

Part 23 Accepted Means of Compliance Based on ASTM Consensus Standards
 Updated September 22, 2020

Part 23 Rule		Accepted MOC ^{1,2}		Potential Supplemental MOC ³
Section	Title	ASTM Standard	FAA Changes	and additional notes
23.1457	Cockpit voice recorders	F3264-19, Section 9.12	None	
23.1459	Flight data recorders	F3264-19, Section 9.13	None	
23.1529	Instructions for continued airworthiness	F3264-19, Section 10.6	None	
Subpart A – General				
23.2000	Applicability and definitions	N/A	N/A	
23.2005	Certification of normal category airplanes	N/A	N/A	
23.2010	Accepted means of compliance	N/A	N/A	
Subpart B – Flight				
23.2100	Weight and center of gravity	F3264-19, Section 5.1	None	
23.2105	Performance data	F3264-19, Section 5.2	None	
23.2110	Stall speed	F3264-19, Section 5.3	None	
23.2115	Takeoff performance	F3264-19, Section 5.4	None	
23.2120	Climb requirements	F3264-19, Section 5.5	None	

¹Reference Notice No. 23-20-01-NOA, published in the *Federal Register* on September 22, 2020 [85 FR 59400]

²Aircraft Type Code compliance matrix tables found in F3061/F3061M-19a, F3227/F3227M-17, F3228-17, F3229/F3229M-17, F3230-17, F3231/F3231M-19, F3232/F3232M-19a, F3233/F3233M-17, F3234/F3234M-17, F3235-17a, F3236-17 and F3316/F3316M-19 are not accepted. Applicability will be determined by the Small Airplane Standards Branch.

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23.2125	Climb information	F3264-19, Section 5.6	None	
23.2130	Landing	F3264-19, Section 5.7	None	
23.2135	Controllability	F3264-19, Section 5.8	<p>Replace: ASTM F3173-18 Section 4.3.2 With: FAA Section 4.3.2 “Unless otherwise required, it shall be possible to carry out the following maneuvers without requiring the application of temporary one-hand control forces exceeding those specified in Table 1, appropriate for the type of control. The trimming controls shall not be adjusted during the maneuvers.”</p> <p>Replace: ASTM F3173-18 Section 4.3.2.3 With: FAA Section 4.3.2.3 “With landing gear and flaps extended, power necessary to maintain level flight at 1.1 V_{S0} and the aeroplane as nearly as possible in trim, it shall be possible to maintain approximately level flight while retracting the flaps as rapidly as possible with simultaneous application of maximum continuous power. Power must not be reduced during the level acceleration unless a flap speed exceedance (V_{FE} of the initial position) is imminent. The maneuver is completed when the flaps have reached the selected position and the airspeed is not less than 1.3 V_{S1}. If gated flap positions are provided, the flap retraction may be demonstrated in stages with power and trim reset for level flight at 1.1 V_{S1}, in the initial configuration for each stage:</p> <p>(1) From the fully extended position to the most extended gated position;</p>	<p>ASTM F3264-19 does not include means for showing compliance with § 23.2135 for airplanes with side stick controls. If applying for certification of an airplane with sidestick controls, applicants may obtain FAA acceptance of a means of compliance in accordance with § 23.2010.</p> <p>Note: Notice No. 23-20-01-NOA published in the Federal Register on September 22, 2020 is in error regarding the FAA change for ASTM F3173-18 Section 4.3.2.3. The correct FAA change is shown in this document.</p>

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			<p>(2) Between intermediate gated positions, if applicable; and</p> <p>(3) From the least extended gated position to the fully retracted position..”</p> <p>Replace: ASTM F3173-18 Section 4.7 With: FAA Section 4.7 “It shall be possible, while in the landing configuration, to complete a landing without causing substantial damage or serious injury, and without exceeding the temporary one-hand control force limits specified in Table 1, appropriate for the type of control, following an approach to land under the following conditions;”</p>	
23.2140	Trim	F3264-19, Section 5.9	<p>Replace: ASTM F3173-18 Section 5.3.1.3 With: FAA Section 5.3.1.3 “In a descent with idle power at a speed of 1.3 V_{SO} with landing gear extended and wing flaps in the landing position.”</p>	This exception was incorrectly associated with §23.2135 Controllability in the Federal Register Notice No. 23-20-01-NOA.
23.2145	Stability	F3264-19, Section 5.10	None	
23.2150	Stall characteristics, stall warning, and spins	F3264-19, Section 5.11	<p>ASTM F3264-19 Section 5.11 Replace: ASTM F3180/F3180M-19 With: ASTM F3180/F3180M-16</p>	FAA Small Airplane Standards Branch continues to develop policy to address 23.2150. Potential applicants can access the Small Airplane Issues List (SAIL) via https://www.faa.gov/aircraft/air_cert/design_approvals/small_airplanes/small_airplanes_regs/ under the title Stall characteristics, stall warning, and spins.
23.2155	Ground and water handling characteristics	F3264-19, Section 5.12	None	

