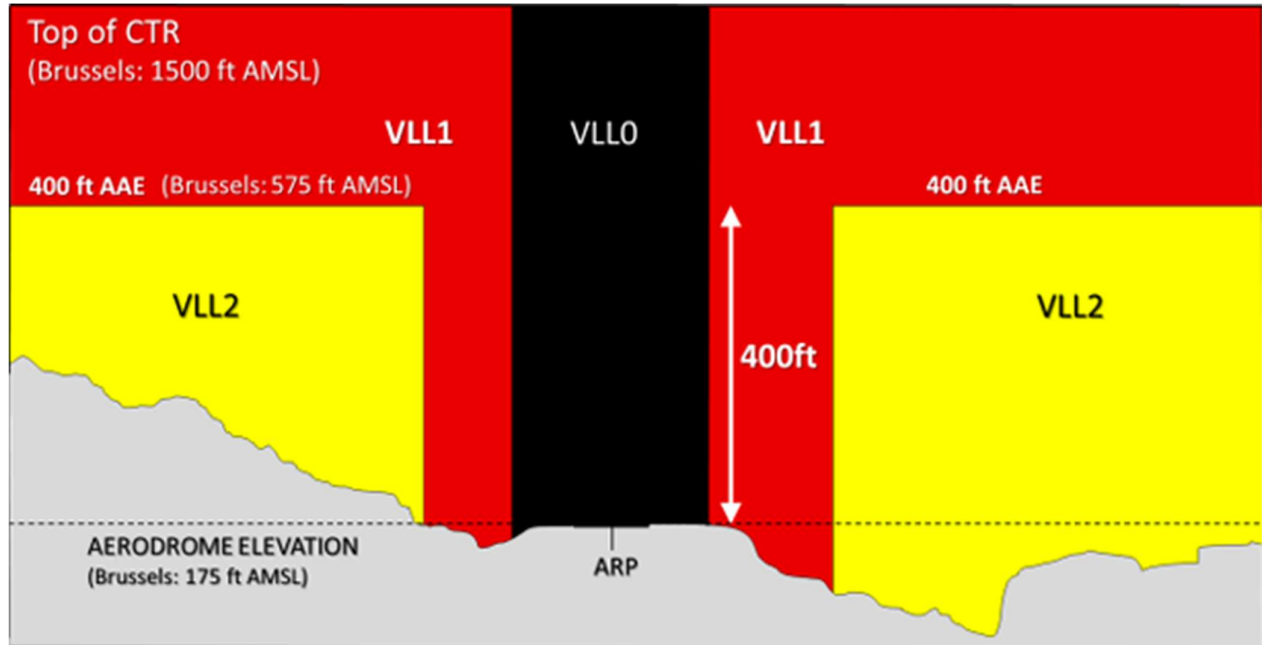
The final authorisation is given to you by the control tower.  
 They will need to be contacted 30 minutes prior to the operation, and they have the final say in the execution of the operation.  
 If they do not allow you to take off, you will need to postpone the operation.



**5. Operation authorisation rules for VLL0, VLL1, VLL2, EBKT1 and EBKT2 in function of the flight categories.**

**The VLLx zones around any of the 5 major airports**

The cross-section of the VLL's looks like this:  
(for this example, Brussels airport was used)



VLL2 is depicted in yellow, and you will notice that its upper boundary is defined as 400ft Above Aerodrome Elevation (AAE).

As every airport is situated at a different altitude Above Main Sea Level (AMSL), each VLL2 has a different ceiling when expressed in AMSL. (AMSL is used in aviation).

The figure above shows the AMSL & AAE ceiling value for the VLL2 around Brussels airport.

When executing a flight in the OPEN category, you do not need to worry about that upper boundary because the height of your operation in VLL2 will always be limited to 150ft /45m above ground level (AGL). This will always be well below the ceiling of any VLL2. That is why in the OPEN category in the VLL2 you e.g. need to make sure your flight height is always below 150ft AGL, otherwise, the DAA tool will reject your authorisation request.

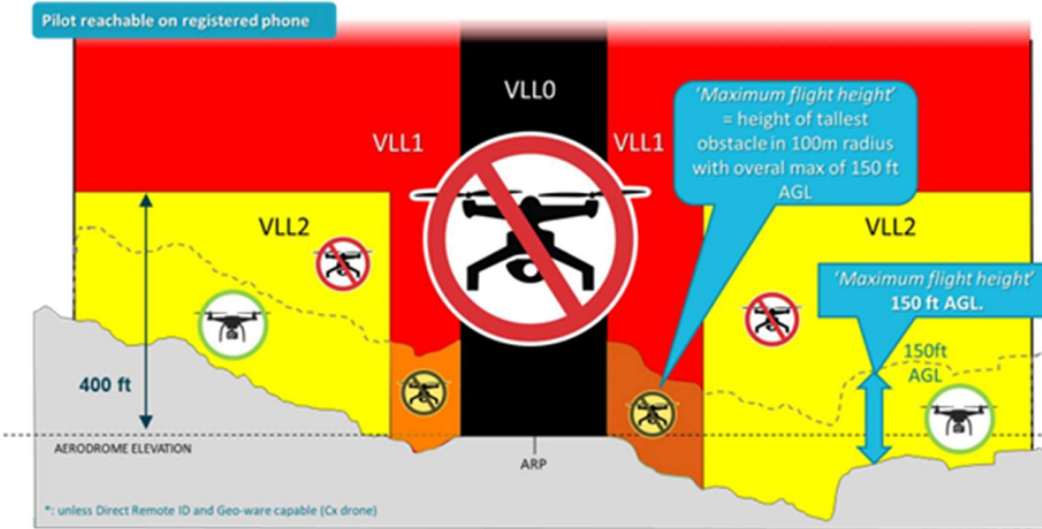
## CTR VLL rules

Obligatory use of



DRONE & AERIAL ACTIVITIES Planner

### OPEN category summary: only allowed if drone MTOM < 900g\*



When executing an operation in the SPECIFIC category, you are limited to a maximum flight height of 400ft AGL and that is why the upper boundary of the VLL2 (situated at 400ft AAE does become relevant for you).

