



Standard Practice for Quality Assurance in the Manufacture of Light Sport Airlanes¹

This standard is issued under the fixed designation F 2279; 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 indicates the year of last reapproval. A superscript epsilon (ε) indicates an editorial change since the last revision or reapproval.

1. Scope

1.1 This practice establishes the minimum requirements for the development of a Quality Assurance and Production Acceptance Program, to be used for the manufacture of LSA airplanes or airplane kits.

1.2 *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:

F 2245 Specification for Design and Performance of a Light Sport Airplane²

F 2295 Practice for the Continued Operational Safety Monitoring of a Light Sport Airplane²

3. Terminology

3.1 Definitions:

3.1.1 **LSA (Light Sport Aircraft)**—used herein to refer to both LSA airplanes and LSA airplane kits.

3.1.2 **LSA Airplane (Light Sport Aircraft Airplane)**—a powered fixed wing aircraft designed per Specification F 2245 that is manufactured and delivered ready to fly.

3.1.3 **LSA Airplane Kit (Light Sport Aircraft Airplane Kit)**—A powered fix wing aircraft designed per Specification F 2245 that is manufactured and delivered as a kit.

3.1.4 **manufacturer**—any entity engaged in the production of a LSA.

3.1.5 **permanent record**—where specified herein, applicable quality assurance records shall be kept for each LSA produced for as long as the relative airworthiness certificate remains in effect.

3.1.6 **reserved holding area—for rejected parts, materials, and assemblies**, shall mean an area for the containment of rejected non-airworthy items awaiting proper disposition, where such rejected items shall not be distributed for use on a LSA.

3.1.7 **satellite manufacturing, assembly, and distribution facilities**—refers to facilities being operated by commercial or private entities that, though authorized by the original manufacturer, are not directly associated with or controlled by the original manufacturer.

3.1.8 **secure storage area—for accepted parts, materials, and assemblies**, shall mean an area of storage where the preservation of the contents to required design specifications is reasonably assured until distributed for use on a LSA.

3.2 Acronyms:

3.2.1 **POH**—pilot operating handbook.

3.2.2 **QAM**—quality assurance manual; the documentation of the Quality Assurance Program.

3.2.3 **QAP**—quality assurance program; the method of inspections used by the manufacturer of a LSA to verify and ensure the proper production thereof.

3.2.4 **QAR**—quality assurance record; the record of Quality Assurance associated with each LSA produced.

4. Significance and Use

4.1 The purpose of this practice is to provide the minimum requirements necessary for the establishment of a quality assurance and production acceptance program for a manufacturer of light sport aircraft.

5. Quality Assurance Program (QAP)

5.1 Manufacturers of LSA shall develop a Quality Assurance Program (QAP) in accordance with the criteria established within this practice.

5.2 **Quality Assurance Manual (QAM)**—Each manufacturer shall document their QAP in the form of a Quality Assurance Manual (QAM).

5.3 **Quality Assurance Administration**—The manufacturer's administration that is charged with the implementation of the QAP may consist of one or more: company employees,

¹ This practice is under the jurisdiction of ASTM Committee F37 on Light Sport Aircraft and is the direct responsibility of Subcommittee F37.20 on Airplane.

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