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23.2160	Vibration, buffeting, and high-speed characteristics	F3264-19, Section 5.13	Replace: ASTM F3173-18 Section 9.3.4 With: FAA Section 9.3.4 “If the procedure set forth in 9.3.3.2 is used to demonstrate compliance and marginal conditions existing during flight test with regard to reversal of primary longitudinal control force, flight tests shall be accomplished from the normal acceleration at which a marginal stick force per g condition is found to exist to the applicable limit specified in 9.3.2.1.”	This exception was incorrectly associated with §23.2135 Controllability in the Federal Register Notice No. 23-20-01-NOA.
23.2165	Performance and flight characteristics requirements for flight in icing conditions	F3264-19, Section 5.14	None	N/A
Subpart C – Structures				
23.2200	Structural design envelope	F3264-19, Section 6.1	None	
23.2205	Interaction of systems and structures	F3264-19, Section 6.2	ASTM F3254-19 Figures 2, 3 and 4 Replace: “Remote” With: “10 ⁻⁵ ” Replace: “Extremely Improbable” With: “10 ⁻⁸ ” for Level 1, 2 and 3 airplanes and with “10 ⁻⁹ ” for Level 4 airplanes”	Other proposed probabilities will be considered by the FAA on a case by case basis.
23.2210	Structural design loads	F3264-19, Section 6.3	None	

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23.2215	Flight load conditions	F3264-19, Section 6.4	<p>Replace: ASTM F3116/3116M-18 Section 4.1.4 With: FAA Section 4.1.4 "Appendix X1 through Appendix X4 provides, within the limitations specified within the appendix, a simplified means of compliance with several of the requirements set forth in Sections 4.2 to 4.26 and 7.1 to 7.9 that can be applied as one (but not the only) means to comply. If the simplified methods in appendix X1 through X3 are used, they must be used together in their entirety."</p> <p>Replace: ASTM F3116/3116M-18 Section X1.1.1 With: FAA Section X1.1.1 "The methods provided in this appendix provide one possible means (but not the only possible means) of compliance and can only be applied to level 1 and level 2 low speed airplanes."</p>	
23.2220	Ground and water load conditions	F3264-19, Section 6.5	None	
23.2225	Component loading conditions	F3264-19, Section 6.6	<p>Replace: ASTM F3116/3116M-18 Section X2.1.1 With: FAA Section X2.1.1 "The methods provided in this appendix provide one possible means (but not the only possible means) of compliance and can only be applied to level 1 and level 2 low speed airplanes."</p> <p>Replace: ASTM F3116/3116M-18 Section X3.1.1 With: FAA Section X3.1.1 "The methods provided in this appendix provide one possible means (but not the only possible means) of compliance and can only be applied to level 1 and level 2 low speed airplanes."</p> <p>Replace: ASTM F3116/3116M-18 Section X4.1.1</p>	

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			<p>With: FAA Section X4.1.1 “The methods provided in this appendix provide one possible means (but not the only possible means) of compliance and can only be applied to level 1 low speed airplanes.”</p>	
23.2230	Limit and ultimate loads	F3264-19, Section 6.7	None	
23.2235	Structural strength	F3264-19, Section 6.8	None	
23.2240	Structural durability	F3264-19, Section 6.9	<p>Replace: ASTM F3115/F3115M-19 With: ASTM F3115/F3115M-15</p> <p>Replace: ASTM F3115/F3115M-15 Section 4.4.1 With: FAA Section 4.4.1 “For metallic (aluminum), unpressurized, non-aerobatic, low-speed, level 1 airplanes, applicants can demonstrate a 10,000 hour safe-life by limiting the '1g' gross stress, at maximum takeoff weight, to no more than 5.5 ksi. The applicant must show effective stress concentration factors of 4 or less in highly loaded joints and use materials or material systems for which the physical and mechanical properties are well established.”</p> <p>Replace: ASTM F3115/F3115M-15 Section 6.1 With: FAA Section 6.1 “For bonded airframe structure, the residual strength of bonded joints shall be addressed as follows: for any bonded joint, the failure of which would result in catastrophic loss of the airplane, the limit load capacity must be substantiated by one of the following methods.”</p>	Other proposed means of compliance will be considered by the FAA on a case by case basis.

