FAA ACCEPTED LIGHT-SPORT AIRCRAFT STANDARDS
FAA Notice of Availability (NOA) Historical Information

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The following information is from the
FAA NOA-21-01 (NOA #16)
published in the *Federal Register* on February 23, 2022

The following previously accepted consensus standards have been revised, and this NOA is accepting the later revisions. Either the previous revision or the later revision may be used for the initial certification of special light-sport aircraft April 25, 2023. This overlapping period of time will allow aircraft that have started the initial certification process using the previous revision level to complete that process. After April 25, 2023, manufacturers must use the later revision and must identify this later revision in the Statement of Compliance for initial certification of special light-sport aircraft unless the FAA publishes a specific notification otherwise.

The following consensus standards **may not be used after April 25, 2023**:

- ASTM Designation **F2245-16c**, titled: Standard Specification for Design and Performance of a Light Sport Airplane
- ASTM Designation **F2339-17**, titled: Standard Practice for Design and Manufacture of Reciprocating Spark Ignition Engines for Light Sport Aircraft

The FAA finds the following new and revised consensus standards acceptable for certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule.

The consensus standards listed below become **effective April 25, 2023** and may be used unless the FAA publishes a specific notification otherwise. The following consensus standards **must be used after April 25, 2023**:

- ASTM Designation **F2245-20**, titled: Standard Specification for Design and Performance of a Light Sport Airplane
- ASTM Designation **F2339-19a**, titled: Standard Practice for Design and Manufacture of Reciprocating Spark Ignition Engines for Light Sport Aircraft
- ASTM Designation **F3409-19**, titled: Standard Practice for Simplified Aircraft Loads Determination.

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The following information is from the
FAA NOA-18-01 (NOA #15)
published in the *Federal Register* on October 3, 2018

The following previously accepted consensus standards have been revised, and this NOA is accepting the later revisions. Either the previous revision or the later revision may be used for the initial certification of special light-sport aircraft until October 3, 2019. This overlapping period of time will allow aircraft that have started the initial certification process using the previous revision level to complete that process. After October 3, 2019, manufacturers must use the later revision and must identify this later revision in the Statement of Compliance for initial certification of special light-sport aircraft unless the FAA publishes a specific notification otherwise.

The following consensus standards **may not be used after October 3, 2019**:

- ASTM Designation **F2241-14**, titled: Standard Specification for Continued Airworthiness System for Powered Parachute Aircraft
- ASTM Designation **F2295-06**, titled: Standard Practice for Continued Operational Safety Monitoring of a Light Sport Aircraft
- ASTM Designation **F2339-06 (Reapproved 2009)**, titled: Standard Practice for Design and Manufacture of Reciprocating Spark Ignition Engines for Light Sport Aircraft
- ASTM Designation **F2354-05b (Reapproved 2013)**, titled: Standard Specification for Continued Airworthiness System for Lighter-Than-Air Light Sport Aircraft
- ASTM Designation **F2425-05a (Reapproved 2018)**, titled: Standard Specification for Continued Airworthiness System for Weight-Shift-Control Aircraft
- ASTM Designation **F2483-12**, titled: Standard Practice for Maintenance and the Development of Maintenance Manuals for Light Sport Aircraft

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The FAA finds the following new and revised consensus standards acceptable for certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule.

The consensus standards listed below become **effective October 3, 2018** and may be used unless the FAA publishes a specific notification otherwise. The following consensus standards **must be used after October 3, 2019**

- ASTM Designation **F2339-17**, titled: Standard Practice for Design and Manufacture of Reciprocating Spark Ignition Engines for Light Sport Aircraft
- ASTM Designation **F2483-18$^{\varepsilon 1}$**, titled: Standard Practice for Maintenance and the Development of Maintenance Manuals for Light Sport Aircraft
- ASTM Designation **F3205-17**, titled: Standard Practice for Independent Audit Program for Light Aircraft Manufacturers
- ASTM Designation **F3198-18**, titled: Standard Specification for Light Sport Aircraft Manufacturer's Continued Operational Safety (COS) Program

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The following information is from the
FAA NOA-17-01 (NOA #14)
published in the *Federal Register* on April 3, 2017

The following previously accepted consensus standards have been revised, and this NOA is accepting the later revisions. Either the previous revision or the later revision may be used for the initial certification of special light-sport aircraft until October 3, 2017. This overlapping period of time will allow aircraft that have started the initial certification process using the previous revision level to complete that process. After October 3, 2017, manufacturers must use the later revision and must identify this later revision in the Statement of Compliance for initial certification of special light-sport aircraft unless the FAA publishes a specific notification otherwise.

