

Part 23 Accepted Means of Compliance Based on ASTM Consensus Standards
Updated May 11, 2018

Part 23 Rule		Accepted MOC ¹		Potential Supplemental MOC ² and additional notes
Section	Title	ASTM Standard	FAA Changes	
23.1457	Cockpit voice recorders	F3264-17, Section 9.12	None	
23.1459	Flight data recorders	F3264-17, Section 9.13	None	
23.1529	Instructions for continued airworthiness	F3264-17, 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	F3264-17, Section 5.1	None	
23.2105	Performance data	F3264-17, Section 5.2	None	
23.2110	Stall speed	F3264-17, Section 5.3	None	
23.2115	Takeoff performance	F3264-17, Section 5.4	None	
23.2120	Climb requirements	F3264-17, Section 5.5	None	
23.2125	Climb information	F3264-17, Section 5.6	None	
23.2130	Landing	F3264-17, Section 5.7	None	

¹Reference Notice No. 23-18-01-NOA, published in the *Federal Register* on May 11, 2018 [[83 FR 21850](#)]

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Section	Title	ASTM Standard	FAA Changes							
23.2135	Controllability	F3264-17, Section 5.8	<table border="1"> <tr> <td>Replace:</td> <td>With:</td> </tr> <tr> <td>ASTM F3173/F3173M-17, Sections 4.9.1.1 and 4.9.1.2</td> <td>FAA 4.9.1.1 and 4.9.1.2: 4.9.1.1: "For a level 1 or 2 airplane, or level 3 or 4 airplane of 6,000 pounds or less maximum weight, 5 seconds from initiation of roll and" 4.9.1.2: "For a level 3 or 4 airplane of over 6,000 pounds maximum weight, (W+500) / 1300 seconds, but not more than 10 seconds, where W is the weight in pounds."</td> </tr> <tr> <td>ASTM F3173/F3173M-17, Sections 4.9.3.1 and 4.9.3.2</td> <td>FAA 4.9.3.1 and 4.9.3.2: 4.9.3.1: "For a level 1 or 2 airplane, or level 3 or 4 airplane of 6,000 pounds or less maximum weight, 4 seconds from initiation of roll and" 4.9.3.2: "For a level 3 or 4 airplane of over 6,000 pounds maximum weight, (W+2,800) / 2,200 seconds, but not more than 7 seconds, where W is the weight in pounds."</td> </tr> </table>	Replace:	With:	ASTM F3173/F3173M-17, Sections 4.9.1.1 and 4.9.1.2	FAA 4.9.1.1 and 4.9.1.2: 4.9.1.1: "For a level 1 or 2 airplane, or level 3 or 4 airplane of 6,000 pounds or less maximum weight, 5 seconds from initiation of roll and" 4.9.1.2: "For a level 3 or 4 airplane of over 6,000 pounds maximum weight, (W+500) / 1300 seconds, but not more than 10 seconds, where W is the weight in pounds."	ASTM F3173/F3173M-17, Sections 4.9.3.1 and 4.9.3.2	FAA 4.9.3.1 and 4.9.3.2: 4.9.3.1: "For a level 1 or 2 airplane, or level 3 or 4 airplane of 6,000 pounds or less maximum weight, 4 seconds from initiation of roll and" 4.9.3.2: "For a level 3 or 4 airplane of over 6,000 pounds maximum weight, (W+2,800) / 2,200 seconds, but not more than 7 seconds, where W is the weight in pounds."	
Replace:	With:									
ASTM F3173/F3173M-17, Sections 4.9.1.1 and 4.9.1.2	FAA 4.9.1.1 and 4.9.1.2: 4.9.1.1: "For a level 1 or 2 airplane, or level 3 or 4 airplane of 6,000 pounds or less maximum weight, 5 seconds from initiation of roll and" 4.9.1.2: "For a level 3 or 4 airplane of over 6,000 pounds maximum weight, (W+500) / 1300 seconds, but not more than 10 seconds, where W is the weight in pounds."									
ASTM F3173/F3173M-17, Sections 4.9.3.1 and 4.9.3.2	FAA 4.9.3.1 and 4.9.3.2: 4.9.3.1: "For a level 1 or 2 airplane, or level 3 or 4 airplane of 6,000 pounds or less maximum weight, 4 seconds from initiation of roll and" 4.9.3.2: "For a level 3 or 4 airplane of over 6,000 pounds maximum weight, (W+2,800) / 2,200 seconds, but not more than 7 seconds, where W is the weight in pounds."									
23.2140	Trim	F3264-17, Section 5.9	None							
23.2145	Stability	F3264-17, Section 5.10	None							
23.2150	Stall characteristics, stall warning, and spins	F3264-17, Section 5.11	None							