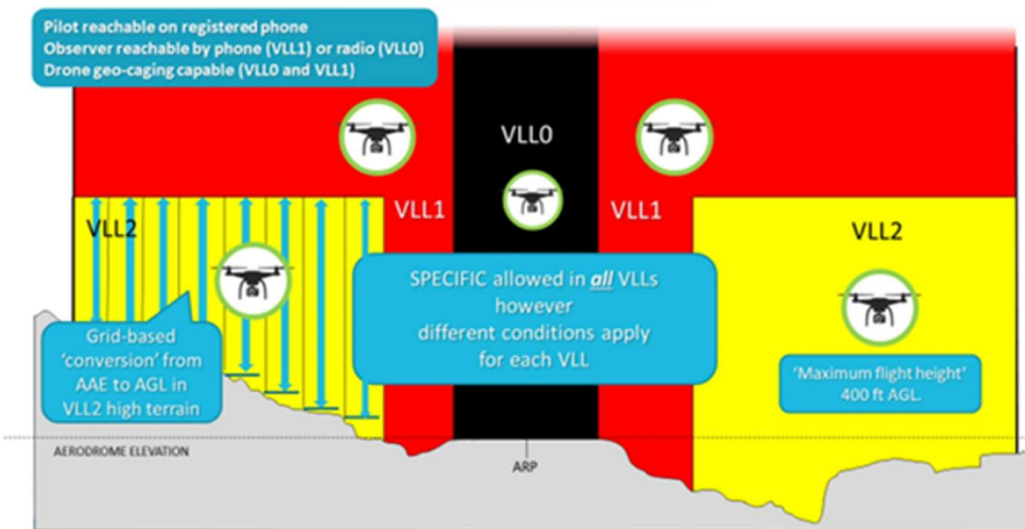
## CTR VLL rules

Obligatory use of



DRONE & AERIAL ACTIVITIES Planner

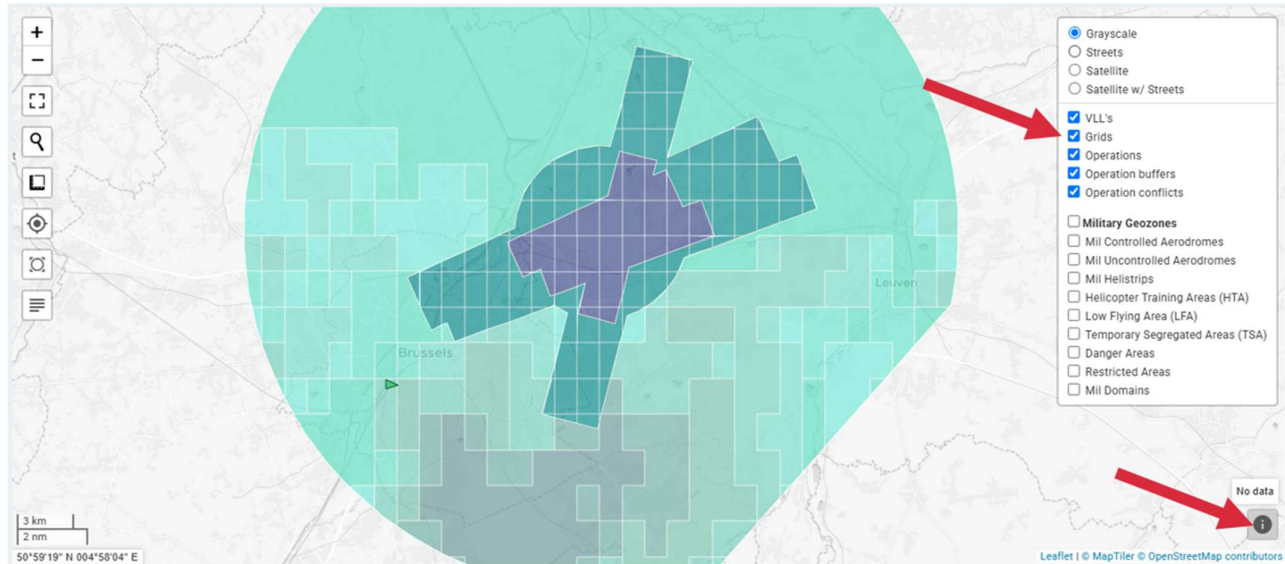
### SPECIFIC category summary



To get an automated pre-authorisation using the DAA-tool for flights remaining within VLL2, your flight doesn't only need to remain below 400ft AGL, but it will also need to stay within the VLL2 boundaries which means you need to stay below the ceiling of VLL2, being 400ft AAE.

As a drone pilot, located far away from the aerodrome, how are you supposed to know where the ceiling is situated, measured in feet above the ground you are standing on, especially when the terrain between you and the aerodrome is not flat?

The DAA tool is helping you by providing a GRID layer that can be activated, where you can find that maximum height for your operation, expressed in ft above ground level.



The GRID layer is not activated by default. (as it is only relevant for operations in the SPECIFIC category). So, if you want to see the grid, you will need to activate it by checking the "grids" box at the top right of the map as shown above.

After this, if you click on the INFO button at the bottom right of the map, you will see the maximum flight height of the location you are hovering your mouse at. You will notice that the height changes when you move to another grid colour.

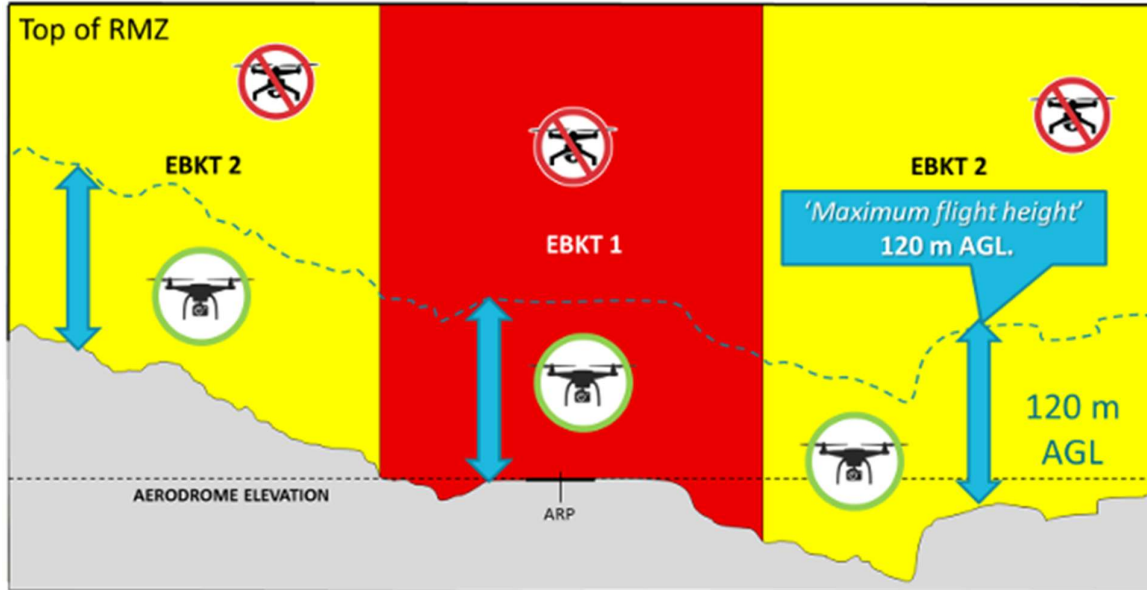
Please note that an operation in the SPECIFIC category, higher than the VLL2 ceiling will vertically penetrate the VLL1 above the VLL2 and will therefore be rejected by the DAA tool (as it only deals with operations situated in VLL2). REPHRASE ZIE LYNN

## The EBKT RMZ2 zone around Kortrijk airport

The cross-section of this zone looks like this:

### OPEN & SPECIFIC category summary

Pilot reachable on registered phone



Here, the operations in the OPEN and SPECIFIC category in the EBKT 2 zone (as shown in yellow) are treated the same way.

The maximum height for your operation is 120m AGL.

As there is no relevant ceiling expressed in AMSL, there is no need to define a terrain-based grid.

## 6. DAA Planner Step-by-step (elaborated)

In this manual, the chosen language for the DAA-planner is English. Should you use another language in the tool, some of the used terms might be translated.

### Account creation

The first step is going to be the creation of your new DAA-planner account. To start the process, just simply press “create an account” and follow the steps.

The next thing to do is filling in the required personal data. Make sure the information is correct, and the password meets all the requirements to be a strong password. Do not forget to accept the terms and conditions, as you won't be able to continue.

Step 1 of 3  
**Verify your email**

We sent an email to **daa@mailinator.com**

To continue, please check your email and verify your account. After that, you'll need to verify your mobile phone number as well.

Resend email

Step 2 of 3  
**Verify your mobile phone**

To continue, please enter a valid mobile phone number. After that, we will send you a text message with a code.

Mobile phone

Example: +3249999877

Send code

Verification complete  
**Welcome**

Thanks for signing up your DAA account.  
SKEYES IS HAPPY TO GUIDE YOU!

Continue to the application

Your email address has been confirmed

✓

Please login to continue the registration process

Login

Step 2 of 3  
**Verify your mobile phone**

Verification code

Check your mobile phone for the verification code

Verify code

Change mobile phone number

## Your first operation request

Before starting an operation request, the best way to prepare is to make sure the 3 key assets of every operation are prepared.

The 3 assets are:

1. The operator
2. The crewmembers\*
3. The UAV's



### Who is the operator?

The operator is the legal entity responsible for the operation, which needs to be registered in the country it resides in.

- This can be a person, listing him-/herself as pilot, or work with different pilot(s).
- This can also be a company, employing one or more pilots.

Whichever is the case, you will need to know as this person or company will be the contact person for the operation.

### How to add an operator to your account

#### Situation 1: you are the contact person:

You will need to fill out your own contact details to add yourself to the list of Operator contact persons. If you use the same phone number as the one that you used to create your DAA account, you will not be required to give consent.

#### Situation 2: you are NOT the contact person:

Fill out the contact details of the person who will take the responsibility of being the contact person. Be aware that this person will be notified via e-mail and he will need to give consent for the operation using his or her own DAA-account.

This will need to be done for EVERY operation request where this person is the "operator".

You can add as many operators as you like, once you start making flight authorisation requests, you will see them appear in a drop-down list and you can pick the right one.

## Who are the crewmembers?

Every drone operation has a flight crew.

