



Designation: F3196 – 17

# Standard Practice for Seeking Approval for Extended Visual Line of Sight (EVLOS) or Beyond Visual Line of Sight (BVLOS) Small Unmanned Aircraft System (sUAS) Operations<sup>1</sup>

This standard is issued under the fixed designation F3196; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon ( $\epsilon$ ) indicates an editorial change since the last revision or reapproval.

## 1. Scope

1.1 Compliance with this practice is recommended as one means of seeking approval from a civil aviation authority (CAA) to operate a small unmanned aircraft system (sUAS) to fly extended visual line of sight (EVLOS) or beyond visual line of sight (BVLOS), or both. Any regulatory application of this practice to sUAS and other unmanned aircraft systems (UASs) is at the discretion of the appropriate CAA.

1.2 *Units*—The values stated in inch-pound units are to be regarded as the standard. The values given in parentheses are mathematical conversions to SI units that are provided for information only and are not considered standard.

1.3 *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.*

1.4 *This international standard was developed in accordance with internationally recognized principles on standardization established in the Decision on Principles for the Development of International Standards, Guides and Recommendations issued by the World Trade Organization Technical Barriers to Trade (TBT) Committee.*

## 2. Referenced Documents

### 2.1 ASTM Standards:<sup>2</sup>

NOTE 1—For requirements in these standards that are specified to be adequate, the applicant/proponent shall propose and obtain approval of the specifics of that requirement from the CAA.

**F2908 Specification for Aircraft Flight Manual (AFM) for a Small Unmanned Aircraft System (sUAS)**

<sup>1</sup> This practice is under the jurisdiction of ASTM Committee F38 on Unmanned Aircraft Systems and is the direct responsibility of Subcommittee F38.02 on Flight Operations.

Current edition approved Feb. 15, 2017. Published March 2017. DOI: 10.1520/F3196-17.

<sup>2</sup> For referenced ASTM standards, visit the ASTM website, www.astm.org, or contact ASTM Customer Service at service@astm.org. For *Annual Book of ASTM Standards* volume information, refer to the standard's Document Summary page on the ASTM website.

**F2909 Practice for Maintenance and Continued Airworthiness of Small Unmanned Aircraft Systems (sUAS)**

**F2911 Practice for Production Acceptance of Small Unmanned Aircraft System (sUAS)**

**F3002 Specification for Design of the Command and Control System for Small Unmanned Aircraft Systems (sUAS)**

**F3003 Specification for Quality Assurance of a Small Unmanned Aircraft System (sUAS)**

**F3005 Specification for Batteries for Use in Small Unmanned Aircraft Systems (sUAS)**

**F3178 Practice for Operational Risk Assessment of Small Unmanned Aircraft Systems (sUAS)**

**F3201 Practice for Ensuring Dependability of Software Used in Unmanned Aircraft Systems (UAS)**

## 3. Terminology

3.1 *Definitions of Terms Specific to This Standard:*

3.1.1 *applicant/proponent, n*—the person or organization responsible for seeking the approval to operate or the person or organization operating an sUAS, or both. The applicant/proponent may be one of the following entities: 6-17

3.1.1.1 *manufacturer, n*—the person or organization who causes production of a product or article. A manufacturer may also be an operator.

3.1.1.2 *operator, n*—the person or organization that applies for CAA approval to operate an sUAS or who seeks operational approval for types of flight operations prohibited by a CAA for that sUAS.

3.1.1.3 *original equipment manufacturer, OEM, n*—the person or organization who first produced that particular product or article. An OEM may also be an operator.

3.1.2 *beyond visual line of sight, BVLOS*—operation when the individual(s) (for example, pilot or VO) responsible for controlling the flight of the sUA cannot maintain direct unaided (other than with the use of spectacles/contacts lenses or sunglasses, or both) visual contact with the sUA other aircraft, terrain, or obstacles to determine whether the sUA endangers life or property or both.

3.1.2.1 *Discussion*—Technological means may be used for determining the sUA's movement relative to intruding aircraft,

obstacles, and terrain; observe the airspace for other air traffic or hazards; and determine whether the sUA endangers life or property or both.

3.1.3 *command and control (C2) link(s), n*—radio-frequency link(s) between the control station and the unmanned aircraft (UA), also known as the control and non-payload communications (CNPC) link(s).

3.1.4 *control station, n*—interface used by the Remote Pilot in Command (RPIC) or pilot to control the flight path of the sUA.

3.1.5 *crew member, n*—person charged with duties essential to the operation of an sUAS during a flight duty period.