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Section	Title	ASTM Standard	FAA Changes					
23.2155	Ground and water handling characteristics	F3264-17, Section 5.12	None					
23.2160	Vibration, buffeting, and highspeed characteristics	F3264-17, Section 5.13	None					
23.2165	Performance and flight characteristics requirements for flight in icing conditions	F3264-17, Section 5.14	None					
Subpart C - Structures								
23.2200	Structural design envelope	F3264-17, Section 6.1	<table border="1"> <tr> <td>Replace:</td> <td>With:</td> </tr> <tr> <td>ASTM F3116/F3116M-15, Section 5.1.3.1(1)</td> <td>FAA 5.1.3.1(1) "V_s is a 1g computed stalling speed with flaps retracted (normally based on the maximum airplane normal force coefficient, C_{NA}) at the design maximum takeoff weight."</td> </tr> </table>	Replace:	With:	ASTM F3116/F3116M-15, Section 5.1.3.1(1)	FAA 5.1.3.1(1) "V _s is a 1g computed stalling speed with flaps retracted (normally based on the maximum airplane normal force coefficient, C _{NA}) at the design maximum takeoff weight."	
Replace:	With:							
ASTM F3116/F3116M-15, Section 5.1.3.1(1)	FAA 5.1.3.1(1) "V _s is a 1g computed stalling speed with flaps retracted (normally based on the maximum airplane normal force coefficient, C _{NA}) at the design maximum takeoff weight."							

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23.2205	Interaction of systems and structures	None	N/A	ASTM standards do not contain means for showing compliance to §23.2205. If applying for certification of an airplane that requires compliance with §23.2205, 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 to §23.2205.						
23.2210	Structural design loads	F3264-17, Section 6.3	None							
23.2215	Flight load conditions	F3264-17, Section 6.4	<table border="1"> <thead> <tr> <th>Replace:</th> <th>With:</th> </tr> </thead> <tbody> <tr> <td>ASTM F3116/F3116M-15, Section 4.1.4</td> <td>FAA 4.1.4 “Appendix X1 through appendix X4 provide, within the limitations specified within the appendix, a simplified means of compliance with several of the requirements set forth in 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 appendix X3 are used, they must be used together in their entirety.”</td> </tr> <tr> <td>ASTM F3116/F3116M-15, Section 4.10.1.1</td> <td>FAA 4.10.1.1 “In condition A, assume 100% of the semispan wing airload acts on one side of the airplane and 75% of this load acts on the other side. For airplanes with maximum weight of</td> </tr> </tbody> </table>	Replace:	With:	ASTM F3116/F3116M-15, Section 4.1.4	FAA 4.1.4 “Appendix X1 through appendix X4 provide, within the limitations specified within the appendix, a simplified means of compliance with several of the requirements set forth in 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 appendix X3 are used, they must be used together in their entirety.”	ASTM F3116/F3116M-15, Section 4.10.1.1	FAA 4.10.1.1 “In condition A, assume 100% of the semispan wing airload acts on one side of the airplane and 75% of this load acts on the other side. For airplanes with maximum weight of	ASTM F3264-17 does not include means for showing that mass balance weights are designed for appropriate loads. If applying for certification of an airplane with flight control surfaces incorporating mass balance weights, applicants may use the provisions of §23.659 at amendment 23-63 as a means of complying with this aspect of §23.2215, or may obtain FAA acceptance of a different means of compliance in accordance with §23.2010.
Replace:	With:									
ASTM F3116/F3116M-15, Section 4.1.4	FAA 4.1.4 “Appendix X1 through appendix X4 provide, within the limitations specified within the appendix, a simplified means of compliance with several of the requirements set forth in 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 appendix X3 are used, they must be used together in their entirety.”									
ASTM F3116/F3116M-15, Section 4.10.1.1	FAA 4.10.1.1 “In condition A, assume 100% of the semispan wing airload acts on one side of the airplane and 75% of this load acts on the other side. For airplanes with maximum weight of									

