



Standard Classification for Unmanned Aircraft Pilot Certification¹

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1. Scope

1.1 This classification covers a set of definitions and categorization for the certification and licensing of Unmanned Aircraft (UA) pilots. It is designed for use by both industry and regulatory authorities applicable to UA across the entire size, weight and performance continuum. In creating this classification, contributors were guided by the following principles:

1.1.1 Parallel existing regulations for manned aircraft to the maximum extent practical.

1.1.2 Similar words in other standards or regulations shall have similar meaning herein (e.g., **14 CFR Part 61** and **FAA Notice 07-01**, and Australia's **CASR Part 101**).

1.1.3 Avoid burdening regulatory agencies and users with an overabundance of new terms and definitions. Where new terms are required, their meanings shall strive to be self-evident.

1.1.4 Although targeted primarily at commercial and private users, the standard should anticipate adoption by military and government users.

1.2 *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.*

2. Referenced Documents

2.1 ASTM Standards:²

F 2395 Terminology for Unmanned Aircraft Systems

2.2 Federal Standards:³

14 CFR Part 61 Certification: Pilots, Flight Instructors, and Ground Instructors

FAA Notice 07-01 Unmanned Aircraft Operations in the National Airspace System, Docket No. FAA-2006-25714

2.3 Australian Government Documents:⁴

CASR Part 101 Unmanned Aircraft and Rocket Operations

3. Terminology

3.1 Definitions:

3.2 *category, n*—method of grouping aircraft by distinguishing their primary lift characteristic (for example, airplane, rotorcraft, lighter-than-air, etc.).

3.3 *certificate, n*—document that authorizes an individual to pilot a UA.

3.3.1 *Discussion*—For the purposes of this standard, a certificate is interchangeable with the term license.

3.4 *class, n*—method of grouping similar designs of aircraft within a particular category.

3.5 *commercial use, n*—operation of an unmanned aircraft for compensation or hire.

3.6 *license, n*—document that authorizes an individual to pilot a UA.

3.6.1 *Discussion*—For the purposes of this standard, a license is interchangeable with the term certificate.

3.7 *limitation, n*—restriction used to prevent a pilot from performing maneuvers or actions to which he/she has not been properly trained and certified to perform.

3.8 *operator, n*—organization, commercial entity, or individual that owns, leases, schedules, or maintains, or a combination thereof, an unmanned aircraft.

3.9 *pilot at the controls (PAC), n*—person directly responsible for controlling the unmanned aircraft (UA) at the current time.

3.10 *pilot in command (PIC), n*—as stated in various international aviation regulations, the person in control of and responsible for the UAS.

3.10.1 *Discussion*—This is often the PAC. However, for a UAS that has multiple controls, one person shall be designated as the PIC irrespective of who is currently the PAC. As an analogy, the “captain” of a multi-place manned aircraft retains the role of PIC even when the co-pilot or first officer is the PAC.

3.11 *rating, n*—additional classification of maneuvers and procedures that a pilot is authorized to perform (for example, instrument rating).

¹ This classification is under the jurisdiction of ASTM Committee F38 on Unmanned Aircraft Systems and is the direct responsibility of Subcommittee F38.03 on Personnel Training, Qualification and Certification.

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² 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.

³ Available from U.S. Government Printing Office Superintendent of Documents, 732 N. Capitol St., NW, Mail Stop: SDE, Washington, DC 20401, <http://www.access.gpo.gov>.

⁴ Available from Australian Government Civil Aviation Safety Authority, GPO Box 2005, Canberra ACT 2601, <http://www.casa.gov.au>.