The following consensus standards **may not be used after October 3, 2017**:

- ASTM Designation **F2245-14**, titled: Standard Specification for Design and Performance of a Light Sport Airplane
- ASTM Designation **F2317/F2317M-10**, titled: Standard Specification for Design of Weight-Shift-Control Aircraft
- ASTM Designation **F2563-06**, titled: Standard Practice for Kit Assembly Instructions of Aircraft Intended Primarily for Recreation
- ASTM Designation **F2745-11**, titled: Standard Specification for Required Product Information to be Provided with an Airplane
- ASTM Designation **F2930-14a**, titled: Standard Guide for Compliance with Light Sport Aircraft Standards
- ASTM Designation **F2972-14$^{\varepsilon 1}$**, titled: Standard Specification for Light Sport Aircraft Manufacturer's Quality Assurance System

The following new consensus standard **must be used after October 3, 2017**:

- ASTM Designation **F3199-16a**, titled: Standard Guide for Wing Interface Documentation for Weight Shift Control Aircraft

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The FAA finds the following new and revised consensus standards acceptable for certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule.

The consensus standards listed below become **effective April 3, 2017** and may be used unless the FAA publishes a specific notification otherwise. The following consensus standards **must be used after October 3, 2017**

- ASTM Designation **F2245-16c**, titled: Standard Specification for Design and Performance of a Light Sport Airplane
- ASTM Designation **F2317/F2317M-16a**, titled: Standard Specification for Design of Weight-Shift-Control Aircraft
- ASTM Designation **F2563-16**, titled: Standard Practice for Kit Assembly Instructions of Aircraft Intended Primarily for Recreation
- ASTM Designation **F2745-15**, titled: Standard Specification for Required Product Information to be Provided with an Airplane
- ASTM Designation **F2930-16**, titled: Standard Guide for Compliance with Light Sport Aircraft Standards
- ASTM Designation **F2972-15**, titled: Standard Specification for Light Sport Aircraft Manufacturer's Quality Assurance System
- ASTM Designation **F3199-16a**, titled: Standard Guide for Wing Interface Documentation for Weight Shift Control Aircraft

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The following information is from the
FAA NOA #13
published in the *Federal Register* on April 16, 2015

The following previously accepted consensus standards have been revised, and this NOA is accepting the later revisions. Either the previous revision or the later revision may be used for the initial certification of special light-sport aircraft until October 15, 2015 (except for F2972-12 that may be used until October 14, 2016). This overlapping period of time will allow aircraft that have started the initial certification process using the previous revision level to complete that process. After October 15, 2015 (except for F2972-14$^{\varepsilon 1}$ that must be used after October 14, 2016), manufacturers must use the later revision and must identify this later revision in the Statement of Compliance for initial certification of special light-sport aircraft unless the FAA publishes a specific notification otherwise.

The following consensus standards **may not be used after October 15, 2015**:

- ASTM Designation **F2241-13**, titled: Standard Specification for Continued Airworthiness System for Powered Parachute Aircraft
- ASTM Designation **F2244-13**, titled: Standard Specification for Design and Performance Requirements for Powered Parachute Aircraft
- ASTM Designation **F2245-13b**, titled: Standard Specification for Design and Performance of a Light Sport Airplane
- ASTM Designation **F2352-11**, titled: Standard Specification for Design and Performance of Light Sport Gyroplane Aircraft
- ASTM Designation **F2355-13**, titled: Standard Specification for Design and Performance Requirements for Lighter-Than-Air Light Sport Aircraft
- ASTM Designation **F2415-09**, titled: Standard Practice for Continued Airworthiness System for Light Sport Gyroplane Aircraft
- ASTM Designation **F2564-13**, titled: Standard Specification for Design and Performance of a Light Sport Glider
- ASTM Designation **F2746-12**, titled: Standard Specification for Pilot's Operating Handbook (POH) for Light Sport Airplane
- ASTM Designation **F2840-11**, titled: Standard Practice for Design and Manufacture of Electric Propulsion Units for Light Sport Aircraft
- ASTM Designation **F2930-13**, titled: Standard Guide for Compliance with Light Sport Aircraft Standards

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The following consensus standard **may not be used after October 14, 2016**:

- ASTM Designation **F2972-12**, titled: Standard Specification for Light Sport Aircraft Manufacturer's Quality Assurance System

The FAA finds the following revised consensus standards acceptable for certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule.

The consensus standards listed below become **effective April 16, 2015** and may be used unless the FAA publishes a specific notification otherwise.