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			1,000 pounds or less, 70% of the load acts on the other side.”							
		ASTM F3116/F3116M-15, Section X1.1.1	FAA 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 low-speed, level 1 and level 2 airplanes.”							
		ASTM F3116/F3116M-15, Section X1.1.4	X1.1.4 through X1.1.4.5: Same as published in F3116/F3116M-15. <i>Add</i> FAA X1.1.4.6: “Wings with winglets, tip tanks, or tip fins.”							
23.2220	Ground and water load conditions	F3264-17, Section 6.5	None							
23.2225	Component loading conditions	F3264-17, Section 6.6	<table border="1"> <thead> <tr> <th>Replace:</th> <th>With:</th> </tr> </thead> <tbody> <tr> <td>ASTM F3116/F3116M-15, Section X2.1.1</td> <td>FAA 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 low-speed, level 1 and level 2 airplanes.”</td> </tr> <tr> <td>ASTM F3116/F3116M-15, Section X3.1.1</td> <td>FAA X3.1.1 “The methods provided in this appendix provide one possible means (but not the only possible means) of compliance and can only</td> </tr> </tbody> </table>	Replace:	With:	ASTM F3116/F3116M-15, Section X2.1.1	FAA 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 low-speed, level 1 and level 2 airplanes.”	ASTM F3116/F3116M-15, Section X3.1.1	FAA X3.1.1 “The methods provided in this appendix provide one possible means (but not the only possible means) of compliance and can only	
Replace:	With:									
ASTM F3116/F3116M-15, Section X2.1.1	FAA 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 low-speed, level 1 and level 2 airplanes.”									
ASTM F3116/F3116M-15, Section X3.1.1	FAA X3.1.1 “The methods provided in this appendix provide one possible means (but not the only possible means) of compliance and can only									

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			ASTM F3116/F3116M-15, Section X4.1.1	be applied to low-speed, level 1 and level 2 airplanes.” FAA 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 low-speed, level 1 airplanes.”	
23.2230	Limit and ultimate loads	F3264-17, Section 6.7	None		
23.2235	Structural strength	F3264-17, Section 6.8	Replace: ASTM F3264-17, Section 6.8.1	With: FAA 6.8.1 “F3114-15 Standard Specification for Structures”	
23.2240	Structural durability	F3264-17, Section 6.9	Replace: ASTM F3115/F3115M-15, Section 4.4.1	With: FAA 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	

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			<p>materials or material systems for which the physical and mechanical properties are well established.”</p> <hr/> <p>ASTM F3115/F3115M-15, Section 6.1</p> <p>FAA 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>	
23.2245	Aeroelasticity	F3264-17, Section 6.10	None	
23.2250	Design and construction principles	F3264-17, Section 6.11	None	
23.2255	Protection of structure	F3264-17, Section 6.12	None	
23.2260	Materials and processes	F3264-17, Section 6.13	None	
23.2265	Special factors of safety	F3264-17, Section 6.14	None	
23.2270	Emergency conditions	F3264-17, Section 6.15	None	