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23.2245	Aeroelasticity	F3264-19, Section 6.10	None	
23.2250	Design and construction principles	F3264-19, Section 6.11	None	
23.2255	Protection of structure	F3264-19, Section 6.12	None	
23.2260	Materials and processes	F3264-19, Section 6.13	None	
23.2265	Special factors of safety	F3264-19, Section 6.14	None	
23.2270	Emergency conditions	F3264-19, Section 6.15	Replace: ASTM F3083/F3083M-19 Section 4.1.6 With: FAA Section 4.1.6 “Engine mount and supporting structure must withstand 18.0 g forward for engines installed behind and above the seating compartment.”	Although F3083-16 was previously accepted with a 15.0 g requirement, the FAA has reconsidered our acceptance upon further review. The 15.0 g requirement in section 4.1.6 for engines above and behind the cockpit is not consistent with the 18.0 g requirement for engines behind the cockpit, section 4.1.7 and previous precedence.
Subpart D – Design and Construction				
23.2300	Flight control systems	F3264-19, Section 7.1		ASTM F3264-19 does not include means for showing that the airplane is safely controllable following a powered trim system runaway. If applying for certification of an airplane with a powered trim system, applicants may use the provisions of §23.677(d) at amendment 23-63 as a means of complying with this aspect of §23.2300, or may obtain FAA acceptance of a different means of compliance in accordance with §23.2010.

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23.2305	Landing gear systems	F3264-19, Section 7.2	None	
23.2310	Buoyancy for seaplanes and amphibians	F3264-19, Section 7.3	None	ASTM standards do not contain means for showing compliance to §23.2310. If applying for certification of a seaplane or amphibian, applicants may use the provisions of §23.751, §23.755, and §23.757 at amendment 23-63 as a means of complying with §23.2310, or may obtain FAA acceptance of a different means of compliance in accordance with §23.2010.
23.2315	Means of egress and emergency exits	F3264-19, Section 7.4	None	
23.2320	Occupant physical environment	F3264-19, Section 7.5	None	ASTM F3264-19 does not include means for showing compliance to § 23.2320 for pressurized airplanes with a maximum altitude of 25,000 feet or less. If applying for certification of a pressurized airplane with a maximum altitude of 25,000 feet or less, applicants may use F3227/F3227M-20 as means of compliance, or may obtain FAA acceptance of a different means of compliance in accordance with §23.2010.
23.2325	Fire protection	F3264-19, Section 7.6	Delete: ASTM F3264-19 Section 7.6.1.3	ASTM F3264-19 does not include an accepted means for showing compliance for electrical systems installed on airplanes with electric or

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				<p>hybrid-electric propulsion systems. If applying for certification of an airplane with such an electrical system, applicants must use an MOC accepted by the Administrator in accordance with 14 CFR §23.2010.</p> <p>ASTM Committee F44 is developing standards for showing compliance for electrical systems installed on airplanes with electric or hybrid-electric propulsion systems. Applicants are encouraged to consider using F3316-19 for development of their means of compliance.</p>
23.2330	Fire protection in designated fire zones and adjacent areas	F3264-19, Section 7.7		
23.2335	Lightning protection	F3264-19, Section 7.8	None	
Subpart E – Powerplant				
23.2400	Powerplant installation	F3264-19, Section 8.1	Delete: ASTM F3264-19 Section 8.1.6	<p>ASTM F3264-19 does not include an accepted means for showing compliance for electric propulsion systems. If applying for certification of an airplane with an electric propulsion system, applicants must use an MOC accepted by the Administrator in accordance with 14 CFR §23.2010.</p> <p>ASTM Committee F44 is developing standards for showing compliance for electric propulsion systems. Applicants are encouraged to consider using F3239-19 for development of their means of compliance. Any means of compliance used must</p>