- ASTM Designation **F2241-14**, titled: Standard Specification for Continued Airworthiness System for Powered Parachute Aircraft
- ASTM Designation **F2244-14**, titled: Standard Specification for Design and Performance Requirements for Powered Parachute Aircraft
- ASTM Designation **F2245-14**, titled: Standard Specification for Design and Performance of a Light Sport Airplane
- ASTM Designation **F2352-14**, titled: Standard Specification for Design and Performance of Light Sport Gyroplane Aircraft
- ASTM Designation **F2355-14**, titled: Standard Specification for Design and Performance Requirements for Lighter-Than-Air Light Sport Aircraft
- ASTM Designation **F2415-14**, titled: Standard Practice for Continued Airworthiness System for Light Sport Gyroplane Aircraft
- ASTM Designation **F2564-14**, titled: Standard Specification for Design and Performance of a Light Sport Glider
- ASTM Designation **F2746-14**, titled: Standard Specification for Pilot's Operating Handbook (POH) for Light Sport Airplane
- ASTM Designation **F2840-14**, titled: Standard Practice for Design and Manufacture of Electric Propulsion Units for Light Sport Aircraft
- ASTM Designation **F2930-14a**, titled: Standard Guide for Compliance with Light Sport Aircraft Standards
- ASTM Designation **F2972-14$^{\varepsilon 1}$**, titled: Standard Specification for Light Sport Aircraft Manufacturer's Quality Assurance System

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The following information is from the
FAA NOA #12
published in the *Federal Register* on February 27, 2014

The following previously accepted consensus standards have been revised, and this NOA is accepting the later revisions. Either the previous revision or the later revision may be used for the initial certification of special light-sport aircraft until August 27, 2014. This overlapping period of time will allow aircraft that have started the initial certification process using the previous revision level to complete that process. After August 27, 2014, manufacturers must use the later revision and must identify this later revision in the Statement of Compliance for initial certification of special light-sport aircraft unless the FAA publishes a specific notification otherwise.

The following consensus standards **may not be used after August 27, 2014**:

- ASTM Designation **F2240-08**, titled: Standard Specification for Manufacturer Quality Assurance Program for Powered Parachute Aircraft
- ASTM Designation **F2241-05a**, titled: Standard Specification for Continued Airworthiness System for Powered Parachute Aircraft
- ASTM Designation **F2244-10**, titled: Standard Specification for Design of Powered Parachute Aircraft
- ASTM Designation **F2245-12d**, titled: Standard Specification for Design and Performance of a Light Sport Airplane
- ASTM Designation **F2279-06**, titled: Standard Practice for Quality Assurance in the Manufacture of Fixed Wing Light Sport Aircraft
- ASTM Designation **F2353-05**, titled: Standard Specification for Manufacturer Quality Assurance Program for Lighter-Than-Air Light Sport Aircraft
- ASTM Designation **F2355-12**, titled: Standard Specification for Design and Performance Requirements for Lighter-Than-Air Light Sport Aircraft
- ASTM Designation **F2426-05a**, titled: Standard Guide on Wing Interface Documentation for Powered Parachute Aircraft
- ASTM Designation **F2448-04**, titled: Standard Practice for Manufacturer Quality Assurance System for Weight-Shift-Control Aircraft
- ASTM Designation **F2449-09**, titled: Standard Specification for Manufacturer Quality Assurance Program for Light Sport Gyroplane Aircraft
- ASTM Designation **F2506-10$^{\varepsilon 1}$**, titled: Standard Specification for Design and Testing of Fixed-Pitch or Ground Adjustable Light Sport Aircraft Propellers
- ASTM Designation **F2564-11**, titled: Standard Specification for Design and Performance of a Light Sport Glider
- ASTM Designation **F2930-12**, titled: Standard Guide for Compliance with Light Sport Aircraft Standards

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The FAA finds the following new and revised consensus standards acceptable for certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule.

The consensus standards listed below become **effective February 27, 2014** and may be used unless the FAA publishes a specific notification otherwise.

- ASTM Designation **F2241-13**, titled: Standard Specification for Continued Airworthiness System for Powered Parachute Aircraft
- ASTM Designation **F2244-13**, titled: Standard Specification for Design of Powered Parachute Aircraft
- ASTM Designation **F2245-13b**, titled: Standard Specification for Design and Performance of a Light Sport Airplane
- ASTM Designation **F2355-13**, titled: Standard Specification for Design and Performance Requirements for Lighter-Than-Air Light Sport Aircraft
- ASTM Designation **F2426-13**, titled: Standard Guide on Wing Interface Documentation for Powered Parachute Aircraft
- ASTM Designation **F2506-13**, titled: Standard Specification for Design and Testing of Light Sport Aircraft Propellers
- ASTM Designation **F2564-13**, titled: Standard Specification for Design and Performance of a Light Sport Glider
- ASTM Designation **F2930-13**, titled: Standard Guide for Compliance with Light Sport Aircraft Standards
- ASTM Designation **F2972-12**, titled: Standard Specification for Light Sport Aircraft Manufacturer's Quality Assurance System
- ASTM Designation **F3035-13**, titled: Standard Practice for Production Acceptance in the Manufacture of a Fixed Wing Light Sport Aircraft

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The following information is from the
FAA NOA #11
published in the *Federal Register* on June 11, 2013

The following previously accepted consensus standards have been revised, and this NOA is accepting the later revisions. Either the previous revision or the later revision may be used for the initial certification of special light-sport aircraft until December 11, 2013. This overlapping period of time will allow aircraft that have started the initial certification process using the previous revision level to complete that process. After December 11, 2013, manufacturers must use the later revision and must identify this later revision in the Statement of Compliance for initial certification of special light-sport aircraft unless the FAA publishes a specific notification otherwise.