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Subpart D – Design and Construction						
23.2300	Flight control systems	F3264-17, Section 7.1	<table border="1"> <tr> <td>Replace: ASTM F3232/F3232M-17, Table 1, Row 4.4.6</td> <td>With: FAA Table 1, Row 4.4.6 A white circle (“o”) in the following Aircraft Type Code (ATC) character fields: “Airworthiness Level – 1” and “Stall Speed – L”; a mark-out (“x”) in the following ATC character field: “Number of Engines – M”; and no codes in any other ATC character field. Note: This change applies the standard of ASTM F3232/F3232M-17, Section 4.4.6, to all single-engine airplanes except level 1 airplanes with a stall speed of 45 knots or less.</td> </tr> </table>	Replace: ASTM F3232/F3232M-17, Table 1, Row 4.4.6	With: FAA Table 1, Row 4.4.6 A white circle (“o”) in the following Aircraft Type Code (ATC) character fields: “Airworthiness Level – 1” and “Stall Speed – L”; a mark-out (“x”) in the following ATC character field: “Number of Engines – M”; and no codes in any other ATC character field. Note: This change applies the standard of ASTM F3232/F3232M-17, Section 4.4.6, to all single-engine airplanes except level 1 airplanes with a stall speed of 45 knots or less.	<p>ASTM F3232/F3232M-17, Section 4.11.3's reference to F3082/F3082M should be F3173/F3173M.</p> <p>ASTM F3232/F3232M-17, Section 5.3 and 5.3.3's references to F3082/F3082M should be F3180/F3180M.</p>
Replace: ASTM F3232/F3232M-17, Table 1, Row 4.4.6	With: FAA Table 1, Row 4.4.6 A white circle (“o”) in the following Aircraft Type Code (ATC) character fields: “Airworthiness Level – 1” and “Stall Speed – L”; a mark-out (“x”) in the following ATC character field: “Number of Engines – M”; and no codes in any other ATC character field. Note: This change applies the standard of ASTM F3232/F3232M-17, Section 4.4.6, to all single-engine airplanes except level 1 airplanes with a stall speed of 45 knots or less.					
23.2305	Landing gear systems	F3264-17, Section 7.2	None	ASTM F3061/F3061M-17, Section 13.9.3, Section 13.9.5, and Table 12's references to F3082/F3082M should be ASTM F3179/F3179M.		
23.2310	Buoyancy for seaplanes and amphibians	None	N/A	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.		

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23.2315	Means of egress and emergency exits	F3264-17, Section 7.4	None		
23.2320	Occupant physical environment	F3264-17, Section 7.5	None		ASTM F3264-17 does not include means for showing compliance to the pilot and passenger compartment ventilating air aspects of §23.2320(c) for pressurized airplanes with a maximum altitude of 25,000 ft. or less. If applying for certification of such an airplane, applicants may use the high-altitude aircraft provisions in sections 4.1.2 and 4.1.3 of ASTM F3227/F3227M-17, <i>Standard Specification for Environmental Systems in Small Aircraft</i> , as a means of complying with §23.2320(c), or may use §23.831(b) at amendment 23-63 as means of compliance. Alternatively, applicants may obtain FAA acceptance of a different means of compliance in accordance with §23.2010.
23.2325	Fire protection	F3264-17, Section 7.6	Replace: ASTM F3061/F3061M-17, Section 10.3.2	With: FAA 10.3.2 "In each area where flammable fluids or vapors might escape by leakage of a fluid system, there must be means to minimize the probability of ignition of the fluids and vapors, and the resultant hazard if ignition does occur. These means must account for the factors prescribed in 10.3.3 through 10.3.7."	

