



[4910-13]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Consensus Standards, Light-Sport Aircraft

AGENCY: Federal Aviation Administration, DOT

ACTION: Notice of availability; request for comments

SUMMARY: This notice announces the availability of eleven revised consensus standards relating to the provisions of the Sport Pilot and Light-Sport Aircraft rule issued July 16, 2004, and effective September 1, 2004. ASTM International Committee F37 on Light Sport Aircraft developed the revised standards with Federal Aviation Administration (FAA) participation. By this notice, the FAA finds the revised standards acceptable for certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule.

DATES: Comments must be received on or before **[INSERT DATE 60 DAYS FROM DATE OF PUBLICATION IN THE FEDERAL REGISTER]**.

ADDRESSES: Mail comments to: Federal Aviation Administration, Small Airplane Directorate, Programs and Procedures Branch, ACE-114, Attention: Terry Chasteen, Room 301, 901 Locust, Kansas City, Missouri 64106. Comments may also be emailed to: 9-ACE-AVR-LSA-Comments@faa.gov. Specify the standard being addressed by ASTM designation and title. Mark all comments: Consensus Standards Comments.

FOR FURTHER INFORMATION CONTACT: Terry Chasteen, Light-Sport Aircraft Program Manager, Programs and Procedures Branch (ACE-114), Small Airplane Directorate, Aircraft Certification Service, Federal Aviation Administration, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone (816) 329-4147; email: terry.chasteen@faa.gov.

SUPPLEMENTARY INFORMATION: This notice announces the availability of eleven revised consensus standards that supersede previously accepted consensus standards relating to the provisions of the Sport Pilot and Light-Sport Aircraft rule. ASTM International Committee F37 on Light-Sport Aircraft developed the revised standards. The FAA expects a suitable consensus standard to be reviewed periodically. The review cycle will result in a standard revision or reapproval. A standard is revised to make changes to its technical content or is reapproved to indicate a review cycle has been completed with no technical changes. A standard is issued under a fixed designation (e.g., F2245); the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses following the year of original adoption or revision indicates the year of last reapproval. For example, F2242-05(2013) designates a standard that was originally adopted (or revised) in 2005 and reapproved in 2013. A superscript epsilon (ϵ) indicates an editorial change since the last revision or reapproval. A notice of availability (NOA) will only be issued for new or revised standards. Reapproved standards issued with no technical changes or standards issued with editorial changes only (i.e., superscript epsilon [ϵ]) are considered accepted by the FAA without need for an NOA.

COMMENTS INVITED: Interested persons are invited to submit such written data, views, or arguments, as they may desire. Communications should identify the consensus standard number and be submitted to the address specified above. All communications received on or before the closing date for comments will be forwarded to ASTM International Committee F37 for consideration. The standard may be changed in light of the comments received. The FAA will address all comments received during the recurring review of the consensus standard and will participate in the consensus standard revision process.

BACKGROUND: Under the provisions of the Sport Pilot and Light-Sport Aircraft rule, and revised Office of Management and Budget (OMB) Circular A-119, “Federal Participation in the Development and Use of Voluntary Consensus Standards and in Conformity Assessment Activities”, dated February 10, 1998, industry and the FAA have been working with ASTM International to develop consensus standards for light-sport aircraft. These consensus standards satisfy the FAA’s goal for airworthiness certification and a verifiable minimum safety level for light-sport aircraft. Instead of developing airworthiness standards through the rulemaking process, the FAA participates as a member of Committee F37 in developing these standards. The use of the consensus standard process assures government and industry discussion and agreement on appropriate standards for the required level of safety.

Comments on Previous Notices of Availability

In the Notice of Availability (NOA) issued on February 21, 2014, and published in the FEDERAL REGISTER on February 27, 2014 the FAA asked for public comments on the new and revised consensus standards accepted by that NOA. The comment period

closed on April 28, 2014. No public comments were received regarding the standards accepted by this NOA.

Consensus Standards in this Notice of Availability

The FAA has reviewed the standards presented in this NOA for compliance with the regulatory requirements of the rule. Any light-sport aircraft issued a special light-sport airworthiness certificate, which has been designed, manufactured, operated and maintained, in accordance with this and previously accepted ASTM consensus standards provides the public with the appropriate level of safety established under the regulations. Manufacturers who choose to produce these aircraft and certificate these aircraft under 14 CFR 21.190 or 21.191 are subject to the applicable consensus standard requirements. The FAA maintains a listing of all accepted standards on the FAA website.

The Revised Consensus Standard and Effective Period of Use

The following previously accepted consensus standards have 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 **October 15, 2015**. 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**, manufacturers must use the later revision and must identify the 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

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 **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 14, 2016, manufacturers must use the later revision and must identify the 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 **October 14, 2016**:

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

The Consensus Standards

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 following consensus standards become effective [**DATE OF PUBLICATION IN THE FEDERAL REGISTER**] 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^{e1}, titled: Standard Specification for Light Sport
Aircraft Manufacturer's Quality Assurance System

Availability

ASTM International, 100 Barr Harbor Drive, Post Office Box C700, West
Conshohocken, PA 19428-2959 copyrights these consensus standards. Individual
reprints of a standard (single or multiple copies, or special compilations and other
related technical information) may be obtained by contacting ASTM at this address,
or at (610) 832-9585 (phone), (610) 832-9555 (fax), through service@astm.org
(email), or through the ASTM website at www.astm.org. To inquire about standard
content and/or membership or about ASTM International Offices abroad, contact
Christine DeJong, Staff Manager for Committee F37 on Light-Sport Aircraft: (610)
832-9736, cdejong@astm.org.

Issued in Kansas City, Missouri on March 27, 2015.

Pat Mullen
Acting Manager, Small Airplane Directorate
Aircraft Certification Service

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