



Standard Specification for Recreational Airpark Design¹

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1. Scope

1.1 This specification covers the minimum requirements for the design of a recreational airpark intended to service any aircraft with stall speeds (V_{S1}) of 45 knots or less. These aircraft include but are not limited to, standard category aircraft, light sport aircraft, ultralights, microlights, and advanced ultralights

1.2 Recreational airparks are designed for daylight operations from 60 min before official sunrise to 60 min after official sunset.

1.3 Recreational Airparks may provide commercial services in support of the recreational operation of light sport aircraft, including, but not limited to: flight instruction, introductory flights, aircraft rental, glider towing, and maintenance services.

1.4 *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

- D4814 Specification for Automotive Spark-Ignition Engine Fuel
- D6227 Specification for Unleaded Aviation Gasoline Containing a Non-hydrocarbon Component
- F2317/F2317M Specification for Design of Weight-Shift-Control Aircraft
- F2352 Specification for Design and Performance of Light Sport Gyroplane Aircraft
- F2244 Specification for Design and Performance Requirements for Powered Parachute Aircraft
- F2245 Specification for Design and Performance of a Light Sport Airplane

¹ This specification is under the jurisdiction of ASTM Committee F37 on Light Sport Aircraft and is the direct responsibility of Subcommittee F37.70 on Cross Cutting.

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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.

2.2 FAA Documents:³

- FAA Form 7460-1 Notice of Proposed Construction or Alteration
- FAR Part 157 Notification of Construction, Alteration, Activation, and Deactivation of Airports
- AC 150-5300-13A Advisory Circular for Airport Design

2.3 NFPA Standard:⁴

- NFPA Standard No. 30 Flammable and Combustible Liquids Code

3. Terminology

3.1 Definitions:

3.1.1 *airport elevation*—highest point on the surface of an airport's usable runway.

3.1.2 *civil aviation authority (CAA)*—government which has regulatory oversight for aircraft operations/safety in the country which the airport is located; for example, United States → Federal Aviation Administration.

3.1.3 *NFPA*—National Fire Protection Association.

3.1.4 *runway protection zone (RPZ)*—area off the runway end to enhance the protection of people and property on the ground.

3.1.5 *runway safety area (RSA)*—defined surface surrounding the runway prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot or excursion from the runway.

3.1.6 *taxiway (TW)*—defined path established for the taxiing of aircraft from one part of an airpark to another.

3.1.7 *taxiway safety area (TSA)*—defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an aircraft unintentionally departing the taxiway.

3.1.8 *threshold (TH)*—beginning of that portion of the runway available for landing.

4. Significance of Use

4.1 The purpose of this specification is to establish minimum standards for an airpark on which light aircraft designed

³ Available from Federal Aviation Administration (FAA), 800 Independence Ave., SW, Washington, DC 20591.

⁴ Available from National Fire Protection Association (NFPA), 1 Batterymarch Park, Quincy, MA 02269-9101.