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23.2330	Fire protection in designated fire zones and adjacent areas	F3264-17, Section 7.7	None					
23.2335	Lightning protection	F3264-17, Section 7.8	None					
Subpart E – Powerplant								
23.2400	Powerplant installation	F3264-17, Section 8.1	<table border="1"> <tr> <td>Replace:</td> <td>With:</td> </tr> <tr> <td>ASTM F3065/F3065M-15, Section 4.3</td> <td>An FAA-accepted means of compliance for § 23.2400(c), such as the provisions of § 23.905(d), amendment 23-59.</td> </tr> </table>	Replace:	With:	ASTM F3065/F3065M-15, Section 4.3	An FAA-accepted means of compliance for § 23.2400(c), such as the provisions of § 23.905(d), amendment 23-59.	ASTM F3264-17 does not include means for showing that an air inlet system does not cause vibration harmful to the engine on turbine-powered airplanes. If applying for certification of a turbine-powered airplane, applicants may use the provisions of §23.939(c) at amendment 23-63 as a means of complying with this aspect of §23.2400(c)(4) and §23.2400(e), or may obtain FAA acceptance of a different means of compliance in accordance with §23.2010.
Replace:	With:							
ASTM F3065/F3065M-15, Section 4.3	An FAA-accepted means of compliance for § 23.2400(c), such as the provisions of § 23.905(d), amendment 23-59.							
23.2405	Automatic power or thrust control systems	F3264-17, Section 8.2	None	F3062/F3062M-16, F3065/F3065M-15, and F3066/F3066M-15 listed in Section 8.2 of F3264-17 are not needed for showing compliance to 14 CFR 23.2405.				
23.2410	Powerplant installation hazard assessment	F3264-17, Section 8.3	<table border="1"> <tr> <td>Replace:</td> <td>With:</td> </tr> <tr> <td>ASTM F3264-17, Section 8.3</td> <td>8.3 through 8.3.2: Same as published in F3264-17. Renumber 8.3.3 to 8.3.6. Add FAA 8.3.3 through 8.3.5, and FAA 8.3.7: 8.3.3: “F3063/F3063M – 16a Standard Specification for Design</td> </tr> </table>	Replace:	With:	ASTM F3264-17, Section 8.3	8.3 through 8.3.2: Same as published in F3264-17. Renumber 8.3.3 to 8.3.6. Add FAA 8.3.3 through 8.3.5, and FAA 8.3.7: 8.3.3: “F3063/F3063M – 16a Standard Specification for Design	
Replace:	With:							
ASTM F3264-17, Section 8.3	8.3 through 8.3.2: Same as published in F3264-17. Renumber 8.3.3 to 8.3.6. Add FAA 8.3.3 through 8.3.5, and FAA 8.3.7: 8.3.3: “F3063/F3063M – 16a Standard Specification for Design							

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				and Integration of Fuel/Energy Storage and Delivery System Installations for Aeroplanes” 8.3.4: “F3064/F3064M – 15 Standard Specification for Control, Operational Characteristics and Installation of Instruments and Sensors of Propulsion Systems” 8.3.5: “F3065/F3065M – 15 Standard Specification for Installation and Integration of Propeller System” 8.3.7: “F3117 – 15 Standard Specification for Crew Interface in Aircraft”	
23.2415	Powerplant ice protection	F3264-17, Section 8.4	Replace: ASTM F3264-17, Section 8.4 ASTM F3066/F3066M-15, Section 5.1	With: 8.4 through 8.4.1: Same as published in F3264-17. <i>Renumber</i> 8.4.2 to 8.4.3. <i>Add</i> FAA 8.4.2: F3063/F3063M – “16a Standard Specification for Design and Integration of Fuel/Energy Storage and Delivery System Installations for Aeroplanes” An FAA-accepted means of compliance for the induction system ice protection aspects of § 23.2415, such as the provisions of § 23.1093(a), amendment 23-51.	

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			<p>ASTM F3066/F3066M-15, Section 5.2.1.1</p> <p>FAA 5.2.1.1 “Operate throughout its flight power range, including minimum descent idle speeds, in the icing and snow conditions specified in Specification F3120/F3120M, without the accumulation of ice on engine, inlet system components, or airframe components that would do any of the following:”</p>	
			<p>ASTM F3066/F3066M-15, Section 5.2.2</p> <p>[Remove]</p>	
			<p>ASTM F3066/F3066M-15, Sections 5.2.3, 5.2.3.1, and 5.2.3.2</p> <p>FAA 5.2.2 “Each turbine engine must idle for 30 min on the ground, with the air bleed available for engine icing protection at its critical condition, without adverse effect, in the ground icing conditions specified in Specification F3120/F3120M.” FAA 5.2.2.1 Followed by momentary operation at takeoff power or thrust. FAA 5.2.2.2 During the 30 min of idle operation, the engine may be run up periodically to a moderate power or thrust setting.”</p>	