3.1.6 *extended visual line of sight, EVLOS*—operation when the sUA cannot be seen by the individuals responsible for see-and-avoid with unaided (other than spectacles/contacts lenses or sunglasses, or both) vision but where the location of the sUA is known through technological means.

3.1.6.1 *Discussion*—Either the RPIC or, alternatively, the VO: can use said technological means for determining the location of the sUA to determine its movement relative to intruding aircraft, obstacles, or terrain; observe the airspace for other air traffic or hazards; and determine whether the sUA endangers life or property or both. To further clarify, technology means can be used to determine the position of the sUAS but the RPIC or the VO must be able to see the area the sUAS is known to be in so as to execute the required see-and-avoid function.

3.1.7 *fly-away, n*—flight outside of operational boundaries (altitude/airspeed/lateral limits) as the result of a failure, interruption, or degradation of the control element or onboard systems, or both.

3.1.8 *fly-away protection system, n*—system that will safely recover the sUA, or keep the sUA within the intended operational area, in the event of a fly-away as defined in 3.1.7.

3.1.9 *licensed band, n*—any frequency or range of frequencies in which transmission requires permission from a governing body (for example, the U.S. Federal Communications Commission).

3.1.10 *lost link, n*—occurrence in which the control station has lost the ability to maintain positive control of the sUA because of the degradation, loss, or interruption of the C2 link for longer than deemed safe depending on the circumstances.

3.1.11 *pilot, n*—the RPIC or person other than the RPIC who is controlling the flight of an sUA under the supervision of the RPIC.

3.1.12 *positive control, n*—condition in which commanded changes in the sUA flight path result in expected and sufficient maneuver(s) within an expected period of time.

3.1.13 *remote pilot in command, RPIC, n*—person who is directly responsible for and is the final authority as to the operation of the sUAS; has been designated as remote pilot in command before or during the flight of an sUAS; and holds the appropriate CAA certificate for the conduct of the flight.

3.1.14 *see-and-avoid, v*—use of the visual capability of a person to identify intruding aircraft so that the sUA can be maneuvered and the safe conduct of the flight can be maintained.

3.1.15 *sense-and-avoid, v*—use of a sensor system to identify intruding aircraft so that the sUA can be maneuvered and the safe conduct of the flight can be maintained.

3.1.16 *shall versus should versus may, v*—use of the word “shall” means that a procedure or statement is mandatory and must be followed to comply with this practice, “should” means recommended, and “may” means optional at the discretion of the applicant/proponent.

3.1.16.1 *Discussion*—“Shall” statements are requirements and they include sufficient detail needed to define compliance (for example, threshold values, test methods, oversight, and reference to other standards). “Should” statements are provided as guidance towards the overall goal of improving safety and could include only subjective statements. “Should” statements also represent parameters that could be used in safety evaluations or could lead to development of future requirements, or both. “May” statements are provided to clarify acceptability of a specific item or practice and offer options for satisfying requirements.

3.1.17 *small unmanned aircraft, sUA, n*—unmanned aircraft weighing less than 55 lb (25 kg) on takeoff, including everything that is on board or otherwise attached to the aircraft.

3.1.18 *small unmanned aircraft system, sUAS, n*—small unmanned aircraft and its associated elements (including communication links and the components that control the sUA) that are required for the safe and efficient operation of the sUA in a national airspace system.

3.1.19 *unmanned aircraft, UA, n*—aircraft operated without the possibility of direct human intervention from within or on the aircraft.

3.1.20 *visual line of sight, VLOS, n*—with vision that is unaided other than by corrective lenses or sunglasses, or both, the pilot or visual observer shall be able to see the sUA throughout the entire flight to determine its movement relative to intruding aircraft, obstacles, terrain; observe the airspace for other air traffic or hazards; and determine whether the sUA endangers life or property or both.

3.1.21 *visual observer, VO, n*—person who is designated by the RPIC to assist the RPIC or the pilot, or both, to see the sUAS throughout the entire flight to determine its movement relative to intruding aircraft, obstacles, terrain; observe the airspace for other air traffic or hazards; and determine whether the sUA endangers life or property or both.

### 3.2 Acronyms:

3.2.1 *AFM*—aircraft flight manual.

3.2.2 *BVLOS*—beyond visual line of sight.

3.2.3 *CAA*—civil aviation authority.

3.2.4 *C2*—command and control.

3.2.5 *CNPC*—control and non-payload communications.

3.2.6 *CONOPS*—concept of operations.

3.2.7 *EVLOS*—extended visual line of sight.