This can be 1 single pilot, or this can be several pilots, observers, back-up pilots and so on.

### Pilots

To start, add 1 pilot to your list of crewmembers.

After that you'll be able to assign this pilot to your operation authorisation requests.

### Observers

Observer: An additional crewmember that may be required in some areas. The observer's job will be to keep his/her eyes in the sky looking for other traffic and to report it to the pilot as soon as possible.

## How to add a pilot to your account

### Situation 1: you are the pilot:

You will need to fill out your own contact details to add yourself to the list of pilots.

When the filled-out phone number is the same as the one you used to create your DAA-account, no additional consent will need to be given for any operation authorisation request.

### Situation 2: you are NOT the pilot:

Fill out the contact details of the person who will take the responsibility of being the pilot.

Be aware that this person will be notified via e-mail and will need to give consent using his or her own DAA-account for each operation authorisation request where he or she is listed as pilot.

## What drone do I use?

You will need to add at least 1 drone to your account, which you can select during the creation of your operation request.

Please be aware that you can add as many drones to your account as you want.

They will appear in a drop-down menu when you are required to select one for your operation.

When you are adding a drone, you will notice that at the bottom an indication is required to see if your drone supports Direct remote ID, Geo-awareness or Geo-caging.

Here is an explanation to what those terms mean:

**What is direct remote ID - when imposed by skeyes**

**Definition as per 945/947 EU reg.**

Wifi / Bluetooth

**DIRECT REMOTE ID**

- UAS operator registration nr
- SN of UA
- Position & height AGL
- Direction and ground speed
- Position of pilot or the take-off point
- Indication of emergency status

received directly by existing mobile devices within the broadcasting range

When/where is it mandatory?  
(if not imposed by a geozone)

For flights in the open category: C1, C2, non-tethered C3, C5 and C6 drones by definition have this feature on board and only when using those drones is there an obligation in the open category to have direct remote ID active during the flight.

**What is geo awareness - when imposed by skeyes**

**Definition as per 945/947 EU reg.**

GPS

**ALERT in case of breach**

Drone is updated with an up-to-date digital version of the official Belgian GeoZone map.

Based on that map and its GPS coordinates, the drone autonomously detects a potential breach of GeoZone limitations and **ALERTS** the pilot

not be confused with the functionality offered on DJI drones called 'DJI geofencing' as this DJI drone feature refers to the alerting of the pilot based on a bespoke map designed and made public by DJI based on its very own safety criteria.

When/where is it mandatory?  
(if not imposed by a geozone)

C1, C2 and C3 drones operated in the open category by definition have this feature on board and should have it activated during all flights. It is optionally available on C5 and C6 drones. If present on them, it should be activated during all flights.

**What is geo caging - when imposed by skeyes**

**No definition in the 945/947 EU reg.**


**FlightPlan boundaries**

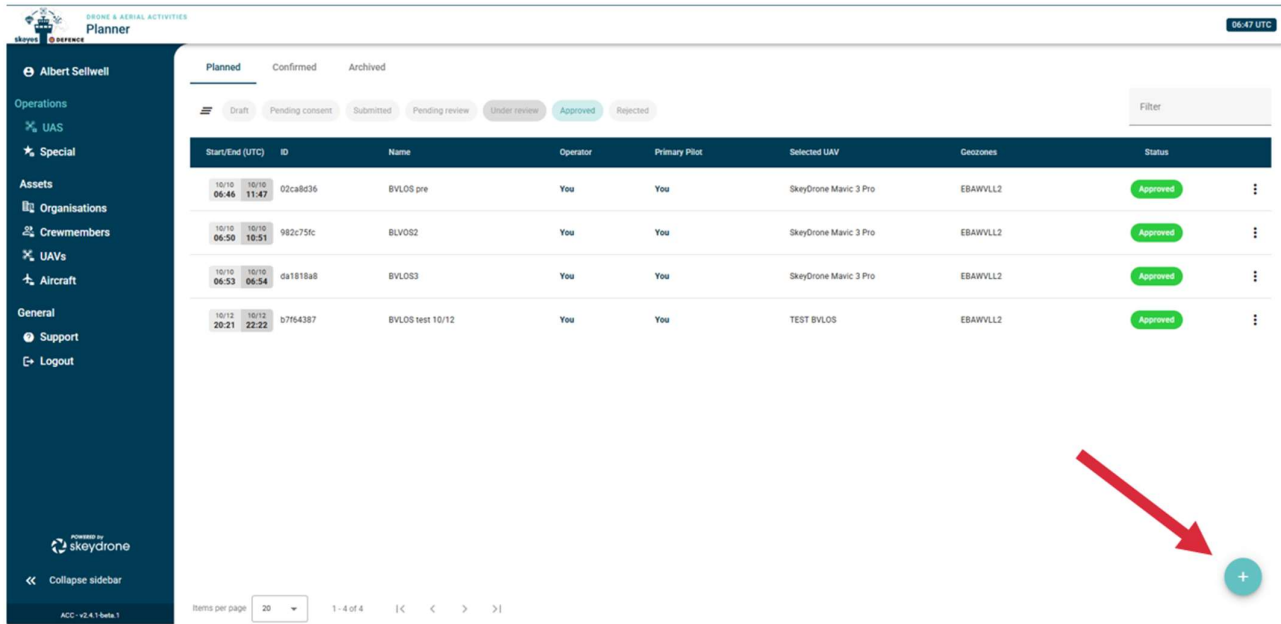
Can only be imposed by a geozone.

Referred to as a system that prevents the drone from flying over a given altitude and a given distance outside a given volume of airspace (vertically and horizontally) as defined during the flight planning phase of the drone operation.

It is equivalently referred to in the EU Delegated Act in the section used to define the obligatory characteristics of a C6 drone as being a system that prevents the UA from breaching the horizontal and vertical limits of a programmable operational volume.

## Creating your very first operation authorisation request

For this example, we will assume that you are both the operator, contact person and the only pilot. You can get started by clicking the  button on the bottom right of the screen.



The screenshot shows the 'Planner' interface with a sidebar on the left and a main table of operations. The sidebar includes sections for Operations (UAS, Special), Assets, Organisations, Crewmembers, UAVs, Aircraft, and General (Support, Logout). The main table has columns for Start/End (UTC), ID, Name, Operator, Primary Pilot, Selected UAV, Geozones, and Status. The status column shows 'Approved' for all listed operations. A red arrow points to a circular plus button in the bottom right corner of the main content area.

Start/End (UTC)	ID	Name	Operator	Primary Pilot	Selected UAV	Geozones	Status
10/10 06:46 - 11:47	02ca8936	BVL05 pre	You	You	SkeyDrone Mavic 3 Pro	EBAWVLL2	Approved
10/10 06:50 - 10:51	982c75fc	BLV052	You	You	SkeyDrone Mavic 3 Pro	EBAWVLL2	Approved
10/10 06:53 - 06:54	da1818a8	BVL053	You	You	SkeyDrone Mavic 3 Pro	EBAWVLL2	Approved
10/12 20:21 - 22:22	b7f64387	BVL05 test 10/12	You	You	TEST BVL05	EBAWVLL2	Approved

The next step will be to give your operation a name and a description. And for this example, you assign yourself as operator and primary pilot.

After that you can continue by pressing the create button on the bottom right of the screen.



The 'Create new operation' form includes the following fields and options:

- UAS / Special:** Radio buttons for 'UAS' (selected) and 'Special'.
- Name:** Text input with 'My very first request' and a character count of 'Min 2 characters - 21/255'.
- Description:** Text input with 'this is an example' and a character count of '18/512'.
- Assign myself as operator:** Checked checkbox. Below it is a redacted 'Operator registration ID' field with an example: 'Example: BELAbc123xyz990t'.
- Assign myself as primary pilot:** Checked checkbox.
- Buttons:** 'Cancel' and 'Create' buttons at the bottom right.

Your operation (draft) is now created.

You will see the name you chose for your operation, the description you filled in and you will see an operation ID. Should you at some point need support with your operation, it is important to provide the full operation ID to the helpdesk, there is a handy copy-paste button next to it.

Full operation ID: aa0f2bd8-ee2d-40e6-a5f8-4aedd3aac089

The only thing that needs to be done on this page is select the activity that you want to do. You can do this by pressing the blue button at the bottom right of your screen and then select the activity from the drop-down menu.