¹Reference Notice No. 23-18-01-NOA, published in the *Federal Register* on May 11, 2018 [[83 FR 21850](#)]

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Part 23 Accepted Means of Compliance Based on ASTM Consensus Standards
Updated May 11, 2018

Part 23 Rule		Accepted MOC ¹		Potential Supplemental MOC ²		
Section	Title	ASTM Standard	FAA Changes	and additional notes		
23.2420	Reversing systems	F3264-17, Section 8.5	<table border="1"> <tr> <td>Replace: ASTM F3264-17, Section 8.5</td> <td>With: 8.5 through 8.5.1: Same as published in F3264-17. <i>Remove</i> 8.5.2 and 8.5.3. <i>Add</i> FAA 8.5.2: F3065/F3065M – “15 Standard Specification for Installation and Integration of Propeller System”</td> </tr> </table>	Replace: ASTM F3264-17, Section 8.5	With: 8.5 through 8.5.1: Same as published in F3264-17. <i>Remove</i> 8.5.2 and 8.5.3. <i>Add</i> FAA 8.5.2: F3065/F3065M – “15 Standard Specification for Installation and Integration of Propeller System”	
Replace: ASTM F3264-17, Section 8.5	With: 8.5 through 8.5.1: Same as published in F3264-17. <i>Remove</i> 8.5.2 and 8.5.3. <i>Add</i> FAA 8.5.2: F3065/F3065M – “15 Standard Specification for Installation and Integration of Propeller System”					
23.2425	Powerplant operational characteristics	F3264-17, Section 8.6	<table border="1"> <tr> <td>Replace: ASTM F3264-17, Section 8.6</td> <td>With: 8.6 through 8.6.2: Same as published in F3264-17. <i>Renumber</i> 8.6.3 to 8.6.4. <i>Add</i> FAA 8.6.3 and FAA 8.6.5: 8.6.3: “F3065/F3065M – 15 Standard Specification for Installation and Integration of Propeller System” 8.6.5: “F3117 – 15 Standard Specification for Crew Interface in Aircraft”</td> </tr> </table>	Replace: ASTM F3264-17, Section 8.6	With: 8.6 through 8.6.2: Same as published in F3264-17. <i>Renumber</i> 8.6.3 to 8.6.4. <i>Add</i> FAA 8.6.3 and FAA 8.6.5: 8.6.3: “F3065/F3065M – 15 Standard Specification for Installation and Integration of Propeller System” 8.6.5: “F3117 – 15 Standard Specification for Crew Interface in Aircraft”	ASTM F3264-17 does not include means for showing that an air inlet system does not cause vibration harmful to the engine on turbine-powered airplanes. If applying for certification of a turbine-powered airplane, applicants may use the provisions of §23.939(c) at amendment 23-63 as a means of complying with this aspect of §23.2425, or may obtain FAA acceptance of a different means of compliance in accordance with §23.2010.
Replace: ASTM F3264-17, Section 8.6	With: 8.6 through 8.6.2: Same as published in F3264-17. <i>Renumber</i> 8.6.3 to 8.6.4. <i>Add</i> FAA 8.6.3 and FAA 8.6.5: 8.6.3: “F3065/F3065M – 15 Standard Specification for Installation and Integration of Propeller System” 8.6.5: “F3117 – 15 Standard Specification for Crew Interface in Aircraft”					

