



**FAA
Aircraft Certification Service
Small Airplane Directorate, ACE-100**

The FAA Guide for a Voluntary Partnership for Safety Plan with a Light-Sport Aircraft Manufacturer

Purpose

The Federal Aviation Administration (FAA) *AIR Strategic Plan for Light-Sport Aircraft* established a means to communicate the aircraft certification strategy for continued support of the special light-sport aircraft (SLSA) segment of aviation and the continued safe integration of SLSA into FAA operations. The vision of this strategic plan includes:

- Supporting a regulatory and policy structure for industry to achieve FAA safety goals through self-declared compliance with industry developed and maintained consensus standards.
- Enabling an industry-led system of self-audits and statements of compliance.
- Applying a scalable oversight approach to a manufacturer's self-auditing and self-declarative certification process.

This Guide supports the *AIR Strategic Plan for Light-Sport Aircraft's* initiative for industry accountability to enable a successful, industry-led, self-declarative certification process of compliance to applicable FAA regulations and industry consensus standards with efficient use of FAA resources. The Guide provides for the establishment of a voluntary Partnership for Safety Plan (PSP) for the working relationship between the FAA and a manufacturer of SLSA.

The intent of a PSP is to establish a clear understanding of the needs and expectations of both parties to allow for a more effective use of FAA and LSA industry resources while maintaining or exceeding expected levels of safety. The PSP provides a perspective of the appropriate level of FAA oversight of the SLSA manufacturer's self-declarative certification processes and their continued operational safety (COS) program. The FAA's oversight will be scalable in accordance with the manufacturer's established and continued success in meeting the FAA's expectations for a self-certification process.

Relation to FAA Regulation/Policy and Industry Standards

This guide supports existing FAA regulatory and policy material and industry consensus standards accepted by the FAA for the design, production, airworthiness, maintenance, continued airworthiness and operation of SLSA. If you find that this document conflicts with or contradicts any regulation, policy or guidance material, please contact the Small Airplane Directorate, ACE-100, for further direction.

Partnership for Safety Plan (PSP)

A PSP is a voluntary written agreement that states how the FAA and a manufacturer of SLSA will implement and maintain a self-declarative certification process of compliance to applicable FAA regulations, policy material, and to industry consensus standards. The PSP will provide for a single FAA Focal Point to administer the agreement with the manufacturer and to provide consultation on the design, production, maintenance, continued airworthiness and operation of SLSA. The FAA Focal Point will communicate and coordinate all relevant issues with FAA Aircraft Certification offices, as appropriate.

A sample PSP is attached as part of this guide.

FAA Oversight

The PSP agreement is the basis for FAA's determination of oversight resources applicable to the manufacturer. The FAA will utilize a risk-based decision making (RBDM) model to determine the level of oversight of the tasks identified in a PSP and make adjustments deemed appropriate.

SAMPLE Partnership for Safety Plan

PARTNERSHIP FOR SAFETY PLAN

between the

FEDERAL AVIATION ADMINISTRATION

Small Airplane Directorate

and

[Enter Name of Light-Sport Aircraft Manufacturer]

Purpose

The purpose of this Partnership for Safety Plan (PSP) is to define a working relationship between the Federal Aviation Administration (FAA) and *[Enter Name of Light-Sport Aircraft Manufacturer]*, herein the manufacturer, to support the airworthiness certification and continued operational safety (COS) of light-sport aircraft (LSA). This PSP establishes a clear understanding of the needs and expectations of both parties to allow for a more effective use of FAA and LSA industry resources while maintaining or exceeding expected levels of safety. The following strategic goals identify how to accomplish this:

- Supporting a regulatory and policy structure for industry to achieve FAA safety goals through self-declared compliance with industry developed and maintained consensus standards.
- Enabling an industry-led system of self-audits and statements of compliance.
- Applying a scalable oversight approach to a manufacturer's self-auditing and self-declarative certification process.

Effective Dates

This PSP becomes effective upon approval by the FAA Small Airplane Directorate and an authorized individual representing the manufacturer. It is effective until superseded or revised by mutual consent of both parties or terminated by either party. A complete review of the PSP will be performed at least every five years that will result in a reissuance, revision or termination of the PSP.