**General**  
About the operation

Name  
My very first request Min 2 characters - 21/255

Description  
this is an axample 18/512

Exempted

Activities  
Aerial photography New activity

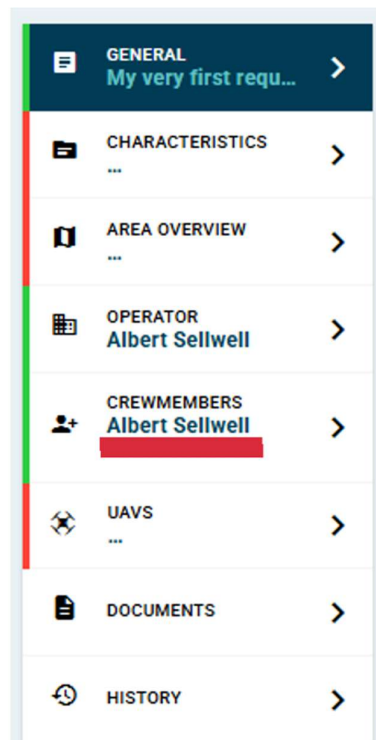
Cancel Save

The “description” box can be used to give as much useful information as possible. Examples:

- 1) flight slot request is 2 hours, but the actual flight is only 2x 10 minutes.
- 2) We've already received approval for (overlapping geozone X)
- ...

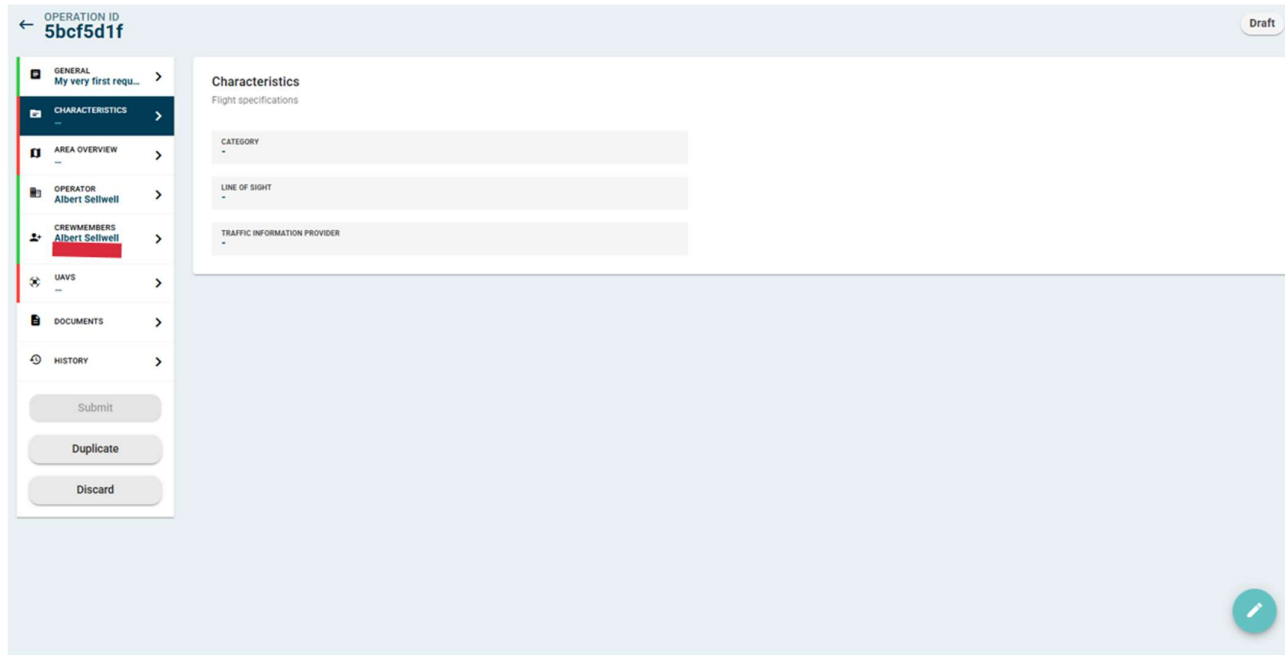
Do not forget to **save** your inputs before you navigate to another tab.

You will now see that the indicator next to the general tab became green instead of red, because every required field has been filled in.

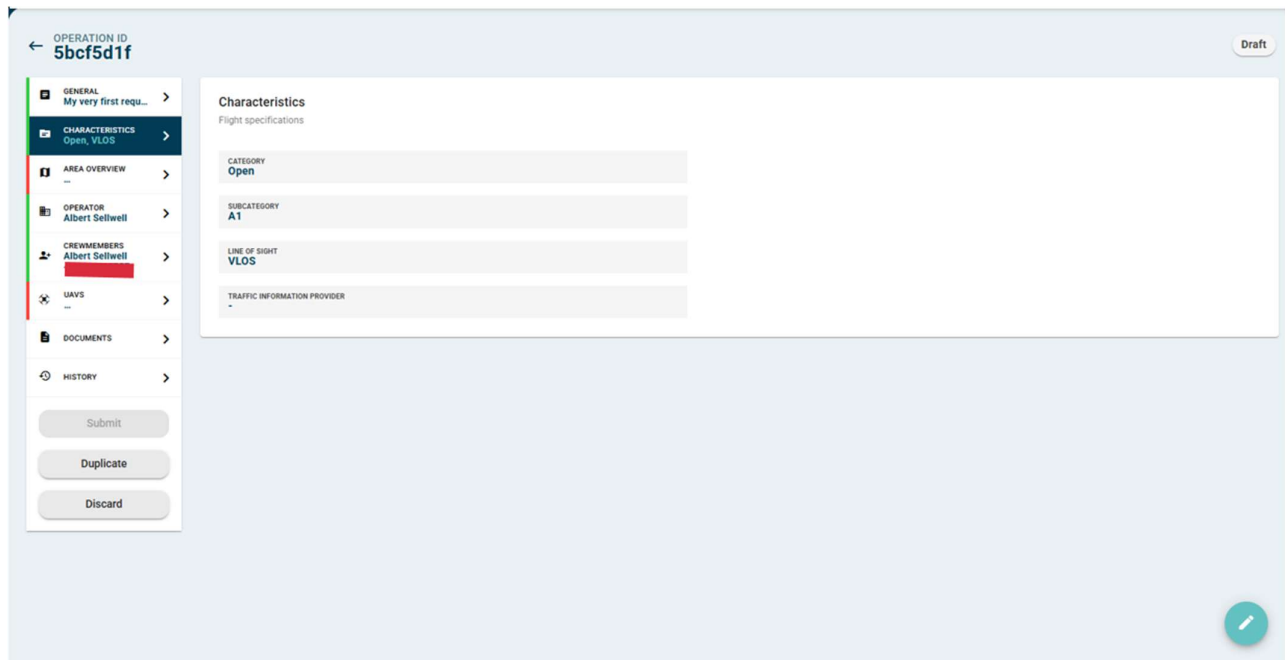


Now, you can proceed to any other tab, for this example, they will be done in order, from top to bottom. Please note that every indicator will need to be green before you can submit your request in the end.

The next step on the to-do is filling in the characteristics of your operation. You can edit the fields by clicking the blue button on the bottom right of your screen.



For this example, the open category with subcategory A1 for a VLOS (visual line of sight) operation was selected. And as you will see on the next picture, the indicator of the characteristics tab became green.



The next step is de location and height of your operation, as well as the duration.

