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Standard Specification for Unmanned Aircraft Flight Manual (UFM) for an Unmanned Aircraft System (UAS)¹

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1. Scope

1.1 This specification provides the minimum requirements for an Unmanned Aircraft Flight Manual (UFM) for an unmanned aircraft system (UAS) designed, manufactured, and operated in the light UAS category as defined by a Civil Aviation Authority (CAA). Depending on the size and complexity of the UAS, an UFM may also contain the instruction for maintenance and continuing airworthiness for owner / operator authorized maintenance.

1.2 This specification defines the UFM information that shall be provided by the manufacturer of a UAS as part of the initial sale or transfer to an end user.

1.3 This specification applies to a UAS seeking a CAA approval, in the form of airworthiness certificates, type certificates, flight permits, or other like documentation as a UAS, in the configuration specified in the UFM delivered with the system.

1.4 Any modifications that invalidate or otherwise affect the accuracy of UFM operating instructions shall be approved by the manufacturer and communicated to the regulatory authority in the certificate / permit application.

1.5 *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:*²

[F2909 Practice for Maintenance and Continued Airworthi-](#)

¹ This specification 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.

- [ness of Small Unmanned Aircraft Systems \(sUAS\)](#)
- [F2910 Specification for Design and Construction of a Small Unmanned Aircraft System \(sUAS\)](#)
- [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 \(sUAS\)](#)
- [F3298 Specification for Design, Construction, and Verification of Fixed-Wing Unmanned Aircraft Systems \(UAS\)](#)

3. Terminology

3.1 *Definitions:*

3.1.1 *applicant/proponent, n*—the person or organization responsible for seeking the approval to operate and operating a UA. The applicant/proponent may be one of the following entities: Manufacturer, operator, or original equipment manufacturer.

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 a UAS or who seeks operational approval for types of flight operations prohibited by a CAA for that UAS.

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

3.1.2 *basic empty weight (BEW), n*—basic empty weight includes the standard empty weight plus optional and special equipment that has been installed in the unmanned aircraft.

3.1.3 *field maintenance, n*—inspections and repairs made by owners/operators at a remote operating location away from their normal maintenance facility/provider.

3.1.4 *flight training supplement (FTS), n*—additional information provided by the UAS manufacturer to provide instruction in the proper operation of the system.

3.1.5 *landing area, n*—the total area defined by the manufacturer needed to recover and bring the UAS to a complete stop from a height of 50 feet above the surface.

3.1.6 *light unmanned aircraft systems, n*—unmanned aircraft that are approved for operation under the authority of a CAA (for example, UAS approved to operate by the Federal Aviation Administration (FAA) under 14 CFR Part 107, UAS approved to operate by European Aviation Safety Agency (EASA) as Open and Specific Category UA, and UAS approved to operate by CASA as Small, Medium, or Large RPA, or combinations thereof).

3.1.7 *manufacturer, n*—entity responsible for assembly and integration of components and subsystems to create a safe operating UAS.

3.1.8 *maximum takeoff weight, n*—the maximum allowable weight for takeoff (including payload).

3.1.9 *minimum operating crew (MOC), n*—the minimum operating crew includes the pilot in command, a visual observer (if one is required) and any other required crew member in order to safely operate a specific UAS which includes the make, model, and control station specific to that unmanned aircraft.

3.1.10 *model number, n*—a manufacturer-issued unique identifying number or code assigned to each manufactured type of aircraft having the same structural design, components, and standard configuration.

3.1.11 *pre-flight planning, n*—an activity conducted by the pilot and his/her flight crew prior to takeoff to ensure that the flight will be conducted safely and in accordance with all applicable standards and regulations. The activity includes, but is not limited to, such things as checking weather, route of flight, airspace, equipment configuration, support personnel, terrain, and communications requirements.

3.1.12 *shall vs. should vs. may, v*—use of the word “shall” implies that a procedure or statement is mandatory and must be followed to comply with this standard, “should” implies recommended, and “may” implies optional at the discretion of the supplier, manufacturer, or operator. Since “shall” statements are requirements, they include sufficient detail needed to define compliance (for example, threshold values, test methods, oversight, 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, and could lead to development of future requirements. “May” statements are provided to clarify acceptability of a specific item or practice, and offer options for satisfying requirements.

3.1.13 *small unmanned aircraft system (sUAS), n*—composed of the small unmanned aircraft (sUA) and all required on-board subsystems, payload, control station, other required off-board subsystems, any required launch and recovery equipment, and command and control (C2) links between the sUA and the control station.

3.1.13.1 *Discussion*—For purposes of this standard sUAS is synonymous with the term small Remotely Piloted Aircraft

System (sRPAS) and sUA is synonymous with the term small Remotely Piloted Aircraft (sRPA).

3.1.13.2 *Discussion*—Unless otherwise specified by a CAA, the term “sUAS” applies only to UA that have a maximum take off gross weight of 55 lb/25 kg or less.

3.1.14 *takeoff area, n*—the total area defined by the manufacturer needed to launch the UAS to a point where the aircraft is 35 feet above the takeoff surface.

3.2 Acronyms:

3.2.1 *AGL*—above ground level

3.2.2 *BEW*—basic empty weight

3.2.3 *EASA*—European Aviation Safety Agency

3.2.4 *FAA*—Federal Aviation Administration

3.2.5 *IAS*—indicated airspeed

3.2.6 *MOC*—minimum operating crew

3.2.7 *MSL*—mean sea level

3.2.8 *UFM*—unmanned aircraft flight manual

4. Applicability

4.1 The purpose of the UFM is to provide guidance to owners, operators, mechanics, pilots, crew members, airports, regulatory officials, and aircraft and component manufacturers containing normal, abnormal, and emergency procedures, checklists, limitations, performance information, details of the aircraft systems and other material relevant to the operation of the aircraft.

4.2 For sUAS of a certain size and simplicity, the UFM may also cover instruction for maintenance and continued airworthiness for the minor maintenance, repair, and alteration of sUAS as provided for in section 7.10 of this standard.

4.3 During the design and flight testing of a UAS the manufacturer shall identify and record those items that are required to be included in the UFM as prescribed in this standard.

4.4 Sections 6 and 7 of this standard serve as templates for manufacturers to structure their UFM.

4.5 This standard is written for all UAS that are permitted to operate over a defined area and in airspace authorized by a CAA. It is assumed that a pilot, operator, or visual observer(s) will provide for the sense and avoid requirement to avoid collisions with other aircraft and that the maximum range and altitude at which the UAS can be flown at will be specified by the CAA.

5. General Requirements

5.1 The UFM shall provide information in the following areas for a specific model of UAS:

5.1.1 System description.

5.1.2 Operating characteristics.

5.1.3 Performance and limitations.

5.1.4 Normal, abnormal, and emergency operating procedures.

5.1.5 Installed controls, indicators, equipment, and accessories. This information shall be included through one of the following methods: