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Perfiles de Vuelo de los PRAS

En razón de las **características** del **sistema** operado se configuran una serie de **Perfiles de Vuelo** condicionados por esas características, fundamentalmente por la **capacidad de control**, Pilotaje Remoto, de que se dote al RPAS.

The typical flight profiles of RPAS can comprise a wide range of scenarios, which are categorised in the following types of operations:

1. **Very Low Level (VLL)** operations (alias **non-standard** VFR or IFR operations) **below the** typical IFR and VFR altitudes for manned aviation: i.e. below **500 ft** (~150 m) above ground level; they comprise:
 1. **Visual Line Of Sight (VLOS)** in a range **not greater** than 500 meters from the remote pilot, in which the remote pilot maintains **direct unaided** visual contact with the remotely piloted aircraft
 2. **Extended Visual Line of Sight (E-VLOS)** where, **beyond** 500 meters, the pilot is **supported** by one or more observers, in which the RPS crew maintains direct unaided visual contact with the remotely piloted aircraft
 3. **Beyond VLOS (B-VLOS)** where the operations are also **below** 500 ft., but beyond visual line of sight **requiring** additional technological support
2. RPAS operations in VFR or IFR, **above** 500 ft and above minimum flight altitudes; they comprise:
 1. IFR (or VFR) operations in **Radio Line-Of-Sight (RLOS)** from the RPS in non-segregated airspace **where** manned aviation is present. The key capability of '**detect and avoid**' (D&A) is **required** in relation to cooperative and non-cooperative nearby traffic (otherwise specific procedures and restrictions would apply)
 2. IFR (or VFR) operations **Beyond Radio Line-Of-Sight (BR-LOS)** operations, when the RPA **can no** longer be in direct radio contact with the RPS and therefore a **wider range of communication (COM)** services (including via satellite) **are necessary**. In this case, communications would typically **be offered** by a COM service provider. BRLOS (SATCOM) operations may apply to **long range transport** of freight, which is expected to follow flight profiles similar to those used by current manned commercial air transport.

An **increasing level of complexity** corresponds to the different operations identified. **Since not all**

*the key technologies required for RPAS to fly in a mixed environment where 'manned' aviation is also present, **are today** mature and standardized, the **insertion** of RPAS in airspace **must be gradual** and evolutionary: **i.e.** initially restricted access under specified conditions and subsequent alleviation of the restrictions while technology, regulation and societal acceptance would progress.*

Final report from the European RPAS Steering Group

JUNE 2013

[Documento](#)

La gama de operaciones **posibles** y la áreas en que los RPAS pueden ser usados son **mucho más** amplias que aquellas en que **han operado** los tradicionales prestadores de servicios de **aviación comercial**.

El espacio aéreo **inferior a** los 500 ft (~150 m), 1000 ft (~300 m), era **impensable** como área operativa de una empresa de aviación comercial pero, en la **actualidad** y en un futuro inmediato, se convierte, quizás, en el **espacio aéreo** más "comercializado" en el entorno de los RPAS ligeros.

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