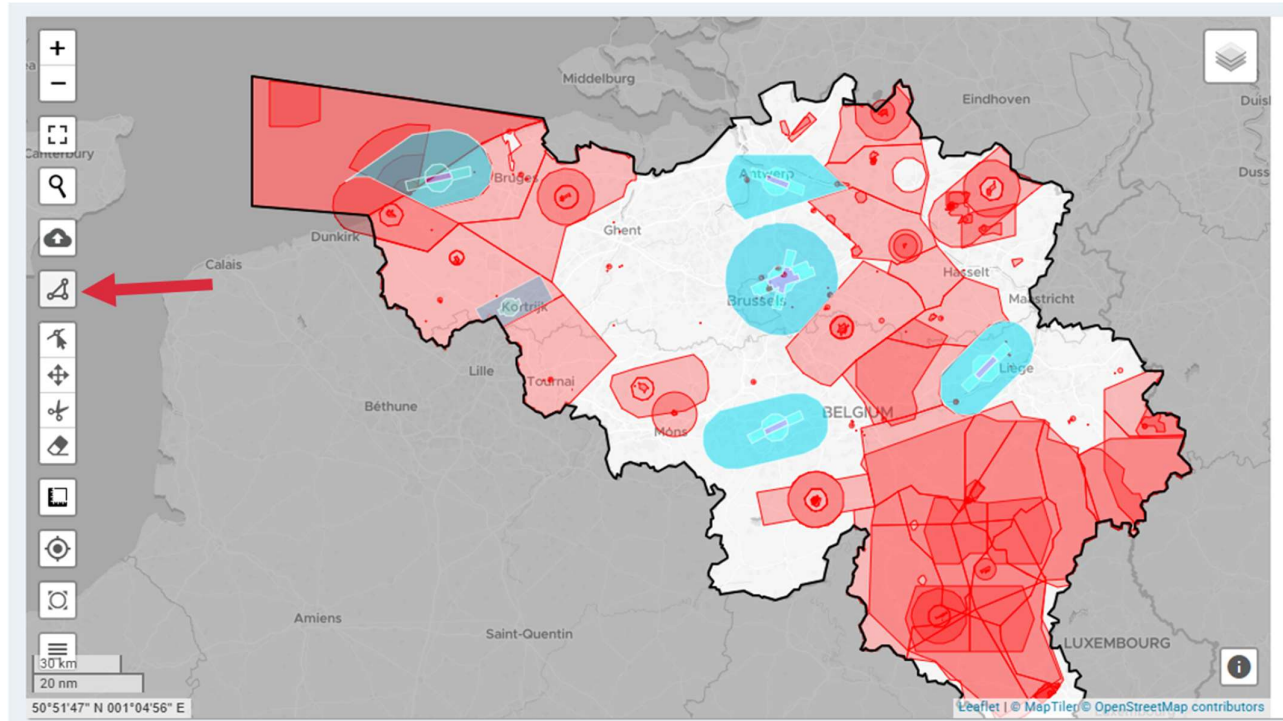
Every geozone has restrictions, these can be found on Droneguide → [Skeyes](#)

In the tab “area overview”, you will find that there is a map of Belgium.

Above the map you will find the fields where you need to fill in the height, start time, end time and total duration of the operation. **be aware:** the time is in UTC\*.

You will also need to draw the requested area for your operation.

As soon as you click the edit button on the bottom right of the screen, the following will appear on the map:



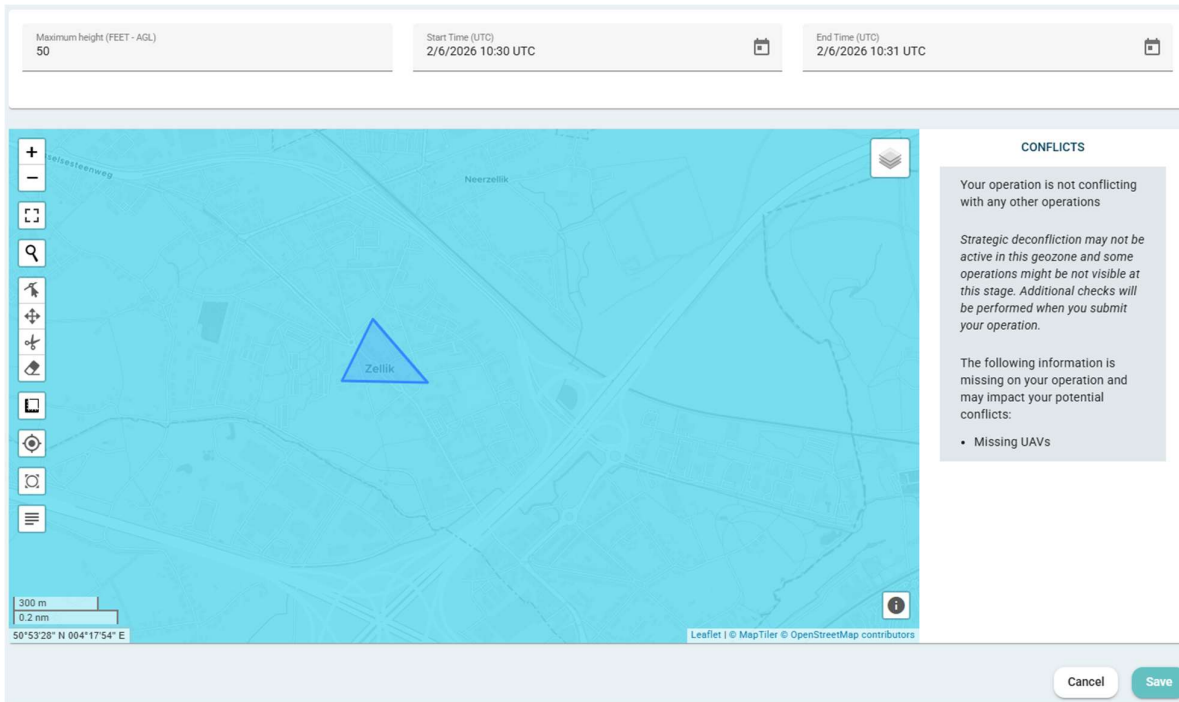
Once you click it, you can draw a polygon on the map in which your operation will take place. Please note that **the selected area cannot exceed 1km<sup>2</sup>** for a VLOS operation.

**\*IMPORTANT NOTE:**

In Belgium you need to subtract 1 hour from the current time to get to UTC time during the winter-time period. During the summer-time period you need to subtract 2 hours. For example: if you plan a flight in January between 2PM and 3PM you need to enter it as starting at 13:00 UTC and ending at 14:00 UTC.

Once you have selected your area of operations and filled in the required fields, you will be able to save at the bottom right of your screen.

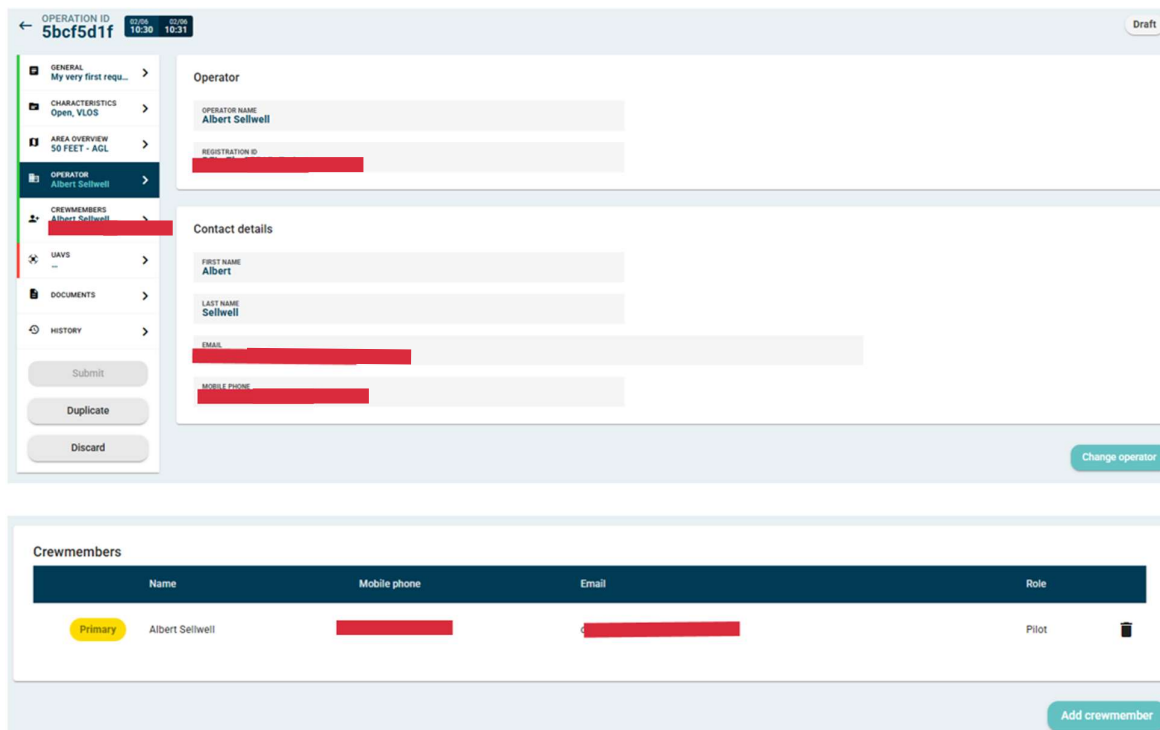
Once you do that, the indicator for the “area overview” tab will become green.



