

Consensus Standard Topics [See Note 1]	FAA Accepted ASTM Consensus Standards					
	Airplanes	Gliders	Gyroplanes [See Note 2]	Lighter Than Air	Powered Parachutes	Weight Shift Control
1 Design and Performance	F2245-07a	F2564-06	F2352-05	F2355-05a	F2244-05	F2317/F2317M-05
2 Required Equipment	F2245-07a	F2564-06	F2352-05	F2427-05a	F2243-05	F2457-05
3 Quality Assurance	F2279-06	F2279-06	F2449-05	F2353-05	F2240-05	F2448-04
4 Production Acceptance Tests	F2279-06	F2279-06	F2449-05	F2356-05a	F2242-05	F2447-05
5 Aircraft Operating Instructions	F2245-07a	F2564-06	F2352-05	F2427-05a	F2243-05	F2457-05
6 Maintenance and Inspection Procedures	F2483-05	F2483-05	F2483-05	F2483-05	F2483-05	F2483-05
7 Identification and Recording of Major Repairs and Major Alterations	F2483-05	F2483-05	F2483-05	F2483-05	F2483-05	F2483-05
8 Continued Airworthiness	F2295-06	F2295-06	F2415-06	F2354-05b	F2241-05a	F2425-05a
9 Manufacturers Assembly Instructions [Kit builders only]	F2563-06	F2563-06	F2563-06	F2563-06	F2563-06	F2563-06
- Wing Interface Documentation	N/A	N/A	N/A	N/A	F2426-05a	N/A

NOTE 1: Numbered topics are specified by the rule.

NOTE 2: Gyroplanes are not eligible for a special light-sport airworthiness certificate by the rule.

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

~ reapproval indicates a 2-year 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, LSA Statement of Compliance.

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, LSA Statement of Compliance.

Other accepted standards:

F2316-06, Airframe Emergency Parachutes [optional installation]

F2339-06, Standard Practice for Design & Manufacture of Reciprocating Spark Ignition Engines [when required by the aircraft design standard]

F2506-07, Standard Specification for Design and Testing of Fixed-Pitch or Ground Adjustable Propellers [when required by the aircraft design standard]

F2538-07a, Standard Practice for Design & Manufacture of Reciprocating Compression Ignition Engines [when required by the aircraft design standard]

F2626-07, Standard Terminology for Light Sport Aircraft

Other standards incorporated by reference in any of the FAA "accepted" ASTM Consensus Standards