



Standard Practice for Continued Airworthiness System for Light Sport Gyroplane Aircraft¹

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1. Scope

1.1 This practice covers continued operational safety monitoring of light sport gyroplane aircraft.

1.2 This practice applies to light sport gyroplane aircraft seeking civil aviation authority approval in the form of flight certificates, flight permits, or other like documentation. This practice applies to kit and ready-to-fly aircraft supplied by a manufacturer.

1.3 Certification of compliance with specific individual processes in CEN UNI EN 9100, version 2005 or later, may be presented as compliance with similar representative individual requirements of this ASTM continued airworthiness monitoring standard.

1.4 The values stated in SI units are to be regarded as the standard. The values given in parentheses are for information only.

1.5 *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.*

2. Referenced Documents

2.1 ASTM Standards:²

F2352 Specification for Design and Performance of Light Sport Gyroplane Aircraft

F2972 Specification for Light Sport Aircraft Manufacturer's Quality Assurance System

2.2 CEN Standard:³

CEN UNI EN 9100 Quality Management Systems – Aerospace Series

¹ This practice is under the jurisdiction of ASTM Committee F37 on Light Sport Aircraft and is the direct responsibility of Subcommittee F37.50 on Gyroplane.

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² For referenced ASTM standards, visit the ASTM website, www.astm.org, or contact ASTM Customer Service at service@astm.org. For *Annual Book of ASTM Standards* volume information, refer to the standard's Document Summary page on the ASTM website.

³ Available from European Committee for Standardization (CEN), 36 rue de Stassart, B-1050, Brussels, Belgium, <http://www.cenorm.be>.

3. Terminology

3.1 Definitions:

3.1.1 *light sport gyroplane, n*—powered rotorcraft designed in accordance with Specification **F2352**.

3.1.2 *manufacturer, n*—any entity engaged in the production of a light sport gyroplane aircraft or light sport gyroplane aircraft kit.

4. Significance and Use

4.1 The purpose of this practice is to establish a method by which safety of flight issues are discovered, evaluated, and corrected for the purpose of maintaining operational safety of a light sport gyroplane aircraft.

5. Current Owner List Documentation

5.1 A current owner list will be maintained by the manufacturer that includes all aircraft in service by serial number and registration number, together with the name and address of the owner.

5.2 In cases where the presiding aviation authority records of registered owners is sufficient for tracking aircraft and the manufacturer has access to such records, the manufacturer may elect to utilize such records for complying with this section.

6. Responsibilities of the Manufacturer

6.1 *Manufacturer's Responsibilities*—LSA gyroplane manufacturers shall develop and implement a system of receiving, evaluating, and correcting safety of flight and service difficulty issues.

6.1.1 Manufacturer shall evaluate all safety of flight and service difficulty reports and shall initiate corrective action as needed to correct any safety of flight related issues.

6.1.2 Manufacturer shall not use notices of corrective action to promote or make mandatory non-safety of flight related equipment upgrades or additions.

6.1.3 The manufacturer shall provide with the delivery of each LSA gyroplane documented continued airworthiness instructions in the English language. These instructions shall include at least the following:

6.1.3.1 A method for the owner/operator to report maintenance, service, and safety difficulties to the manufacturer, in accordance with Section 8.