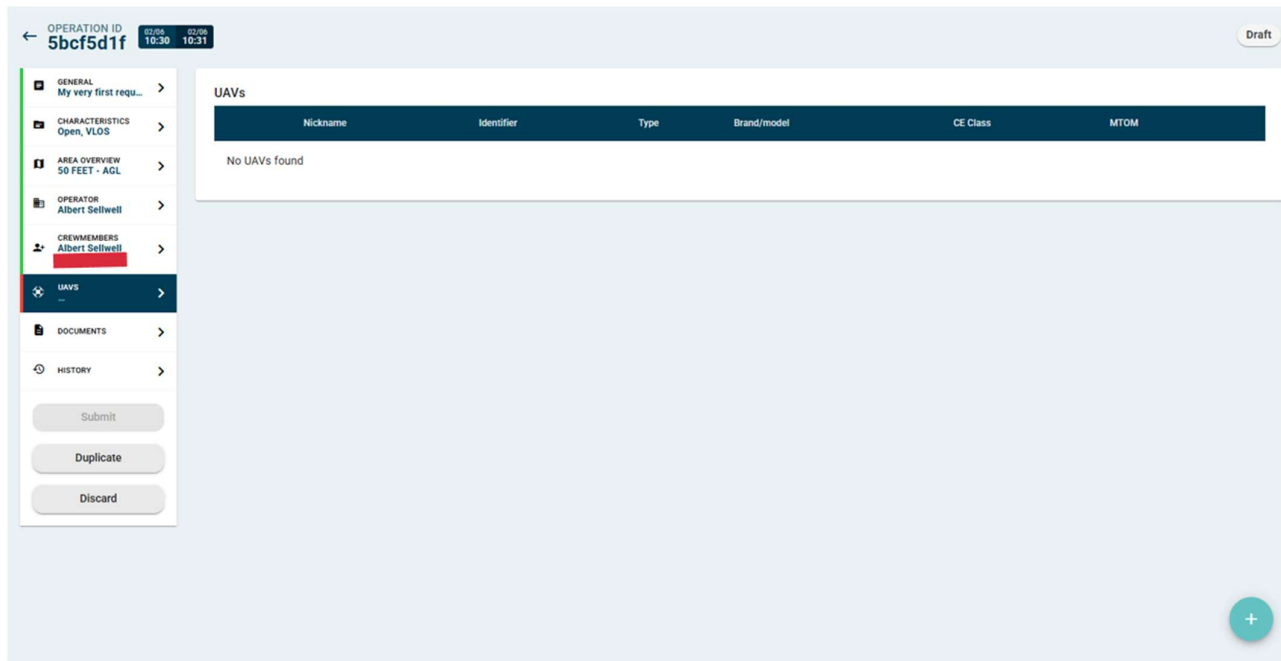
The explanation of all the tools on the left side of the screen can be found by hovering them with the mouse.

The operator and the crewmember tab are already green in this example because for this example, the creator of the operation chose himself at the beginning.

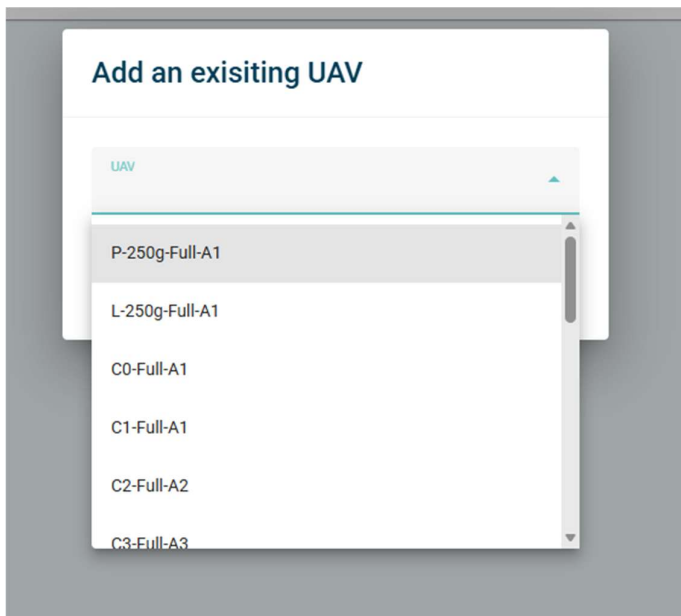
You can always navigate to that page and change it or add crewmembers in this phase of the request.



The last thing to do before you can submit your request is to add a drone to your operation. To do this, navigate to the UAV page and click the button on the bottom right of the screen.



Once you have done that, you will see a drop-down menu with all the drones that you have prepared previously.



Select the one you want to use for this operation.

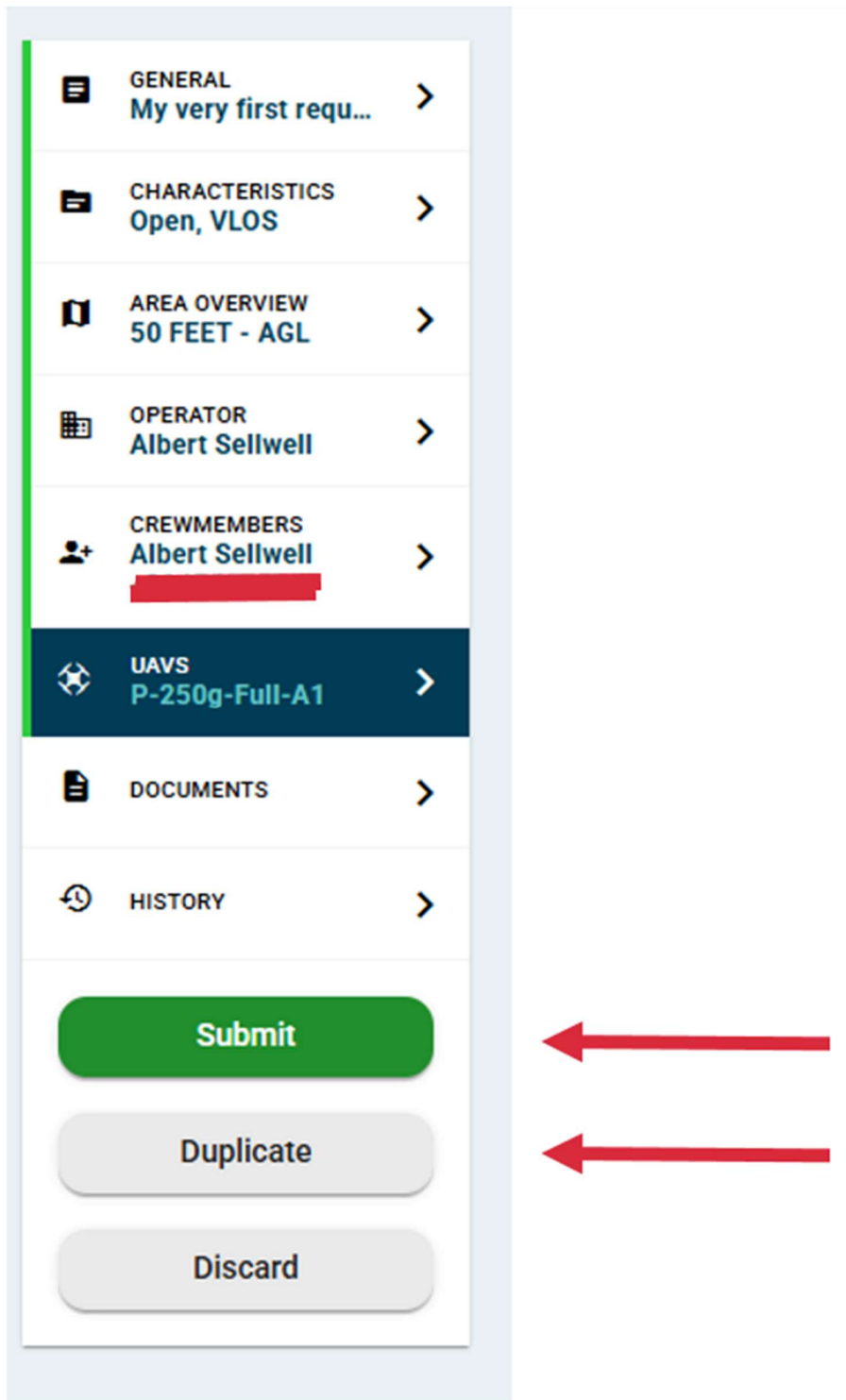
And do not forget to confirm your selection.

