

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

The following information is from the Notice of Availability
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

The following information is from the Notice of Availability published in the Federal Register on 7/29/2011

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

The following information is from
the Notice of Availability issued on 11/8/2010

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 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 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
- ASTM Designation F2352-09, titled: Standard Specification for Design and Performance of Light Sport Gyroplane Aircraft

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- 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 F2564-10, titled: Standard Specification for Design and Performance of a Light Sport Glider

The following information is from
the Notice of Availability issued on 10/01/2009

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 F 2245-07a, titled: Standard Specification for Design and Performance of a Light Sport Airplane
- ASTM Designation F 2316-06, 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 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 F 2245-09, titled: Standard Specification for Design and Performance of a Light Sport Airplane
- ASTM Designation F 2316-08, titled: Standard Specification for Airframe Emergency Parachutes for Light Sport Aircraft

The following information is from
the Notice of Availability issued on 07/28/2008

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 F 2245-06, 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 may be used unless the FAA publishes a specific notification otherwise.

- ASTM Designation F 2245-07a, titled: Standard Specification for Design and Performance of a Light Sport Airplane.
- ASTM Designation F 2506-07, titled: Standard Specification for Design and Testing of Fixed-Pitch or Ground Adjustable Light Sport Aircraft Propellers.
- ASTM Designation F 2538-07a, titled: Standard Practice for Design and Manufacture of Reciprocating Compression Ignition Engines for Light Sport Aircraft.
- ASTM Designation F 2626-07, titled: Standard Terminology for Light Sport Aircraft.

The following information is from
the Notice of Availability issued on 12/19/2006

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 F 2245-04, titled: Standard Specification for Design and Performance of a Light Sport Airplane.
- ASTM Designation F 2279-03, titled: Standard Practice for Quality Assurance in the Manufacture of Light Sport Airplanes.
- ASTM Designation F 2295-03, titled: Standard Practice for Continued Operational Safety Monitoring of a Light Sport Airplane.
- ASTM Designation F 2316-03, titled: Standard Specification for Airframe Emergency Parachutes for Light Sport Aircraft.
- ASTM Designation F 2339-05, titled: Standard Practice for Design and Manufacture of Reciprocating Spark Ignition Engines for Light Sport Aircraft.
- ASTM Designation F 2415-05, titled: Standard Practice for Continued Airworthiness System for Light Sport Gyroplane 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 may be used unless the FAA publishes a specific notification otherwise.

- ASTM Designation F 2245-06, titled: Standard Specification for Design and Performance of a Light Sport Airplane.
- ASTM Designation F 2279-06, titled: Standard Practice for Quality Assurance in the Manufacture of Fixed Wing Light Sport Aircraft.
- ASTM Designation F 2295-06, titled: Standard Practice for Continued Operational Safety Monitoring of a Light Sport Aircraft.
- ASTM Designation F 2316-06, titled: Standard Specification for Airframe Emergency Parachutes for Light Sport Aircraft.
- ASTM Designation F 2339-06, titled: Standard Practice for Design and Manufacture of Reciprocating Spark Ignition Engines for Light Sport Aircraft.
- ASTM Designation F 2415-06, titled: Standard Practice for Continued Airworthiness System for Light Sport Gyroplane Aircraft.
- ASTM Designation F 2563-06, titled: Standard Practice for Kit Assembly Instructions of Aircraft Intended Primarily for Recreation.
- ASTM Designation F 2564-06, titled: Standard Specification for Design and Performance of a Light Sport Glider.

The following information is from
the Notice of Availability issued on 12/29/2005

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.

- ASTM Designation F 2241-05, titled: Standard Specification for Continued Airworthiness System for Powered Parachute Aircraft.
- ASTM Designation F 2339-04, titled: Standard Practice for Design and Manufacture of Reciprocating Spark Ignition Engines for Light Sport Aircraft.
- ASTM Designation F 2353-04, titled: Standard Specification for Manufacturer Quality Assurance Program for Lighter-Than-Air Light Sport Aircraft.
- ASTM Designation F 2354-05, titled: Standard Specification for Continued Airworthiness System for Lighter-Than-Air Light Sport Aircraft.
- ASTM Designation F 2355-05, titled: Standard Specification for Design and Performance Requirements for Lighter-Than-Air Light Sport Aircraft.
- ASTM Designation F 2356-05, titled: Standard Specification for Production Acceptance Testing System for Lighter-Than-Air Light Sport Aircraft.
- ASTM Designation F 2425-05, titled: Standard Specification for Continued Airworthiness System for Weight-Shift-Control Aircraft.
- ASTM Designation F 2426-05, titled: Standard Guide on Wing Interface Documentation for Powered Parachute Aircraft.
- ASTM Designation F 2427-05, 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 may be used unless the FAA publishes a specific notification otherwise.