PARTNERSHIP FOR SAFETY

General

This PSP is a living document that has been developed and agreed to by the FAA and the manufacturer for the efficient use of resources to support the airworthiness certification of special light-sport aircraft (S-LSA) and their continued operational safety. In the establishment of this PSP, it is understood that a cooperative working relationship is required for this process to be effective. To achieve successfully the intended results, it is understood that the manufacturer and the FAA will work in accordance with the guidelines contained in this PSP.

As a basis for this agreement, the manufacturer has demonstrated to the satisfaction of the FAA that it has established self-auditing and self-declarative certification processes to show compliance to the applicable FAA regulations, policies, and FAA accepted industry consensus standards.

The manufacturer will not use the name of the FAA on any product or service that is related either directly or indirectly to this PSP other than in compliance with the applicable FAA regulations and industry consensus standards. By entering into this PSP, the FAA does not directly or indirectly endorse any product or service provided, or to be provided, by the manufacturer, its successors, assignees, or licensees. The manufacturer will not imply in any way that this PSP is an endorsement by the FAA of any such product or service. The manufacturer may publicize and share the PSP with the public or with any interested party.

The parties agree that they will take appropriate measures to protect proprietary, privileged, or otherwise confidential information that may come into their possession as a result of this PSP. The FAA will not disclose any trade secret or commercial or financial information that is privileged or confidential under the meaning of Title 5 of the United States Code (5 U.S.C.) § 552.

The PSP will be managed by the FAA's focal point and the manufacturer's focal point in accordance with the following Communication and Coordination section.

Communication and Coordination

Focal points representing each party will be identified to avoid conflict and keep both parties informed of all critical communications that affect the needs and responsibilities of their respective roles. The focal points are responsible for communicating and coordinating the PSP and any relevant issues in support of the PSP with their respective organizations.

The focal points responsible for the management and coordination of the PSP are identified as follows:

Manufacturer's Focal Point: _____ [Enter Name and Title]

Contact Info: _____ [Enter Phone/email, as appropriate]

FAA Focal Point: _____ [Enter Name and Title]

Contact Info: _____ [Enter Phone/email, as appropriate]

FAA Oversight

The FAA established an approach to continued oversight of S-LSA manufacturers to enhance aviation safety as detailed in FAA [Order 8130.36](#), *Special Light-Sport Aircraft Audit Program*. This continued oversight through the audit program was based on the FAA's LSA industry assessment from 2008 through 2010 that indicated deficiencies in manufacturers' statements of compliance. It was also determined that there was a need for more FAA involvement in the airworthiness certification and COS processes for S-LSA.

This PSP agreement provides for an alternate means of FAA involvement and oversight of the manufacturer that is based on the continued demonstration of compliance with applicable FAA regulations, policy, and FAA accepted industry consensus standards. The FAA oversight program, as detailed in FAA [Order 8130.36](#), will be required only for safety-related issues not resolved through the PSP process. However, the FAA may at any time request and obtain access to the manufacturer's facilities to determine compliance with applicable FAA regulations and policy material and with industry consensus standards.

As indicated on the manufacturer's statement of compliance, FAA Form 8130-15, at the request of the FAA, the manufacturer will provide unrestricted access to its facilities per Title 14, Code of Federal Regulations (14 CFR) 21.190(c)(6). The intent of unrestricted access includes access to the manufacturer's documentation used to show compliance to FAA regulations and to industry consensus standards related to S-LSA production.

Tasks

1. Personnel training

Manufacturer: Establish and maintain personnel training records based on personnel training as required in ASTM F2972-15. The individual(s) in the manufacturer's organization responsible for approval/signature of the FAA Form 8130-15, manufacturer's statement of compliance, will complete the training and maintain training records.

FAA: Provide guidance as needed on FAA regulations and policies applicable to S-LSA airworthiness certification, maintenance, and operations (refer to Reference Documents). Review the manufacturer's personnel training records of the individual(s) in the manufacturer's organization responsible for approval/signature of the FAA Form 8130-15 for compliance with ASTM F2972-15. The FAA will provide feedback to the manufacturer and request/obtain corrective action(s), as appropriate.

2. Audits

Manufacturer: Conduct quality assurance system audits as required in ASTM F2972-15. ASTM F2839-11 will be used as a reference to develop and document the audit program. Optionally, utilize third-party audits, as deemed appropriate, to improve the quality assurance system. Coordinate the completion of a third-party audit when requested by the FAA.