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				establish a level of safety equivalent to certified reciprocating and turbine propulsion systems.
23.2405	Automatic power or thrust control systems	F3264-19, Section 8.2	Delete: ASTM F3264-19 Section 8.2.4	<p>ASTM F3264-19 does not include an accepted means for showing compliance for electric propulsion systems. If applying for certification of an airplane with an electric propulsion system, applicants must use an MOC accepted by the Administrator in accordance with 14 CFR §23.2010.</p> <p>ASTM Committee F44 is developing standards for showing compliance for electric propulsion systems. Applicants are encouraged to consider using F3239-19 for development of their means of compliance. Any means of compliance used must establish a level of safety equivalent to certified reciprocating and turbine propulsion systems.</p>
23.2410	Powerplant installation hazard assessment	F3264-19, Section 8.3	Delete: ASTM F3264-19 Section 8.3.8	<p>ASTM F3264-19 does not include an accepted means for showing compliance for electric propulsion systems. If applying for certification of an airplane with an electric propulsion system, applicants must use an MOC accepted by the Administrator in accordance with 14 CFR §23.2010.</p> <p>ASTM Committee F44 is developing standards for showing compliance for electric propulsion</p>

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				systems. Applicants are encouraged to consider using F3239-19 for development of their means of compliance. Any means of compliance used must establish a level of safety equivalent to certified reciprocating and turbine propulsion systems.
23.2415	Powerplant ice protection	F3264-19, Section 8.4	<p>Delete: ASTM F3264-19 Section 8.4.4</p> <p>Add: An FAA accepted means of compliance for the turbine engine installation ice protection requirement of § 23.2415, on airplanes not approved for flight into known icing, such as the provisions of F3120/F3120M-19 section 7.2 and 7.3 (regardless of the operation requirements in F3120/F3120M-19 Table 1).</p>	<p>ASTM F3264-19 does not include an accepted means for showing compliance for electric propulsion systems. If applying for certification of an airplane with an electric propulsion system, applicants must use an MOC accepted by the Administrator in accordance with 14 CFR §23.2010.</p> <p>ASTM Committee F44 is developing standards for showing compliance for electric propulsion systems. Applicants are encouraged to consider using F3239-19 for development of their means of compliance. Any means of compliance used must establish a level of safety equivalent to certified reciprocating and turbine propulsion systems.</p> <p>ASTM F3264-19 does not include an accepted means for identifying applicable icing conditions on turbine engine airplanes that are not approved for flight into known icing. If applying for certification of a turbine engine airplane that is not approved for flight into known icing, applicants may use F3120/F3120M-19 section 7.2 and 7.3 (regardless of the operation requirements in Table 1) as a means of complying with this aspect of § 23.2415. Alternately, applicants may obtain FAA acceptance of a different means of compliance in accordance with §23.2010.</p>
23.2420	Reversing systems	F3264-19, Section 8.5	Delete: ASTM F3264-19 Section 8.5.3	ASTM F3264-19 does not include an accepted means for showing compliance for electric

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23.2425	Powerplant operational characteristics	F3264-19, Section 8.6	Delete: ASTM F3264-19 Section 8.6.6	<p>ASTM F3264-19 does not include an accepted means for showing compliance for electric propulsion systems. If applying for certification of an airplane with an electric propulsion system, applicants must use an MOC accepted by the Administrator in accordance with 14 CFR §23.2010.</p> <p>ASTM Committee F44 is developing standards for showing compliance for electric propulsion systems. Applicants are encouraged to consider using F3239-19 for development of their means of compliance. Any means of compliance used must establish a level of safety equivalent to certified reciprocating and turbine propulsion systems.</p>
23.2430	Fuel systems	F3264-19, Section 8.7	Delete: ASTM F3264-19 Section 8.7.6	<p>ASTM F3264-19 does not include an accepted means for showing compliance for electric propulsion systems. If applying for certification of an airplane with an electric propulsion system, applicants must use an MOC accepted by the Administrator in accordance with 14 CFR §23.2010.</p>