- ASTM Designation F 2241-05a, titled: Standard Specification for Continued Airworthiness System for Powered Parachute Aircraft.
- ASTM Designation F 2317/F 2317M-05, titled: Standard Specification for Design of Weight-Shift-Control Aircraft.
- ASTM Designation F 2339-05, titled: Standard Practice for Design and Manufacture of Reciprocating Spark Ignition Engines for Light Sport Aircraft.
- ASTM Designation F 2353-05, titled: Standard Specification for Manufacturer Quality Assurance Program for Lighter-Than-Air Light Sport Aircraft.
- ASTM Designation F 2354-05b, titled: Standard Specification for Continued Airworthiness System for Lighter-Than-Air Light Sport Aircraft.
- ASTM Designation F 2355-05a, titled: Standard Specification for Design and Performance Requirements for Lighter-Than-Air Light Sport Aircraft.
- ASTM Designation F 2356-05a, titled: Standard Specification for Production Acceptance Testing System for Lighter-Than-Air Light Sport Aircraft.
- ASTM Designation F 2425-05a, titled: Standard Specification for Continued Airworthiness System for Weight-Shift-Control Aircraft.
- ASTM Designation F 2426-05a, titled: Standard Guide on Wing Interface Documentation for Powered Parachute Aircraft.
- ASTM Designation F 2427-05a, titled: Standard Specification for Required Product Information to be Provided with Lighter-Than-Air Light Sport Aircraft.

The following information is from
the Notice of Availability
published in the Federal Register on 7/27/2005

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 **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.

- ASTM Designation F 2240-03, titled: Standard Specification for Manufacturer Quality Assurance Program for Powered Parachute Aircraft.
- ASTM Designation F 2241-03, titled: Standard Specification for Continued Airworthiness System for Powered Parachute Aircraft.
- ASTM Designation F 2242-03, titled: Standard Specification for Production Acceptance Testing System for Powered Parachute Aircraft.
- ASTM Designation F 2243-03, titled: Standard Specification for Required Product Information to be Provided with Powered Parachute Aircraft.
- ASTM Designation F 2244-03, titled: Standard Specification for Design and Performance Requirements for Powered Parachute Aircraft.
- ASTM Designation F 2352-04, titled: Standard Specification for Design and Performance of Light Sport Gyroplane Aircraft.
- ASTM Designation F 2354-04, titled: Standard Specification for Continued Airworthiness System for Lighter-Than-Air Light Sport Aircraft.
- ASTM Designation F 2356-04, titled: Standard Specification for Production Acceptance Testing System for Lighter-Than-Air Light Sport Aircraft.
- ASTM Designation F 2415-04, titled: Standard Practice for Continued Airworthiness System for Light Sport Gyroplane Aircraft.

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The FAA finds the following 8 new and 9 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 may be used unless the FAA publishes a specific notification otherwise.

- ASTM Designation F 2240-05, titled: Standard Specification for Manufacturer Quality Assurance Program for Powered Parachute Aircraft.
- ASTM Designation F 2241-05, titled: Standard Specification for Continued Airworthiness System for Powered Parachute Aircraft.
- ASTM Designation F 2242-05, titled: Standard Specification for Production Acceptance Testing System for Powered Parachute Aircraft.
- ASTM Designation F 2243-05, titled: Standard Specification for Required Product Information to be Provided with Powered Parachute Aircraft.
- ASTM Designation F 2244-05, titled: Standard Specification for Design and Performance Requirements for Powered Parachute Aircraft.
- ASTM Designation F 2352-05, titled: Standard Specification for Design and Performance of Light Sport Gyroplane Aircraft.
- ASTM Designation F 2354-05, titled: Standard Specification for Continued Airworthiness System for Lighter-Than-Air Light Sport Aircraft.
- ASTM Designation F 2355-05, titled: Standard Specification for Design and Performance Requirements for Lighter-Than-Air Light Sport Aircraft.
- ASTM Designation F 2356-05, titled: Standard Specification for Production Acceptance Testing System for Lighter-Than-Air Light Sport Aircraft.
- ASTM Designation F 2415-05, titled: Standard Practice for Continued Airworthiness System for Light Sport Gyroplane Aircraft.
- ASTM Designation F 2425-05, titled: Standard Specification for Continued Airworthiness System for Weight-Shift-Control Aircraft.
- ASTM Designation F 2426-05, titled: Standard Guide on Wing Interface Documentation for Powered Parachute Aircraft.
- ASTM Designation F 2427-05, titled: Standard Specification for Required Product Information to be Provided with Lighter-Than-Air Light Sport Aircraft.
- ASTM Designation F 2447-05, titled: Standard Practice for Production Acceptance Test Procedures for Weight-Shift-Control Aircraft.

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- ASTM Designation F 2448-04, titled: Standard Practice for Manufacturer Quality Assurance System for Weight-Shift-Control Aircraft.
- ASTM Designation F 2449-05, titled: Standard Specification for Manufacturer Quality Assurance Program for Light Sport Gyroplane Aircraft.
- ASTM Designation 2457-05, titled: Standard Specification for Required Product Information to be Provided with Weight-Shift-Control Aircraft.

The following ASTM Standard was accepted by
the FAA in the Notice of Availability
published in the Federal Register on 4/7/20005

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

The following ASTM Standards were accepted by
the FAA in the Notice of Availability
published in the Federal Register on 3/3/2005

- 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 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.