FAA: Review audit records for compliance with ASTM F2972-15. Request the manufacturer to coordinate the completion of a third-party audit, as deemed appropriate, to correct repetitive systemic deficiencies of the quality assurance system identified during internal audits. Review third-party audit records based on availability and as deemed appropriate. Provide feedback to the manufacturer and request/obtain corrective action(s), as appropriate.

3. Operational safety risk assessments

Manufacturer: Conduct and record safety risk assessments to determine appropriate action on safety-of-flight issues as required in ASTM F2295-06.

FAA: Review the manufacturer’s method of conducting and recording of safety-of-flight risk assessments related to “safety directives” for compliance with ASTM F2295-06. Provide feedback to the manufacturer and request/obtain corrective action, as appropriate.

4. Safety directives

Manufacturer: To ensure owner/operator compliance with 14 CFR 91.327(b)(4), safety directives will be issued by the manufacturer in compliance with ASTM F2295-06.

FAA: Review the manufacturer’s safety directives for compliance with 14 CFR 91.327(b)(4) and ASTM F2295-06. Provide feedback to the manufacturer and request/obtain corrective action(s), as appropriate.

5. Airworthiness certificates

Manufacturer: Applications for applicable airworthiness certificates will be made in accordance with current FAA policy documents.

FAA: Issuance of applicable airworthiness certificates will be made in accordance with current FAA policy documents and 14 CFR 21.190.

6. Participate in the industry consensus standards process

Manufacturer: At least one person in the quality organization will participate in the consensus standards process with the appropriate standards development organization(s) in the development and maintenance of light-sport aircraft standards.

<p>ASTM F37 Membership: _____ [Enter Manufacturer’s Representative] _____</p> <p>Membership Classification: _____ Producer _____</p> <p>This ASTM membership provides for access to the applicable ASTM industry consensus standards and provides a direct means to participate in the establishment of new standards and the maintenance of existing standards.</p>
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FAA: Validate the manufacturer’s participation with the appropriate standards development organization(s).

7. Compliance checklists and statements of compliance

Manufacturer: Document the means of compliance with the applicable industry consensus standards as discussed in ASTM F2930-16 for each make/model. Compliance checklists are documented as support for the manufacturer’s statement of compliance, FAA Forms 8130-15.

FAA: Review the manufacturer’s compliance checklists and FAA Forms 8130-15, as appropriate, to validate compliance with the applicable industry consensus standards. Provide feedback to the manufacturer and request/obtain corrective action(s), as appropriate.

Reference Documents

The manufacturer's focal point will maintain familiarity with the current revisions of the applicable portions of the following documents:

1. *The FAA and Light-Sport Aircraft Industry Guide for a Voluntary Partnership for Safety Plan.*
2. FAA regulations and policy applicable to S-LSA airworthiness registration, identification, certification, maintenance and operation, including the following list of documents.
3. Refer to the FAA Regulatory and Guidance Library (<http://rgl.faa.gov>) for more regulatory information on each subject identified in the table.

Regulations	Subject
14 CFR 1.1	Definitions for Consensus standard and Light-sport aircraft
14 CFR 21.2	Falsification of records
14 CFR 21.175	Airworthiness certificates: classification
14 CFR 21.181	Airworthiness certificates: Duration
14 CFR 21.182	Airworthiness certificates: Aircraft identification
14 CFR 21.190	Issue of special airworthiness certificate
14 CFR 21.197	Special flight permits, production flight testing
14 CFR 43.1	Applicability
14 CFR 43.3	Persons authorized to perform
14 CFR 43.7	Persons authorized to approve
14 CFR 43.9	Content, form, and disposition
14 CFR 43.12	Maintenance records: Falsification
14 CFR 43.13	Performance rules (general)
14 CFR 45.11	Marking of products
14 CFR 45.13	Identification data
14 CFR 45.23	Display of marks
14 CFR 45.25	Location of marks
14 CFR 45.29	Size of marks
14 CFR 91.327	Operating limitations
14 CFR 91.409	Inspections
14 CFR 91.417	Maintenance records

Policy Documents	Subject
Order 8130.2	Airworthiness Certification of Aircraft and Related Products
Advisory Circular AC 45-4	Identification, marking, and placarding
Advisory Circular AC 65-32A	Certification of Repairmen (LSA) and information on the continued airworthiness of LSA

4. Industry consensus standards applicable to the design, production, maintenance, continued airworthiness, and operation of S-LSA.
(Refer to the [FAA Accepted ASTM Consensus Standards](#) matrix posted on the FAA Light-Sport Aircraft webpage: http://www.faa.gov/aircraft/gen_av/light_sport/)
5. Manufacturer's documentation for showing compliance with FAA regulations, policy, and FAA accepted industry consensus standards applicable to S-LSA.

