



## Standard Specification for Continued Airworthiness System for Weight-Shift-Control Aircraft<sup>1</sup>

This standard is issued under the fixed designation F 2425; 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 ( $\epsilon$ ) indicates an editorial change since the last revision or reapproval.

### 1. Scope

1.1 The following continued airworthiness requirements apply for the manufacture of weight-shift-control aircraft and their qualification for possible certification.

1.2 This specification applies to 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. Terminology

#### 2.1 Acronyms:

2.1.1 *AOI*—Aircraft Operating Instructions

2.1.2 *CAA*—Civil Aviation Authority

### 3. Registered Operators List Documentation

3.1 The manufacturer shall maintain a list of registered aircraft owners that includes all aircraft in service by serial number, registration number, together with the name and address of the owner.

3.2 In cases where the appropriate CAA maintains records of registered owners 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.

### 4. Monitoring, Investigation, and Remedial Action

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

### 5. Safety Directives

5.1 A safety directive shall be distributed to all registered owners and appropriate CAA 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.

5.2 A safety directive shall not be issued to address situations that do not present a safety of flight issue. These situations include, but are not limited to, circumstances in which service publications are issued to improve or enhance the following:

5.2.1 Spare part sales;

5.2.2 Aircraft performance, capability, or efficiency, unless the change is needed for the aircraft to meet the minimum design and performance standards identified in the consensus standard and the manufacturer's statement of compliance;

5.2.3 Aircraft appearance;

5.2.4 Aircraft maintainability; or

5.2.5 Any other aircraft characteristic when the action called for does not remedy an unsafe condition, including those related

<sup>1</sup> This specification is under the jurisdiction of ASTM Committee F37 on Light Sport Aircraft and is the direct responsibility of Subcommittee F37.40 on Weight Shift. Current edition approved Dec. 1, 2007. Published January 2008. Originally approved in 2005. Last previous edition approved in 2005 as F2425-05a. Current edition approved July 1, 2009. Published September 2009. Originally approved in 2005. Last previous edition approved in 2007 as F 2425 - 05a (2007).