The following consensus standards **may not be used after December 11, 2013**:

- ASTM Designation **F2243-05**, titled: Standard Specification for Required Product Information to be Provided with Powered Parachute Aircraft
- ASTM Designation **F2245-11**, titled: Standard Specification for Design and Performance of a Light Sport Airplane
- ASTM Designation **F2316-08**, titled: Standard Specification for Airframe Emergency Parachutes
- ASTM Designation **F2355-10**, titled: Standard Specification for Design and Performance Requirements for Lighter-Than-Air Light Sport Aircraft
- ASTM Designation **F2483-05**, titled: Standard Practice for Maintenance and the Development of Maintenance Manuals for Light Sport Aircraft
- ASTM Designation **F2626-07**, titled: Standard Terminology for Light Sport Aircraft
- ASTM Designation **F2746-09**, titled: Standard Specification for Pilot's Operating Handbook (POH) for Light Sport Airplane

The FAA finds the following new and revised consensus standards acceptable for certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule.

The consensus standards listed below become **effective June 11, 2013** and may be used unless the FAA publishes a specific notification otherwise.

- ASTM Designation **F2243-11**, titled: Standard Specification for Required Product Information to be Provided with Powered Parachute Aircraft

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- ASTM Designation **F2245-12d**, titled: Standard Specification for Design and Performance of a Light Sport Airplane
- ASTM Designation **F2316-12**, titled: Standard Specification for Airframe Emergency Parachutes
- ASTM Designation **F2355-12**, titled: Standard Specification for Design and Performance Requirements for Lighter-Than-Air Light Sport Aircraft
- ASTM Designation **F2483-12**, titled: Standard Practice for Maintenance and the Development of Maintenance Manuals for Light Sport Aircraft
- ASTM Designation **F2626-12**, titled: Standard Terminology for Light Sport Aircraft
- ASTM Designation **F2746-12**, titled: Standard Specification for Pilot's Operating Handbook (POH) for Light Sport Airplane
- ASTM Designation **F2930-12**, titled: Standard Guide for Compliance with Light Sport Aircraft Standards

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The following information is from the
FAA NOA #10
published in the *Federal Register* on April 23, 2012

The following previously accepted consensus standards have been revised, and this NOA is accepting the later revisions. Either the previous revision or the later revision may be used for the initial certification of special light-sport aircraft until October 22, 2012. This overlapping period of time will allow aircraft that have started the initial certification process using the previous revision level to complete that process. After October 22, 2012, manufacturers must use the later revision and must identify this later revision in the Statement of Compliance for initial certification of special light-sport aircraft unless the FAA publishes a specific notification otherwise.

The following consensus standards **may not be used after October 22, 2012**:

- ASTM Designation **F2245-10c**, titled: Standard Specification for Design and Performance of a Light Sport Airplane
- ASTM Designation **F2352-09**, titled: Standard Specification for Design and Performance of Light Sport Gyroplane Aircraft
- ASTM Designation **F2564-10**, titled: Standard Specification for Design and Performance of a Light Sport Glider

The FAA finds the following new and revised consensus standards acceptable for certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule.

The consensus standards listed below become **effective April 23, 2012** and may be used unless the FAA publishes a specific notification otherwise.

- ASTM Designation **F2245-11**, titled: Standard Specification for Design and Performance of a Light Sport Airplane
- ASTM Designation **F2352-11**, titled: Standard Specification for Design and Performance of Light Sport Gyroplane Aircraft
- ASTM Designation **F2564-11**, titled: Standard Specification for Design and Performance of a Light Sport Glider
- ASTM Designation **F2745-11**, titled: Standard Specification for Required Product Information to be Provided with an Airplane
- ASTM Designation **F2839-11**, titled: Standard Practice for Compliance Audits to ASTM Standards on Light Sport Aircraft
- ASTM Designation **F2840-11**, titled: Standard Practice for Design and Manufacture of Electric Propulsion Units for Light Sport Aircraft

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The following information is from the
FAA NOA #9
published in the *Federal Register* on July 29, 2011

The following previously accepted consensus standards have been revised, and this NOA is accepting the later revisions. Either the previous revision or the later revision may be used for the initial certification of special light-sport aircraft until November 12, 2011. This overlapping period of time will allow aircraft that have started the initial certification process using the previous revision level to complete that process. After November 12, 2011, manufacturers must use the later revision and must identify this later revision in the Statement of Compliance for initial certification of special light-sport aircraft unless the FAA publishes a specific notification otherwise.

The following consensus standards **may not be used after November 12, 2011**:

- ASTM Designation **F2245-09**, titled: Standard Specification for Design and Performance of a Light Sport Airplane
- ASTM Designation **F2506-07**, titled: Standard Specification for Design and Testing of Fixed-Pitch or Ground Adjustable Light Sport Aircraft Propellers

The FAA finds the following revised consensus standards acceptable for certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule.

