

FAA Accepted ASTM Consensus Standards - LSA

Consensus Standard [See Note 1]	Airplanes	Gliders	Gyroplanes	Lighter-Than-Air	Powered Parachutes	Weight-Shift-Control
------------------------------------	-----------	---------	------------	------------------	--------------------	----------------------

Table 1: The following standards may be used for initial airworthiness certification:

Required Product Information	F2745-15	N/A	[See Note 2]	F2427-05a	F2243-11	F2457-05
Wing Interface Documentation	N/A	N/A	N/A	N/A	F2426-13	F3199-16a
[1] Design and Performance	F2245-16c	F2564-14	[See Note 2]	F2355-14	F2244-14	F2317/F2317M-16a
Design & Manufacture of Reciprocating Spark Ignition Engines	F2339-17	F2339-17	[See Note 2]	N/A	N/A	F2339-17
Design & Manufacture of Reciprocating Compression Ignition Engines	F2538-07a	N/A	[See Note 2]	N/A	N/A	N/A
Design and Testing of Fixed-Pitch or Ground Adjustable Propellers	F2506-13	N/A	[See Note 2]	N/A	N/A	F2506-13
Airframe Emergency Parachutes	F2316-12	F2316-12	[See Note 2]	N/A	N/A	F2316-12
[2] Required Equipment	F2245-16c	F2564-14	[See Note 2]	F2355-14	F2244-14	F2317/F2317M-16a
[3] Quality Assurance	F2972-15	F2972-15	[See Note 2]	F2972-15	F2972-15	F2972-15
[4] Production Acceptance Tests	F3035-13	F3035-13	[See Note 2]	F2356-05a	F2242-05	F2447-05
[5] Aircraft Operating Instructions (AOI) / Pilot Operating Handbook (POH)	F2746-14 [Ref. F2245]	F2564-14	[See Note 2]	F2427-05a	F2243-11	F2457-05
Flight Training Supplement	F2746-14	F2564-14	[See Note 2]	F2427-05a	F2243-11	F2457-05
[6] Maintenance and Inspection Procedures	F2483-18 ^{e1}	F2483-18 ^{e1}	[See Note 2]	F2483-18 ^{e1}	F2483-18 ^{e1}	F2483-18 ^{e1}
[7] Identification and Recording of Major Repairs and Major Alterations	F2483-18 ^{e1}	F2483-18 ^{e1}	[See Note 2]	F2483-18 ^{e1}	F2483-18 ^{e1}	F2483-18 ^{e1}
[8] Continued Airworthiness	F3198-18	F3198-18	[See Note 2]	F3198-18	F3198-18	F3198-18
[9] Manufacturer's Assembly Instructions [Kit builders only]	F2563-16	F2563-16	[See Note 2]	F2563-16	F2563-16	F2563-16

Table 2: The following standards are optional:

Compliance Audits to ASTM Standards	F2839-11	F2839-11	[See Note 2]	F2839-11	F2839-11	F2839-11
Independent Audit Program	F3205-17	F3205-17	[See Note 2]	F3205-17	F3205-17	F3205-17

Table 3: The following standards are for reference only:

Guide for Compliance with Light Sport Aircraft Standards	F2930-16 ^{e1}	F2930-16 ^{e1}	[See Note 2]	F2930-16 ^{e1}	F2930-16 ^{e1}	F2930-16 ^{e1}
Design & Manufacture of Electric Propulsion Units	[See Note 6]	[See Note 6]	[See Note 2 and Note 6]	[See Note 6]	[See Note 6]	[See Note 6]

Continued on next page -

NOTE 1: Numbered topics are specified by the preamble to the Sport Pilot and Light-Sport Aircraft rule.

Also, refer to the definition of "*consensus standard*" in 14 CFR 1.1.

Consensus standards may address additional topics, as determined by the standards body.

Table 1: It is expected that the standards listed in this table are included on FAA Form 8130-15 (SOC), as applicable.

Table 2: These standards are optional; however, they are expected to be included on FAA Form 8130-15 (SOC), if implemented by the manufacturer.

Table 3: These standards are for reference only and are not expected to be included on FAA Form 8130-15 (SOC).

NOTE 2: Gyroplanes are not eligible for a special category light-sport aircraft airworthiness certificate under 14 CFR 21.190.

NOTE 3: Standards published with a number in parentheses indicate the year of last reapproval.

~ Reapproval indicates a review cycle completed with no technical changes.

~ Reapproved standards are considered accepted by the FAA without need for a Notice of Availability (NOA).

~ There is no need to identify the parenthetical year of reapproval on FAA Form 8130-15 (SOC).

NOTE 4: Standards published with a superscript epsilon (ϵ) indicate an editorial change since the last revision or reapproval.

~ Standards with a superscript epsilon (ϵ) are considered accepted by the FAA without need for a NOA.

~ There is no need to identify the superscript epsilon (ϵ) on FAA Form 8130-15 (SOC).

NOTE 5: An entry of "N/A" indicates there is no applicable standard related to the item.

NOTE 6: Electric propulsion units (EPU) are not eligible for installation on light-sport aircraft under 14 CFR 1.1 definition of "*light-sport aircraft*"

The following standards have been reapproved:

F2242-05 (2018) - Standard Specification for Production Acceptance Testing System for Powered Parachute Aircraft

F2243-11 (2018) - Standard Specification for Required Product Information to be Provided with Powered Parachute Aircraft

F2316-12 (2014) - Standard Specification for Airframe Emergency Parachutes

F2356-05a (2018) - Standard Specification for Production Acceptance Testing System for Lighter-Than-Air Light Sport Aircraft

F2426-13 (2018)^{e1} - Standard Guide on Wing Interface Documentation for Powered Parachute Aircraft

F2427-05a (2018) - Standard Specification for Required Product Information to be Provided with Lighter-Than-Air Light Sport Aircraft

F2447-05 (2018) - Standard Practice for Production Acceptance Test Procedures for Weight-Shift-Control Aircraft

F2457-05 (2018) - Standard Specification for Required Product Information to be Provided with Weight-Shift-Control Aircraft

F2538-07a (2019) - Standard Practice for Design and Manufacture of Reciprocating Compression Ignition Engines for Light Sport Aircraft

F2839-11 (2016) - Standard Practice for Compliance Audits to ASTM Standards on Light Sport Aircraft

Rev. 1 (13-Nov-18): **includes** four reapproved standards for 2018 - F2242/F2243/F2356/F2427

Rev. 2 (4-Feb-19): **redesign** of matrix for clarity; **added** information to Note 1; **removed** F2626-12 *Standard Terminology for Light Sport Aircraft* which has been "Withdrawn" by ASTM F37 and replaced by ASTM F44 F3060 *Standard Terminology for Aircraft*; **includes** two reapproved standards: one for 2018 - F2426 and one for 2019 - F2538; **corrected** glider standard entries for compression ignition engines and propellers to "N/A;" **corrected** LTA and PPC standard entries for emergency parachutes to "N/A"

Rev. 3 (3-Oct-19): F2339-17 **replaces** F2339-06; F2483-18^{e1} **replaces** F2483-12; F3198-18 **replaces** F2295-06/F2354-05b/F2241-14/F2425-05a