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Part 23 Rule		Accepted MOC ¹		Potential Supplemental MOC ²				
Section	Title	ASTM Standard	FAA Changes		and additional notes			
23.2430	Fuel system	F3264-17, Section 8.7	<table border="1"> <tr> <td>Replace: ASTM F3264-17, Section 8.7</td> <td>With: 8.7.1 through 8.7.5: Same as published in F3264-17 <i>Add</i> an FAA-accepted means of compliance for the fuel supply aspects of § 23.2430, such as the provisions of § 23.991(b), amendment 23-43.</td> </tr> <tr> <td>ASTM F3066/F3066M-15, Section 6.3</td> <td>An FAA-accepted means of compliance for the fuel/oil tank aspects of § 23.2430, such as the provisions of § 23.967(d), amendment 23-43.</td> </tr> </table>	Replace: ASTM F3264-17, Section 8.7	With: 8.7.1 through 8.7.5: Same as published in F3264-17 <i>Add</i> an FAA-accepted means of compliance for the fuel supply aspects of § 23.2430, such as the provisions of § 23.991(b), amendment 23-43.	ASTM F3066/F3066M-15, Section 6.3	An FAA-accepted means of compliance for the fuel/oil tank aspects of § 23.2430, such as the provisions of § 23.967(d), amendment 23-43.	F3061/F3061M-17 listed in Section 8.7 of F3264-17 is not needed for showing compliance to 14 CFR 23.2430.
Replace: ASTM F3264-17, Section 8.7	With: 8.7.1 through 8.7.5: Same as published in F3264-17 <i>Add</i> an FAA-accepted means of compliance for the fuel supply aspects of § 23.2430, such as the provisions of § 23.991(b), amendment 23-43.							
ASTM F3066/F3066M-15, Section 6.3	An FAA-accepted means of compliance for the fuel/oil tank aspects of § 23.2430, such as the provisions of § 23.967(d), amendment 23-43.							
23.2435	Powerplant induction and exhaust systems	F3264-17, Section 8.8	None		F3066/F3066M-15 listed in Section 8.8 of F3264-17 is not needed for showing compliance to 14 CFR 23.2435.			
23.2440	Powerplant fire protection	F3264-17, Section 8.9	<table border="1"> <tr> <td>Replace: ASTM F3264-17, Section 8.9</td> <td>With: 8.9 through 8.9.2: Same as published in F3264-17. <i>Renumber</i> 8.9.3 to 8.9.4. <i>Renumber</i> 8.9.4 to 8.9.5 and <i>change</i> to, "F3066/F3066M-15 Standard Specification for Powerplant Systems Specific Hazard Mitigation" <i>Add</i> FAA 8.9.3: 8.9.3: "F3063/F3063M-16a Standard Specification for Design and Integration of Fuel/Energy</td> </tr> </table>	Replace: ASTM F3264-17, Section 8.9	With: 8.9 through 8.9.2: Same as published in F3264-17. <i>Renumber</i> 8.9.3 to 8.9.4. <i>Renumber</i> 8.9.4 to 8.9.5 and <i>change</i> to, "F3066/F3066M-15 Standard Specification for Powerplant Systems Specific Hazard Mitigation" <i>Add</i> FAA 8.9.3: 8.9.3: "F3063/F3063M-16a Standard Specification for Design and Integration of Fuel/Energy	ASTM F3264-17 does not include means for showing compliance with §23.2440(f) fire extinguishing requirements for Level 4 airplanes. If applying for certification of a Level 4 airplane, applicants may show direct compliance with §23.2440(f)(3), or may obtain FAA acceptance of a means of compliance in accordance with §23.2010.		
Replace: ASTM F3264-17, Section 8.9	With: 8.9 through 8.9.2: Same as published in F3264-17. <i>Renumber</i> 8.9.3 to 8.9.4. <i>Renumber</i> 8.9.4 to 8.9.5 and <i>change</i> to, "F3066/F3066M-15 Standard Specification for Powerplant Systems Specific Hazard Mitigation" <i>Add</i> FAA 8.9.3: 8.9.3: "F3063/F3063M-16a Standard Specification for Design and Integration of Fuel/Energy							

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Part 23 Accepted Means of Compliance Based on ASTM Consensus Standards
Updated May 11, 2018