The consensus standards listed below become **effective July 29, 2011** and may be used unless the FAA publishes a specific notification otherwise.

- ASTM Designation **F2245-10c**, titled: Standard Specification for Design and Performance of a Light Sport Airplane
- ASTM Designation **F2506-10**, titled: Standard Specification for Design and Testing of Fixed-Pitch or Ground Adjustable Light Sport Aircraft Propellers
- ASTM Designation **F2746-09**, titled: Standard Specification for Pilot's Operating Handbook (POH) for Light Sport Airplane

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The following information is from the
FAA NOA #8
published in the *Federal Register* on November 16, 2010

The following previously accepted consensus standards have been revised, and this NOA is accepting the later revisions. Either the previous revision or the later revision may be used for the initial certification of special light-sport aircraft until May 11, 2011. This overlapping period of time will allow aircraft that have started the initial certification process using the previous revision level to complete that process. After May 11, 2011, manufacturers must use the later revision and must identify this later revision in the Statement of Compliance for initial certification of special light-sport aircraft unless the FAA publishes a specific notification otherwise.

The following consensus standards **may not be used after May 11, 2011**:

- ASTM Designation **F2244-08**, titled: Standard Specification for Design of Powered Parachute Aircraft
- ASTM Designation **F2317/F2317M-05**, titled: Standard Specification for Design of Weight-Shift-Control Aircraft
- ASTM Designation **F2352-05**, titled: Standard Specification for Design and Performance of Light Sport Gyroplane Aircraft
- ASTM Designation **F2355-05a**, titled: Standard Specification for Design and Performance Requirements for Lighter-Than-Air Light Sport Aircraft
- ASTM Designation **F2415-06**, titled: Standard Practice for Continued Airworthiness System for Light Sport Gyroplane Aircraft
- ASTM Designation **F2449-05**, titled: Standard Specification for Manufacturer Quality Assurance Program for Light Sport Gyroplane Aircraft
- ASTM Designation **F2564-06**, titled: Standard Specification for Design and Performance of a Light Sport Glider

The FAA finds the following revised consensus standards acceptable for certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule.

The consensus standards listed below become **effective November 16, 2010** and may be used unless the FAA publishes a specific notification otherwise.

- ASTM Designation **F2244-10**, titled: Standard Specification for Design of Powered Parachute Aircraft
- ASTM Designation **F2317/F2317M-10**, titled: Standard Specification for Design of Weight-Shift-Control Aircraft

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- ASTM Designation **F2352-09**, titled: Standard Specification for Design and Performance of Light Sport Gyroplane Aircraft
- ASTM Designation **F2355-10**, titled: Standard Specification for Design and Performance Requirements for Lighter-Than-Air Light Sport Aircraft
- ASTM Designation **F2415-09**, titled: Standard Practice for Continued Airworthiness System for Light Sport Gyroplane Aircraft
- ASTM Designation **F2449-09**, titled: Standard Specification for Manufacturer Quality Assurance Program for Light Sport Gyroplane Aircraft
- ASTM Designation **F2564-10**, titled: Standard Specification for Design and Performance of a Light Sport Glider

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The following information is from the
FAA NOA #7
published in the *Federal Register* on October 15, 2009

The following previously accepted consensus standards have been revised, and this NOA is accepting the later revisions. Either the previous revision or the later revision may be used for the initial certification of special light-sport aircraft until April 1, 2010. This overlapping period of time will allow aircraft that have started the initial certification process using the previous revision level to complete that process. After April 1, 2010, manufacturers must use the later revision and must identify this later revision in the Statement of Compliance for initial certification of special light-sport aircraft unless the FAA publishes a specific notification otherwise.

The following consensus standards **may not be used after April 1, 2010**:

- ASTM Designation **F2240-05**, titled: Standard Specification for Manufacturer Quality Assurance Program for Powered Parachute Aircraft
- ASTM Designation **F2244-05**, titled: Standard Specification for Design and Performance for Powered Parachute Aircraft
- ASTM Designation **F2245-07a**, titled: Standard Specification for Design and Performance of a Light Sport Airplane
- ASTM Designation **F2316-06**, titled: Standard Specification for Airframe Emergency Parachutes for Light Sport Aircraft

The FAA finds the following revised consensus standards acceptable for certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule.

The consensus standards listed below become **effective October 15, 2009** and may be used unless the FAA publishes a specific notification otherwise.

