



Standard Practice for Maintenance and the Development of Maintenance Manuals for Light Sport Aircraft¹

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1. Scope

1.1 This practice provides guidelines for the qualifications to accomplish the various levels of maintenance on U.S.-certificated experimental and special light sport aircraft. In addition, it provides the content and structure of maintenance manuals for aircraft and their components that are operated as light sport aircraft.

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:²

F2241 Specification for Continued Airworthiness System for Powered Parachute Aircraft

F2244 Specification for Design and Performance Requirements for Powered Parachute Aircraft

F2245 Specification for Design and Performance of a Light Sport Airplane

F2295 Practice for Continued Operational Safety Monitoring of a Light Sport Aircraft

F2352 Specification for Design and Performance of Light Sport Gyroplane Aircraft

F2415 Practice for Continued Airworthiness System for Light Sport Gyroplane Aircraft

2.2 Federal Standards:³

14 CFR Part 21.190 Issue of a Special Airworthiness Certificate for a Light-Sport Category Aircraft

14 CFR Part 43 Maintenance, Preventive Maintenance, Rebuilding, and Alteration

14 CFR Part 65 Certification: Airmen Other Than Flight Crewmembers

3. Terminology

3.1 Definitions:

3.1.1 *annual condition inspection*—detailed inspection accomplished once a year on a LSA in accordance with instructions provided in the maintenance manual supplied with the aircraft. The purpose of the inspection is to look for any wear, corrosion, or damage that would cause an aircraft to not be in a condition for safe operation.

3.1.2 *A&P*—airframe and powerplant mechanic as defined by 14 CFR Part 65 in the U.S. or equivalent certification in other countries.

3.1.3 *FAA*—United States Federal Aviation Administration.

3.1.4 *heavy maintenance*—any maintenance, inspection, repair, or alteration a manufacturer has designated that requires specialized training, equipment, or facilities.

3.1.5 *line maintenance*—any repair, maintenance, scheduled checks, servicing, inspections, or alterations not considered heavy maintenance that is approved by the manufacturer and is specified in the manufacturer's maintenance manual.

3.1.6 *LSA (light sport aircraft)*—aircraft designed in accordance with ASTM standards under the jurisdiction of Committee F37 Light Sport Aircraft, for example, Specification **F2244** for powered parachutes, Specification **F2245** for airplanes, and Specification **F2352** for gyroplanes.

3.1.7 *LSA repairman inspection*—U.S. FAA-certificated repairman (light sport aircraft) with an inspection rating as defined by 14 CFR Part 65, authorized to perform the annual condition inspection on experimental light sport aircraft, or an equivalent rating issued by other civil aviation authorities.

3.1.7.1 *Discussion*—Experimental LSA do not require the individual performing maintenance to hold any FAA airman certificate in the U.S.

3.1.8 *LSA repairman maintenance*—U.S. FAA-certificated repairman (light sport aircraft) with a maintenance rating as defined by 14 CFR Part 65, authorized to perform line maintenance on aircraft certificated as special LSA aircraft.

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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 U.S. Government Printing Office Superintendent of Documents, 732 N. Capitol St., NW, Mail Stop: SDE, Washington, DC 20401.