Now, every indicator should be green, and you are able to press the submit button on the left.

**Be aware**, if you need several similar operations, this is the time to duplicate the operation, so you do not have to fill in every field again.

This is also the moment to take your time and review all your inputs. Once submitted, you will not be able to change them.

Now, you can push the submit button and send your operation request to skeyes.



For this example, the flight is now Authorised. (More info in chapter 3)  
 This means the operation is authorised, but the operator must adhere to any instructions given by the system.

The screenshot displays the DAA Planner interface for an authorised flight operation. At the top, the operation ID is 'aa0f2bd8' and the status is 'Authorised'. The left sidebar contains a menu with categories: AUTHORITY (Authorised), GENERAL (My very first requ...), CHARACTERISTICS (Open, VLOS), AREA OVERVIEW (50 FEET - AGL), OPERATOR (Albert Sellwell), CREWMEMBERS (Albert Sellwell), UAVS (P-250g-Full-A1), DOCUMENTS, and HISTORY. Below the menu are 'Duplicate' and 'Discard' buttons. The main content area is divided into two sections: 'Approval' and 'Flight requirement'. The 'Approval' section contains instructions: 'You are allowed to fly in this zone. You must adhere to any instructions given to you by ATC via telephone or other means. Please make sure that you are reachable via the telephone number provided in the 'primary pilot' details. You have to indicate your flight status via the [DAA.Fly.module](#):' followed by a bulleted list: 'In the air' via the 'take-off' button, 'On the ground' via the 'land' button, and 'Closed' via the 'Close operation' button, once your operation is finished. The 'Flight requirement' section contains instructions: 'The telephone number of EBBR TWR is +32 2 206 25 03. In case of loss of control of the drone, you shall call the TWR.' and a code: '@OPEN\_RID\_REQUIRED\_EXCEPT\_BELOW\_250G'.

It is mandatory to follow ALL the instructions that were given.

## Creating an operation request with crewmember(s) (e.g. the pilot)

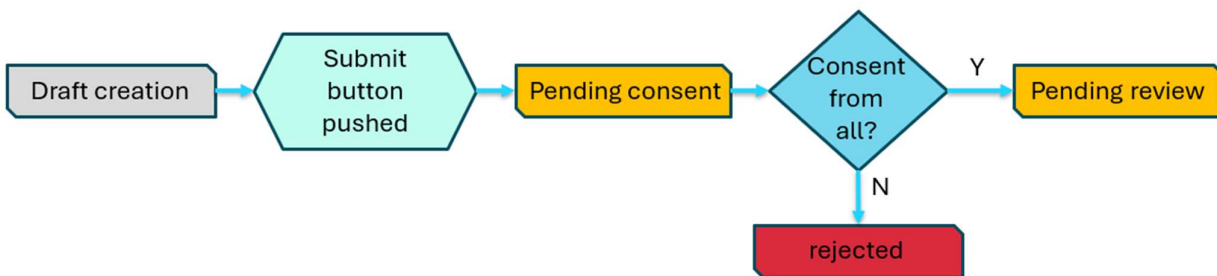
This request will be similar to the one displayed in this document in chapter 4. The difference is that now there will be somebody other than yourself involved in the request.

The crewmember will need to be selected by the requester and give his or her consent, only then the authorisation request will be sent to skeyes.

The crewmember will automatically be invited to participate in your operation by the system.

Note that the crewmember’s information needs to be correct in order for the system to function well.

After submitting, your operation will remain in status “PENDING” - and will therefore not be sent to skeyes – for as long as not every invitee (crewmember) has provided his or her consent.



The DAA user who drafted the operation will be able to see the status of each pending consent request of all invitees as shown in the example below:

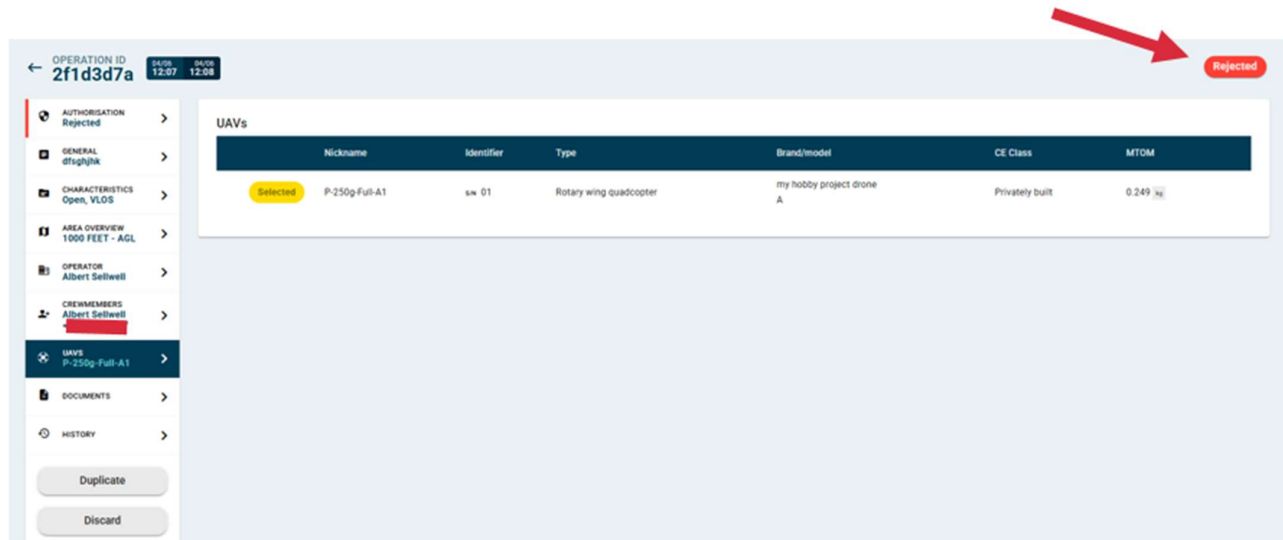
Crewmembers					
	Name	Mobile phone	Email	Role	
Primary	Albert Seilweil	[REDACTED]	[REDACTED]	Pilot	Consent given
	peter seegood	[REDACTED]	[REDACTED]	Observer	Consent requested

Two important remarks:

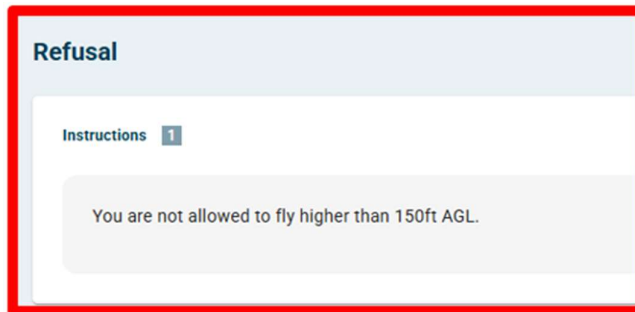
- 1) The DAA user drafting the authorisation request is expected to manage the consent process with all invited persons himself, outside the scope of DAA. If not, the operation can stay in pending mode and never get sent to pending review or authorised e.g. should the consent process go beyond the planned start of the operation minus the required review period.
- 2) The contact details of the invitee are filled out by the DAA user drafting the authorisation request and upon pushing the “Submit” button, a consent request mail is sent to the invitee using the filled-out Email address. It is however the mobile phone number which is used as unique identifier linked to the invitee. At the end of the consent process all invitee user data (filled out by the DAA user drafting the authorisation request) might therefore eventually be overwritten by the data provided by the invitee when he/she went through the DAA registration process.