- ASTM Designation **F2240-08**, titled: Standard Specification for Manufacturer Quality Assurance Program for Powered Parachute Aircraft
- ASTM Designation **F2244-08**, titled: Standard Specification for Design and Performance for Powered Parachute Aircraft
- ASTM Designation **F2245-09**, titled: Standard Specification for Design and Performance of a Light Sport Airplane
- ASTM Designation **F2316-08**, titled: Standard Specification for Airframe Emergency Parachutes for Light Sport Aircraft

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The following information is from the
FAA NOA #6
published in the *Federal Register* on July 28, 2008

The following previously accepted consensus standard has been revised, and this NOA is accepting the later revision. Either the previous revision or the later revision may be used for the initial certification of special light-sport aircraft until January 1, 2009. This overlapping period of time will allow aircraft that have started the initial certification process using the previous revision level to complete that process. After January 1, 2009, manufacturers must use the later revision and must identify this later revision in the Statement of Compliance for initial certification of special light-sport aircraft unless the FAA publishes a specific notification otherwise.

The following consensus standard **may not be used after January 1, 2009**:

- ASTM Designation **F2245-06**, titled: Standard Specification for Design and Performance of a Light Sport Airplane

The FAA finds the following new and revised consensus standards acceptable for certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule.

The consensus standards listed below become **effective July 28, 2008** and may be used unless the FAA publishes a specific notification otherwise.

- ASTM Designation **F2245-07a**, titled: Standard Specification for Design and Performance of a Light Sport Airplane
- ASTM Designation **F2506-07**, titled: Standard Specification for Design and Testing of Fixed-Pitch or Ground Adjustable Light Sport Aircraft Propellers
- ASTM Designation **F2538-07a**, titled: Standard Practice for Design and Manufacture of Reciprocating Compression Ignition Engines for Light Sport Aircraft
- ASTM Designation **F2626-07**, titled: Standard Terminology for Light Sport Aircraft

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The following information is from the
FAA NOA #5
published in the *Federal Register* on January 3, 2007

The following previously accepted consensus standards have been revised, and this NOA is accepting the later revisions. Either the previous revisions or the later revisions may be used for the initial certification of special light-sport aircraft until July 1, 2007. This overlapping period of time will allow aircraft that have started the initial certification process using the previous revision levels to complete that process. After July 1, 2007, manufacturers must use the later revisions and must identify these later revisions in the Statement of Compliance for initial certification of special light-sport aircraft unless the FAA publishes a specific notification otherwise.

The following consensus standards **may not be used after July 1, 2007**:

- ASTM Designation **F2245-04**, titled: Standard Specification for Design and Performance of a Light Sport Airplane
- ASTM Designation **F2279-03**, titled: Standard Practice for Quality Assurance in the Manufacture of Light Sport Airplanes
- ASTM Designation **F2295-03**, titled: Standard Practice for Continued Operational Safety Monitoring of a Light Sport Airplane
- ASTM Designation **F2316-03**, titled: Standard Specification for Airframe Emergency Parachutes for Light Sport Aircraft
- ASTM Designation **F2339-05**, titled: Standard Practice for Design and Manufacture of Reciprocating Spark Ignition Engines for Light Sport Aircraft
- ASTM Designation **F2415-05**, titled: Standard Practice for Continued Airworthiness System for Light Sport Gyroplane Aircraft

The FAA finds the following new and revised consensus standards acceptable for certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule.

The consensus standards listed below become **effective January 3, 2007** and may be used unless the FAA publishes a specific notification otherwise.

- ASTM Designation **F2245-06**, titled: Standard Specification for Design and Performance of a Light Sport Airplane.
- ASTM Designation **F2279-06**, titled: Standard Practice for Quality Assurance in the Manufacture of Fixed Wing Light Sport Aircraft
- ASTM Designation **F2295-06**, titled: Standard Practice for Continued Operational Safety Monitoring of a Light Sport Aircraft

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- ASTM Designation **F2316-06**, titled: Standard Specification for Airframe Emergency Parachutes for Light Sport Aircraft
- ASTM Designation **F2339-06**, titled: Standard Practice for Design and Manufacture of Reciprocating Spark Ignition Engines for Light Sport Aircraft
- ASTM Designation **F2415-06**, titled: Standard Practice for Continued Airworthiness System for Light Sport Gyroplane Aircraft
- ASTM Designation **F2563-06**, titled: Standard Practice for Kit Assembly Instructions of Aircraft Intended Primarily for Recreation
- ASTM Designation **F2564-06**, titled: Standard Specification for Design and Performance of a Light Sport Glider

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The following information is from the
FAA NOA #4
published in the *Federal Register* on January 12, 2006

The following previously accepted consensus standards have been revised, and this Notice of Availability is accepting the later revisions. Either the previous revisions or the later revisions may be used for the initial certification of Special Light-Sport Aircraft until May 1, 2006. This overlapping period of time will allow aircraft that have started the initial certification process using the previous revision levels to complete that process. After May 1, 2006, manufacturers must use the later revisions and must identify these later revisions in the Statement of Compliance for initial certification of Special Light-Sport Aircraft unless the FAA publishes a specific notification otherwise.