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Updated September 22, 2020

Part 23 Rule		Accepted MOC ^{1,2}		Potential Supplemental MOC ³
Section	Title	ASTM Standard	FAA Changes	and additional notes
				ASTM Committee F44 is developing standards for showing compliance for electric propulsion systems. Applicants are encouraged to consider using F3239-19 for development of their means of compliance. Any means of compliance used must establish a level of safety equivalent to certified reciprocating and turbine propulsion systems.
23.2435	Powerplant induction and exhaust systems	F3264-19, Section 8.8	Delete: ASTM F3264-19 Section 8.8.2	ASTM F3264-19 does not include an accepted means for showing compliance for electric propulsion systems. If applying for certification of an airplane with an electric propulsion system, applicants must use an MOC accepted by the Administrator in accordance with 14 CFR §23.2010. ASTM Committee F44 is developing standards for showing compliance for electric propulsion systems. Applicants are encouraged to consider using F3239-19 for development of their means of compliance. Any means of compliance used must establish a level of safety equivalent to certified reciprocating and turbine propulsion systems.
23.2440	Powerplant fire protection	F3264-19, Section 8.9	Delete: ASTM F3264-19 Section 8.9.5	ASTM F3264-19 does not include an accepted means for showing compliance for electric propulsion systems. If applying for certification of an airplane with an electric propulsion system, applicants must use an MOC accepted by the Administrator in accordance with 14 CFR §23.2010. ASTM Committee F44 is developing standards for showing compliance for electric propulsion systems. Applicants are encouraged to consider using F3239-19 for development of their means of compliance. Any means of compliance used must

¹Reference Notice No. 23-20-01-NOA, published in the *Federal Register* on September 22, 2020 [85 FR 59400]

²Aircraft Type Code compliance matrix tables found in F3061/F3061M-19a, F3227/F3227M-17, F3228-17, F3229/F3229M-17, F3230-17, F3231/F3231M-19, F3232/F3232M-19a, F3233/F3233M-17, F3234/F3234M-17, F3235-17a, F3236-17 and F3316/F3316M-19 are not accepted. Applicability will be determined by the Small Airplane Standards Branch.

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Part 23 Rule		Accepted MOC ^{1,2}		Potential Supplemental MOC ³
Section	Title	ASTM Standard	FAA Changes	and additional notes
				establish a level of safety equivalent to certified reciprocating and turbine propulsion systems.
Subpart F – Equipment				
23.2500	Airplane level systems requirements	F3264-19, Section 9.1	<p>Delete: ASTM F3264-19 Section 9.1.1.2 (a)</p> <p>Delete: ASTM F3264-19 Section 9.1.1.5</p> <p>ASTM F3230-17 Section 3.2.1 aircraft type code Replace: “airworthiness level” With: “aeroplane certification level”</p> <p>ASTM F3230-17 Section 4 Basic Information Example Replace: “airworthiness level” With: “aeroplane certification level”</p> <p>ASTM F3230-17 Table 1 Replace: “airworthiness level” With: “aeroplane certification level”</p> <p>ASTM F3230-17 Table 3 Replace: “airworthiness level” With: “aeroplane certification level”</p>	<p>ASTM F3264-19 does not include an accepted means for showing compliance for electrical systems installed on airplanes with electric or hybrid-electric propulsion systems. If applying for certification of an airplane with such an electrical system, applicants must use an MOC accepted by the Administrator in accordance with 14 CFR §23.2010.</p> <p>ASTM Committee F44 is developing standards for showing compliance for electrical systems installed on airplanes with electric or hybrid-electric propulsion systems. Applicants are encouraged to consider using F3316-19 for development of their means of compliance.</p> <p>ASTM F44 committee has developed F3309/F3309M-18 Standard practice for Simplified Safety Assessment of Systems and Equipment in Small Aircraft. FAA accepts F3309-18 as a means of compliance for §23.2500 if applicable to a project.</p>
23.2505	Function and installation	F3264-19, Section 9.2	<p>Delete: ASTM F3264-19 Section 9.2.1.1 (a)</p> <p>Delete: ASTM F3264-19 Section 9.2.1.4</p>	<p>ASTM F3264-19 does not include an accepted means for showing compliance for electrical systems installed on airplanes with electric or hybrid-electric propulsion systems. If applying for certification of an airplane with such an electrical system, applicants must use an MOC accepted by the Administrator in accordance with 14 CFR §23.2010.</p>

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²Aircraft Type Code compliance matrix tables found in F3061/F3061M-19a, F3227/F3227M-17, F3228-17, F3229/F3229M-17, F3230-17, F3231/F3231M-19, F3232/F3232M-19a, F3233/F3233M-17, F3234/F3234M-17, F3235-17a, F3236-17 and F3316/F3316M-19 are not accepted. Applicability will be determined by the Small Airplane Standards Branch.

