



Standard Specification for Continued Airworthiness System for Powered Parachute Aircraft¹

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1. Scope

1.1 The following continued airworthiness requirements apply for the manufacture of Powered Parachute Aircraft and their qualification for possible certification.

1.2 *Applicability*—This specification applies to powered parachute aircraft seeking civil aviation authority approval, in the form of flight certificates, flight permits, or other like documentation.

1.3 *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 requirements prior to use.*

2. Referenced Documents

2.1 ASTM Standards:

F 2240 Specification for Manufacturer Quality Assurance Program for Powered Parachute Aircraft²

F 2241 Specification for Continued Airworthiness System for Powered Parachute Aircraft²

F 2242 Specification for Production Acceptance Testing System for Powered Parachute Aircraft²

F 2243 Specification for Required Product Information to be Provided with Powered Parachute Aircraft²

F 2244 Specification for Design and Performance Requirements for Powered Parachute Aircraft²

3. Terminology

3.1 Definitions:

3.1.1 *powered parachute, n*—an aircraft comprised of a flexible or semi-rigid wing connected to a fuselage in such a way that the wing is not in position for flight until the aircraft is in motion. That aircraft has a fuselage with seats, engine, and wheels (or floats), such that the wing and engine cannot be flown without the wheels (or floats) and seat(s). Unique to the

powered parachute is the large displacement between the center of lift (high) and the center of gravity (low), which is pendulum effect. Pendulum effect limits angle of attack changes, provides stall resistance and maintains flight stability.

4. Current Operators List Documentation

4.1 A Current Operators List will be maintained by the manufacturer that includes all aircraft in service by serial number, registration number, together with the name and address of the owner/operator. In order for the special airworthiness certificate for any Light Sport Aircraft to be valid, the new owner of an aircraft that has transferred ownership must notify the manufacturer and have the Current Operators list appropriately updated to include the new owners name.

5. Monitoring, Investigation and Remedial Action

5.1 The manufacturer shall maintain contact with dealers and owners who report incidents or other situations that might relate to safety, operations or maintenance of aircraft produced and placed in service. The manufacturer will promptly investigate all reported failures, malfunctions, or defects and develop the appropriate corrective action. The magnitude of the service problem will define the subsequent publication to the operators.

6. Safety of Flight Bulletins

6.1 A Safety of Flight Bulletin will be distributed to all operators when a condition is found to exist that may also exist in other aircraft in the fleet and which would cause a deviation from original design or unsafe condition for flight, rendering the aircraft unairworthy. This change, maintenance procedure, inspection procedure, or other procedures deemed appropriate by the manufacturer is mandatory and must be performed and documented in the individual aircraft logs in order for that aircraft to maintain compliance with ASTM Standards.

7. Service Bulletin Documents

7.1 Service Bulletins will be distributed to all operators by the manufacturer when no unsafe condition exists that could lead to an unairworthy condition, but a service problem has become repetitive for which the manufacturer has developed a

¹ This specification is under the jurisdiction of ASTM Committee F37 on Light Sport Aircraft and is the direct responsibility of Subcommittee F37.30 on Power Parachute.

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² *Annual Book of ASTM Standards*, Vol 15.07.