The following consensus standards **may not be used after May 1, 2006**:

- ASTM Designation **F2241-05**, titled: Standard Specification for Continued Airworthiness System for Powered Parachute Aircraft
- ASTM Designation **F2339-04**, titled: Standard Practice for Design and Manufacture of Reciprocating Spark Ignition Engines for Light Sport Aircraft
- ASTM Designation **F2353-04**, titled: Standard Specification for Manufacturer Quality Assurance Program for Lighter-Than-Air Light Sport Aircraft
- ASTM Designation **F2354-05**, titled: Standard Specification for Continued Airworthiness System for Lighter-Than-Air Light Sport Aircraft
- ASTM Designation **F2355-05**, titled: Standard Specification for Design and Performance Requirements for Lighter-Than-Air Light Sport Aircraft
- ASTM Designation **F2356-05**, titled: Standard Specification for Production Acceptance Testing System for Lighter-Than-Air Light Sport Aircraft
- ASTM Designation **F2425-05**, titled: Standard Specification for Continued Airworthiness System for Weight-Shift-Control Aircraft
- ASTM Designation **F2426-05**, titled: Standard Guide on Wing Interface Documentation for Powered Parachute Aircraft
- ASTM Designation **F2427-05**, titled: Standard Specification for Required Product Information to be Provided with Lighter-Than-Air Light Sport Aircraft

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The FAA finds the following new and revised consensus standards acceptable for certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule.

The consensus standards listed below become **effective January 12, 2006** and may be used unless the FAA publishes a specific notification otherwise.

- ASTM Designation **F2241-05a**, titled: Standard Specification for Continued Airworthiness System for Powered Parachute Aircraft
- ASTM Designation **F2317/F 2317M-05**, titled: Standard Specification for Design of Weight-Shift-Control Aircraft
- ASTM Designation **F2339-05**, titled: Standard Practice for Design and Manufacture of Reciprocating Spark Ignition Engines for Light Sport Aircraft
- ASTM Designation **F2353-05**, titled: Standard Specification for Manufacturer Quality Assurance Program for Lighter-Than-Air Light Sport Aircraft
- ASTM Designation **F2354-05b**, titled: Standard Specification for Continued Airworthiness System for Lighter-Than-Air Light Sport Aircraft
- ASTM Designation **F2355-05a**, titled: Standard Specification for Design and Performance Requirements for Lighter-Than-Air Light Sport Aircraft
- ASTM Designation **F2356-05a**, titled: Standard Specification for Production Acceptance Testing System for Lighter-Than-Air Light Sport Aircraft
- ASTM Designation **F2425-05a**, titled: Standard Specification for Continued Airworthiness System for Weight-Shift-Control Aircraft
- ASTM Designation **F2426-05a**, titled: Standard Guide on Wing Interface Documentation for Powered Parachute Aircraft
- ASTM Designation **F2427-05a**, titled: Standard Specification for Required Product Information to be Provided with Lighter-Than-Air Light Sport Aircraft

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The following information is from the
FAA NOA #3
published in the *Federal Register* on July 27, 2005

The following previously accepted consensus standards have been revised, and this NOA is accepting the later revisions. Either the previous revisions or the later revisions may be used for the initial certification of Special Light-Sport Aircraft until November 1, 2005. This overlapping period of time will allow aircraft that have started the initial certification process using the previous revision levels to complete that process. After November 1, 2005, manufacturers must use the later revisions and must identify these later revisions in the Statement of Compliance for initial certification of Special Light-Sport Aircraft unless the FAA publishes a specific notification otherwise.

The following consensus standards **may not be used after November 1, 2005**:

- ASTM Designation **F2240-03**, titled: Standard Specification for Manufacturer Quality Assurance Program for Powered Parachute Aircraft
- ASTM Designation **F2241-03**, titled: Standard Specification for Continued Airworthiness System for Powered Parachute Aircraft
- ASTM Designation **F2242-03**, titled: Standard Specification for Production Acceptance Testing System for Powered Parachute Aircraft
- ASTM Designation **F2243-03**, titled: Standard Specification for Required Product Information to be Provided with Powered Parachute Aircraft
- ASTM Designation **F2244-03**, titled: Standard Specification for Design and Performance Requirements for Powered Parachute Aircraft
- ASTM Designation **F2352-04**, titled: Standard Specification for Design and Performance of Light Sport Gyroplane Aircraft
- ASTM Designation **F2354-04**, titled: Standard Specification for Continued Airworthiness System for Lighter-Than-Air Light Sport Aircraft
- ASTM Designation **F2356-04**, titled: Standard Specification for Production Acceptance Testing System for Lighter-Than-Air Light Sport Aircraft
- ASTM Designation **F2415-04**, titled: Standard Practice for Continued Airworthiness System for Light Sport Gyroplane Aircraft

The FAA finds the following new and revised consensus standards acceptable for certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule.

The following consensus standards become **effective July 27, 2005** and may be used unless the FAA publishes a specific notification otherwise.