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Part 23 Rule		Accepted MOC ^{1,2}		Potential Supplemental MOC ³
Section	Title	ASTM Standard	FAA Changes	and additional notes
				<p>ASTM Committee F44 is developing standards for showing compliance for electrical systems installed on airplanes with electric or hybrid-electric propulsion systems. Applicants are encouraged to consider using F3316-19 for development of their means of compliance.</p> <p>ASTM F3264-19 does not include accepted means for showing compliance concerning lithium battery installations. If applying for certification of an airplane with installed lithium batteries, applicants may use the guidance provided by RTCA DO-311A, or may obtain FAA acceptance of a different means of compliance in accordance with §23.2010.</p>
23.2510	Equipment, systems, and installations	F3264-19, Section 9.3	<p>Delete: ASTM F3264-19 Section 9.3.1.2</p> <p>ASTM F3230-17 Section 3.2.1 aircraft type code Replace: “airworthiness level” With: “aeroplane certification level”</p> <p>ASTM F3230-17 Section 4 Basic Information Example Replace: “airworthiness level” With: “aeroplane certification level”</p> <p>ASTM F3230-17 Table 1 Replace: “airworthiness level” With: “aeroplane certification level”</p> <p>ASTM F3230-17 Table 3 Replace: “airworthiness level” With: “aeroplane certification level”</p>	<p>ASTM F3264-19 does not include accepted means for showing compliance concerning lithium battery installations. If applying for certification of an airplane with installed lithium batteries, applicants may use the guidance provided by RTCA DO-311A, or may obtain FAA acceptance of a different means of compliance in accordance with §23.2010.</p>
23.2515	Electrical and electronic system	F3264-19, Section 9.4	None	

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²Aircraft Type Code compliance matrix tables found in F3061/F3061M-19a, F3227/F3227M-17, F3228-17, F3229/F3229M-17, F3230-17, F3231/F3231M-19, F3232/F3232M-19a, F3233/F3233M-17, F3234/F3234M-17, F3235-17a, F3236-17 and F3316/F3316M-19 are not accepted. Applicability will be determined by the Small Airplane Standards Branch.

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Part 23 Rule		Accepted MOC ^{1,2}		Potential Supplemental MOC ³
Section	Title	ASTM Standard	FAA Changes	and additional notes
	lightning protection			
23.2520	High-intensity Radiated Fields (HIRF) protection	F3264-19, Section 9.5	<p>ASTM F3236-17 Table 2 400 to 700 Mhz frequency range field strength average value: Replace: "100 volts/meter" With: "50 volts/meter"</p> <p>Replace: ASTM F3236-17 Section 4.2.3.3 With: FAA Section 4.2.3.3 "From 40 to 400 MHz, use conducted susceptibility tests, starting at a minimum of 30 mA at 40 MHz, decreasing 20 dB per frequency decade to a minimum of 3 mA at 400 MHz."</p>	ASTM F3236-17, Section 4.1.3 requires hazards down to Major to be addressed. §23.2520 only requires hazards down to Hazardous to be addressed.
23.2525	System power generation, storage, and distribution	F3264-19, Section 9.6	Delete: ASTM F3264-19 Section 9.6.2.3	<p>ASTM F3264-19 does not include an accepted means for showing compliance for electrical systems installed on airplanes with electric or hybrid-electric propulsion systems. If applying for certification of an airplane with such an electrical system, applicants must use an MOC accepted by the Administrator in accordance with 14 CFR §23.2010.</p> <p>ASTM Committee F44 is developing standards for showing compliance for electrical systems installed on airplanes with electric or hybrid-electric propulsion systems. Applicants are encouraged to consider using F3316-19 for development of their means of compliance.</p> <p>ASTM F3264-19 does not include accepted means for showing compliance concerning lithium battery installations. If applying for certification of an airplane with installed lithium batteries, applicants</p>

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²Aircraft Type Code compliance matrix tables found in F3061/F3061M-19a, F3227/F3227M-17, F3228-17, F3229/F3229M-17, F3230-17, F3231/F3231M-19, F3232/F3232M-19a, F3233/F3233M-17, F3234/F3234M-17, F3235-17a, F3236-17 and F3316/F3316M-19 are not accepted. Applicability will be determined by the Small Airplane Standards Branch.