Deliverables

Documents may be made available to the FAA via hard copy/printed media or electronic media.

1. Signed PSP

The FAA's focal point and the manufacturer's focal point will maintain a copy of the latest agreement.

2. Aircraft's Operating Instructions (AOI)/Pilot's Operating Handbook (POH)

The manufacturer's focal point will make an AOI/POH for each make/model available to the FAA's focal point upon request.

3. Flight Training Supplement (FTS)

The manufacturer's focal point will make a FTS for each make/model available to the FAA's focal point upon request.

4. Aircraft's Maintenance Manual (MM)

The manufacturer's focal point will make an aircraft's MM for each make/model available to the FAA's focal point upon request.

5. Production acceptance records

The manufacturer's focal point will make final inspection/acceptance test records and production flight test records available to the FAA's focal point upon request.

6. Personnel training records

The manufacturer's focal point will make personnel training records available to the FAA's focal point upon request.

7. Audit records

The manufacturer's focal point will make audit records available to the FAA's focal point upon request.

8. Safety directives

The manufacturer's focal point will provide documentation describing the method of conducting and recording of safety risk assessments for safety-of-flight issues to the FAA's focal point upon request.

A copy of each safety directive issued by the manufacturer will be provided to the FAA's focal point upon request.

9. Compliance checklists

The manufacturer's focal point will make copies of compliance checklists available to the FAA's focal point upon request. Compliance checklists will be established for each make/model baseline configuration, revised for subsequent changes to the baseline configuration, and revised to show compliance with revisions to applicable industry consensus standards.

10. Statements of Compliance, FAA Form 8130-15

The manufacturer's focal point will make a copy of each statement of compliance (FAA Form 8130-15) available to the FAA's focal point upon request.

11. Special Airworthiness Certificates, FAA Form 8130-7

Upon satisfactory inspection of each aircraft and associated documentation, the FAA's Aviation Safety Inspector (ASI) or appropriately authorized Designated Airworthiness Representative (DAR) will issue the appropriate airworthiness certificate.

Criteria for Success

1. Compliant self-declarative certification process.

Manufacturer: Provide requested documentation/information to the FAA in support of the PSP to show compliance to applicable FAA regulations and policy and to industry consensus standards. The manufacturer will provide corrective action when requested by the FAA, as applicable, in support of the PSP.

FAA: Request/obtain and review documentation/information as identified in this PSP and provide feedback to the manufacturer, as applicable. The FAA's expectation is to find compliance by the manufacturer to applicable FAA regulations, policies, and to industry consensus standards. The need for the FAA to request corrective action should be minimal.

2. Aircraft produced and maintained in a condition for safe operation.

Manufacturer: Aircraft presented for airworthiness certification are in a condition for safe operation. Establish a continued airworthiness system to monitor and correct safety-of-flight issues through the issuance of safety directives.

FAA: Conduct aircraft inspections and document reviews and provide feedback to the manufacturer, as applicable. The FAA's expectation is to find compliance by the manufacturer to applicable FAA regulations, policies, and to industry consensus standards. The need for the FAA to request corrective action should be minimal.

3. Scaled FAA resources required for oversight of the manufacturer.

The PSP applies a level of FAA oversight commensurate with the maturity of the S-LSA manufacturer's self-auditing and self-declarative certification processes. The successful implementation and maintenance of the PSP will enhance the manufacturer's ability to meet the FAA's expectations for a successful self-declarative certification process with the ability to produce and maintain aircraft in a condition for safe operation.

Manufacturing Activity

Make/Model List

S-LSA make/model aircraft listed below are considered part of this PSP.

Make	Model	Engine Options	Propeller Options

Signatures

The representative of the FAA and the authorized representative of the manufacturer, as identified below, agree to the provisions of this PSP. Approval by these representatives has been obtained in writing by original signature on this page or by means of electronic signature.

Federal Aviation Administration

Manager, Small Airplane Directorate, ACE-100

Date

[Enter Name of Light-Sport Aircraft Manufacturer],

President

Date

REVISION HISTORY	
Rev	Description of Change
-	Original Issue