## Your request got rejected

After you submitted your request, your screen might look like this:



If you click back to the authorisation tab on the left, which has a red indicator. You will see that you have received a reason for the rejection of the operation.

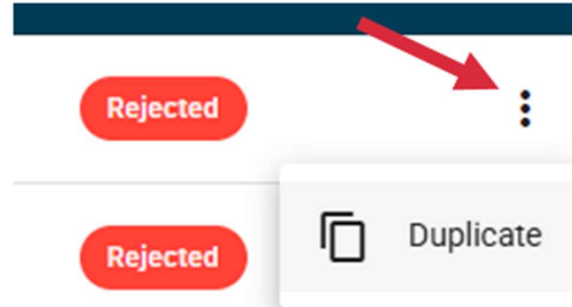


In this specific example, the requested altitude to fly was 1000ft AGL. The maximum altitude for the requested area is 150ft AGL. Therefore, this operation got rejected.

Now, there are 2 options:

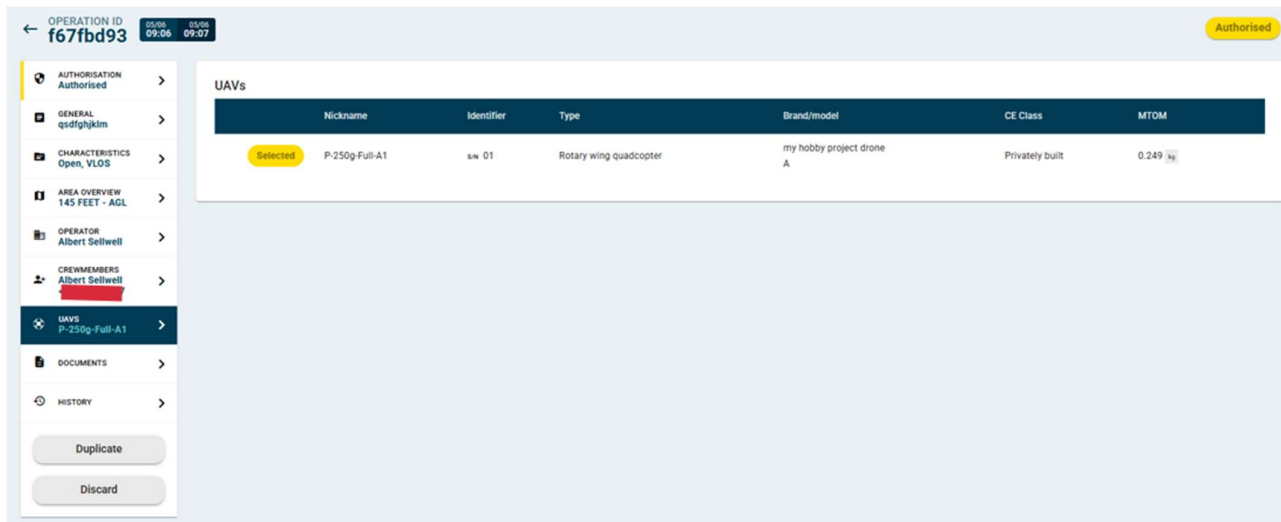
- OPTION 1:**  
 All the information you have put in your request is needed for your operation and there is no way you can perform your operation with other parameters. In this case you will not be able to meet the requirements needed to get authorisation for your operation. Maybe you want to forget all about your flight authorisation request and push the "Discard" button. The operation will as from then be moved in to your "Archived" section where it will reside as "closed" but still available for future re-use by duplicating and editing it in the same way as explained in option 2 below.
- OPTION 2:**  
 You are prepared to make some changes to your rejected request, so it becomes acceptable to skeyes. In such case you can go back to the overview page of all operations and click on the three dots to duplicate the rejected authorisation request.

You will now have that same operation being re-created (with a different ID number) and made available to you for re-editing.

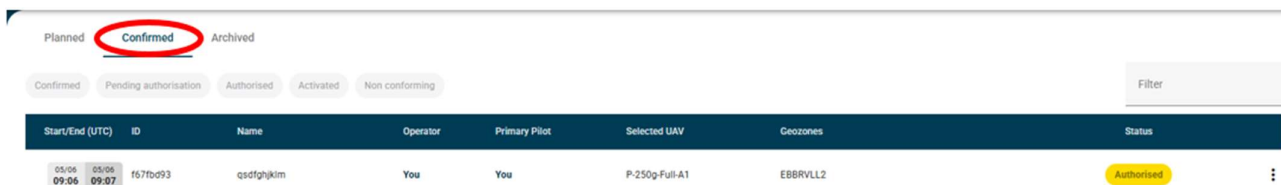


Make sure you make the required changes before resubmitting; this is based on the feedback you received with your initial rejection. Please also change the name of the operation, please always be as precise as possible when choosing a name for your operation.

For this example, we will be changing the height of the operation. The request was made for 145ft AGL instead of 1000ft AGL.

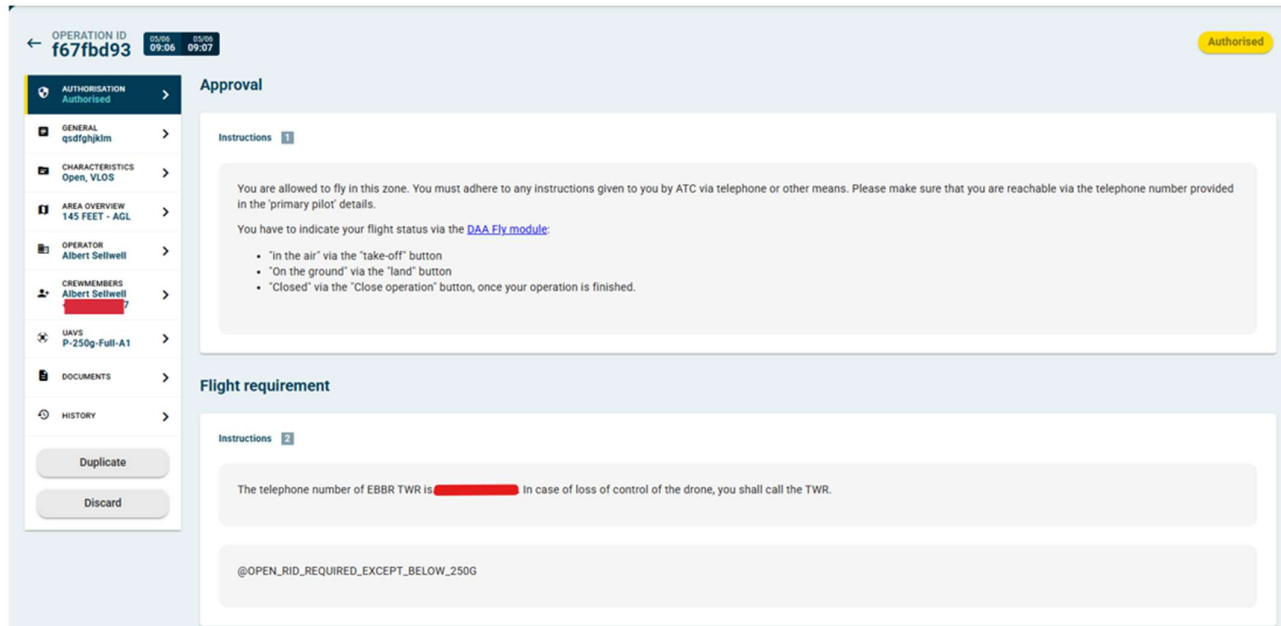


The flight is now Authorised. As DAA brings all authorised VLL2 operations immediately in the status "Confirmed", you will be able to retrieve all authorised operations by clicking on the tab "Confirmed" at the top of the overview page:



## Your operation request got accepted

This is what your screen would look like when your request got accepted (example of a flight in VLL2 airspace).



The operation will automatically move in to your “CONFIRMED” tab of the overview screen.

Please notice the presence of the “Discard” button allowing you to cancel the flight authorisation request, even after it got approved. We strongly advise you to do so in case the planned operation got cancelled, e.g. due to bad weather conditions.

**IMPORTANT REMARK:** From here on you are expected to use the DAA FLY module to further manage the authorisation process and to notify your flight using the “take-off” and “land” button.