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Part 23 Rule		Accepted MOC ^{1,2}		Potential Supplemental MOC ³
Section	Title	ASTM Standard	FAA Changes	and additional notes
				may use the guidance provided by RTCA DO-311A, or may obtain FAA acceptance of a different means of compliance in accordance with §23.2010.
23.2530	External and cockpit lighting	F3264-19, Section 9.7		ASTM F3264-19 does not include means for showing cockpit lighting is compliant with §23.2530. If applying for certification of an airplane which requires cockpit lighting, applicants may use the provisions of §23.1381 at amendment 23-63 as a means of complying with this aspect of §23.2530, or may obtain FAA acceptance of a different means of compliance in accordance with §23.2010.
23.2535	Safety equipment	F3264-19, Section 9.8	Delete: ASTM F3264-19 Section 9.8.1	ASTM F3264-19 Section 9.8.1 lists ASTM F3061/3061M-19a, which does not include means for showing compliance with § 23.2535 for airplanes with safety equipment, such as ditching equipment. If applying for certification of an airplane with safety equipment, such as ditching equipment, applicants may use ASTM F3117/F3117M – 19 and ASTM F3083/F3083M – 19 as means of compliance with § 23.2535, or may obtain FAA acceptance of a different means of compliance in accordance with § 23.2010.
23.2540	Flight in icing conditions	F3264-19, Section 9.9		
23.2545	Pressurized systems elements	F3264-19, Section 9.10	None	

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²Aircraft Type Code compliance matrix tables found in F3061/F3061M-19a, F3227/F3227M-17, F3228-17, F3229/F3229M-17, F3230-17, F3231/F3231M-19, F3232/F3232M-19a, F3233/F3233M-17, F3234/F3234M-17, F3235-17a, F3236-17 and F3316/F3316M-19 are not accepted. Applicability will be determined by the Small Airplane Standards Branch.

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Section	Title	ASTM Standard	FAA Changes	and additional notes
23.2550	Equipment containing high-energy rotors	F3264-19, Section 9.11	None	
Subpart G - Flightcrew Interface and Other Information				
23.2600	Flightcrew interface	F3264-19, Section 10.1	<p>Add: An FAA accepted means of compliance for the windshield luminous transmittance aspects of § 23.2600, such as the provisions of § 23.775(e), amendment 23-49.</p> <p>Add: An FAA accepted means of compliance for the pilot compartment view with formation of fog or frost aspects of § 23.2600, such as the provisions of § 23.773(b), amendment 23-45.</p>	ASTM F3264-19 does not include an accepted means for showing compliance to §23.2600(c). If applying for certification of a Level 4 airplane, applicants may obtain FAA acceptance of a means of compliance in accordance with § 23.2010.
23.2605	Installation and operation	F3264-19, Section 10.2		
23.2610	Instrument markings, control markings, and placards	F3264-19, Section 10.3	None	
23.2615	Flight, navigation, and powerplant instruments	F3264-19, Section 10.4	<p>Replace: ASTM F3064/F3064M-19, Section 6</p> <p>With: An FAA accepted means of compliance for the powerplant instrument aspects of § 23.2615, such as the provisions of § 23.1305, amendment 23-52.</p>	

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²Aircraft Type Code compliance matrix tables found in F3061/F3061M-19a, F3227/F3227M-17, F3228-17, F3229/F3229M-17, F3230-17, F3231/F3231M-19, F3232/F3232M-19a, F3233/F3233M-17, F3234/F3234M-17, F3235-17a, F3236-17 and F3316/F3316M-19 are not accepted. Applicability will be determined by the Small Airplane Standards Branch.

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Part 23 Rule		Accepted MOC ^{1,2}		Potential Supplemental MOC ³
Section	Title	ASTM Standard	FAA Changes	and additional notes
23.2620	Airplane flight manual	F3264-19, Sections 5.15 AND 10.5	None	

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²Aircraft Type Code compliance matrix tables found in F3061/F3061M-19a, F3227/F3227M-17, F3228-17, F3229/F3229M-17, F3230-17, F3231/F3231M-19, F3232/F3232M-19a, F3233/F3233M-17, F3234/F3234M-17, F3235-17a, F3236-17 and F3316/F3316M-19 are not accepted. Applicability will be determined by the Small Airplane Standards Branch.

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