- ASTM Designation **F2240-05**, titled: Standard Specification for Manufacturer Quality Assurance Program for Powered Parachute Aircraft
- ASTM Designation **F2241-05**, titled: Standard Specification for Continued Airworthiness System for Powered Parachute Aircraft
- ASTM Designation **F2242-05**, titled: Standard Specification for Production Acceptance Testing System for Powered Parachute Aircraft
- ASTM Designation **F2243-05**, titled: Standard Specification for Required Product Information to be Provided with Powered Parachute Aircraft
- ASTM Designation **F2244-05**, titled: Standard Specification for Design and Performance Requirements for Powered Parachute Aircraft
- ASTM Designation **F2352-05**, titled: Standard Specification for Design and Performance of Light Sport Gyroplane Aircraft
- ASTM Designation **F2354-05**, titled: Standard Specification for Continued Airworthiness System for Lighter-Than-Air Light Sport Aircraft
- ASTM Designation **F2355-05**, titled: Standard Specification for Design and Performance Requirements for Lighter-Than-Air Light Sport Aircraft
- ASTM Designation **F2356-05**, titled: Standard Specification for Production Acceptance Testing System for Lighter-Than-Air Light Sport Aircraft
- ASTM Designation **F2415-05**, titled: Standard Practice for Continued Airworthiness System for Light Sport Gyroplane Aircraft
- ASTM Designation **F2425-05**, titled: Standard Specification for Continued Airworthiness System for Weight-Shift-Control Aircraft
- ASTM Designation **F2426-05**, titled: Standard Guide on Wing Interface Documentation for Powered Parachute Aircraft
- ASTM Designation **F2427-05**, titled: Standard Specification for Required Product Information to be Provided with Lighter-Than-Air Light Sport Aircraft
- ASTM Designation **F2447-05**, titled: Standard Practice for Production Acceptance Test Procedures for Weight-Shift-Control Aircraft
- ASTM Designation **F2448-04**, titled: Standard Practice for Manufacturer Quality Assurance System for Weight-Shift-Control Aircraft
- ASTM Designation **F2449-05**, titled: Standard Specification for Manufacturer Quality Assurance Program for Light Sport Gyroplane Aircraft
- ASTM Designation **F2457-05**, titled: Standard Specification for Required Product Information to be Provided with Weight-Shift-Control Aircraft

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The following information is from the
FAA NOA #2
published in the *Federal Register* on April 18, 2005

The FAA finds the following new consensus standard acceptable for certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule.

The following consensus standard becomes **effective April 18, 2005** and may be used unless the FAA publishes a specific notification otherwise.

- ASTM Designation **F2483-05**, titled: Standard Practice for Maintenance and the Development of Maintenance Manuals for Light Sport Aircraft

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The following information is from the
FAA NOA #1
published in the *Federal Register* on March 3, 2005

The FAA finds the following new consensus standards acceptable for certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule.

The following consensus standards become **effective March 3, 2005** and may be used unless the FAA publishes a specific notification otherwise.

- ASTM Designation **F2240-03**, titled: Standard Specification for Manufacturer Quality Assurance Program for Powered Parachute Aircraft
- ASTM Designation **F2241-03**, titled: Standard Specification for Continued Airworthiness System for Powered Parachute Aircraft
- ASTM Designation **F2242-03**, titled: Standard Specification for Production Acceptance Testing System for Powered Parachute Aircraft
- ASTM Designation **F2243-03**, titled: Standard Specification for Required Product Information to be provided with Powered Parachute Aircraft
- ASTM Designation **F2244-03**, titled: Standard Specification for Design and Performance Requirements for Powered Parachute Aircraft
- ASTM Designation **F2245-04**, titled: Standard Specification for the Design and Performance of a Light Sport Airplane
- ASTM Designation **F2279-03**, titled: Standard Practice for Quality Assurance in the Manufacture of Light Sport Airplanes
- ASTM Designation **F2295-03**, titled: Standard Practice for the Continued Operational Safety Monitoring of a Light Sport Airplane
- ASTM Designation **F2316-03**, titled: Standard Specification for Airframe Emergency Parachutes for Light Sport Aircraft
- ASTM Designation **F2339-04**, titled: Standard Practice for the Design and Manufacture of Reciprocating Spark Ignition Engines for Light Sport Aircraft
- ASTM Designation **F2352-04**, titled: Standard Specification for Design and Performance of Light Sport Gyroplane Aircraft
- ASTM Designation **F2353-04**, titled: Standard Specification for Manufacturers Quality Assurance Program for Lighter-Than-Air Light Sport Aircraft
- ASTM Designation **F2354-04**, titled: Standard Specification for Continued Airworthiness System for Lighter-Than-Air Light Sport Aircraft
- ASTM Designation **F2356-04**, titled: Standard Specification for Production Acceptance Testing System for Lighter-Than-Air Light Sport Aircraft
- ASTM Designation **F2415-04**, titled: Standard Practice for Continued Airworthiness System for Light Sport Gyroplane Aircraft