Part 23 Rule		Accepted MOC ¹		Potential Supplemental MOC ²
Section	Title	ASTM Standard	FAA Changes	and additional notes
			Storage and Delivery System Installations for Aeroplanes”	
23.2500	Airplane level systems requirements	F3264-17, Section 9.1	None	
23.2505	Function and installation	F3264-17, Section 9.2	None	
23.2510	Equipment, systems, and installations	F3264-17, Section 9.3	None	ASTM F3264-17 does not include means for showing that the airplane is safety 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 §23.2510, or may obtain FAA acceptance of a different means of compliance in accordance with §23.2010.
23.2515	Electrical and electronic system lightning protection	F3264-17, Section 9.4	None	
23.2520	High-intensity Radiated Fields (HIRF) protection	F3264-17, Section 9.5	None	
23.2525	System power generation, storage, and distribution	F3264-17, Section 9.6	None	

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Part 23 Rule		Accepted MOC ¹		Potential Supplemental MOC ² and additional notes
Section	Title	ASTM Standard	FAA Changes	
23.2530	External and cockpit lighting	F3264-17, Section 9.7	None	
23.2535	Safety equipment	F3264-17, Section 9.8	None	
23.2540	Flight in icing conditions	F3264-17, Section 9.9	None	ASTM F3264-17 does not contain acceptable means for showing compliance to the flight in icing requirements of §23.2540 for designs that incorporate an angle of attack sensor and/or stall warning sensor. If applying for certification of such a design, applicants must use a means of compliance accepted by the Administrator in accordance with §23.2010.
23.2545	Pressurized system elements	F3264-17, Section 9.10	None	
23.2550	Equipment containing high-energy rotors	F3061/F3061M-17, Section 10.9	None	

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Part 23 Rule		Accepted MOC ¹		Potential Supplemental MOC ²				
Section	Title	ASTM Standard	FAA Changes		and additional notes			
Subpart G - Flightcrew Interface and Other Information								
23.2600	Flightcrew interface	F3264-17, Section 10.1	<table border="1"> <tr> <td>Replace:</td> <td>With:</td> </tr> <tr> <td>ASTM F3264-17, Section 10.1</td> <td>10.1.1 through 10.1.5: Same as published in F3264-17 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. 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.</td> </tr> </table>	Replace:	With:	ASTM F3264-17, Section 10.1	10.1.1 through 10.1.5: Same as published in F3264-17 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. 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 F3264-17 does not include an acceptable means for showing compliance to §23.2600(c). If applying for certification of a Level 4 airplane, applicants may show direct compliance with §23.2600(c).</p> <p>ASTM F3264-17 does not include an acceptable means for showing compliance to §23.2600(a) for vision systems with a transparent display surface located in the pilot's outside field of view. If applying for certification of such systems, applicants may use the provisions of §23.773(c) at amendment 23-63 as a means of complying with §23.2600(a), or may obtain FAA acceptance of a different means of compliance in accordance with §23.2010.</p>
Replace:	With:							
ASTM F3264-17, Section 10.1	10.1.1 through 10.1.5: Same as published in F3264-17 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. 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.							
23.2605	Installation and operation.	F3264-17, Section 10.2	None					
23.2610	Instrument markings, control markings, and placards.	F3264-17, Section 10.3	None					
23.2615	Flight, navigation, and powerplant instruments.	F3264-17, Section 10.4	<table border="1"> <tr> <td>Replace:</td> <td>With:</td> </tr> <tr> <td>ASTM F3064/F3064M-15, Section 6</td> <td>An FAA-accepted means of compliance for the powerplant instruments aspects of § 23.2615, such as the provisions of § 23.1305, amendment 23-52.</td> </tr> </table>	Replace:	With:	ASTM F3064/F3064M-15, Section 6	An FAA-accepted means of compliance for the powerplant instruments aspects of § 23.2615, such as the provisions of § 23.1305, amendment 23-52.	
Replace:	With:							
ASTM F3064/F3064M-15, Section 6	An FAA-accepted means of compliance for the powerplant instruments aspects of § 23.2615, such as the provisions of § 23.1305, amendment 23-52.							

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Part 23 Rule		Accepted MOC ¹		Potential Supplemental MOC ² and additional notes
Section	Title	ASTM Standard	FAA Changes	
23.2620	Airplane flight manual.	F3264-17, Sections 5.15 AND 10.5	None	

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