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Standard Practice for Continued Airworthiness System for Light Sport Gyroplane Aircraft¹

This standard is issued under the fixed designation F2415; 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 covers continued operational safety monitoring of light sport gyroplane aircraft.

1.2 This practice applies to light sport gyroplane aircraft seeking civil aviation authority approval in the form of flight certificates, flight permits, or other like documentation. This practice applies to kit and ready-to-fly aircraft supplied by a manufacturer.

~~1.3 The values stated in SI units are to be regarded as the standard. The values given in parentheses are for information only.~~

~~1.4 Certification of compliance with specific individual processes in CEN UNI EN 9100, version 2005 or later, may be presented as compliance with similar representative individual requirements of this ASTM continued airworthiness monitoring standard.~~

~~1.4 The values stated in SI units are to be regarded as the standard. The values given in parentheses are for information only.~~

~~1.5 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

F2352 Specification for Design and Performance of Light Sport Gyroplane Aircraft

F2449 Specification for Manufacturer Quality Assurance Program for Light Sport Gyroplane Aircraft

2.2 *CEN Standard:*³

CEN UNI EN 9100 Quality Management Systems – Aerospace Series

3. Terminology

3.1 *Definitions:*

3.1.1 *light sport gyroplane, n*—powered rotorcraft designed in accordance with Specification F2352.

3.1.2 *manufacturer, n*—any entity engaged in the production of a light sport gyroplane aircraft or light sport gyroplane aircraft kit.

4. Significance and Use

4.1 The purpose of this practice is to establish a method by which safety of flight issues are discovered, evaluated, and corrected for the purpose of maintaining operational safety of a light sport gyroplane aircraft.

5. Current Owner List Documentation

5.1 A current owner list will be maintained by the manufacturer that includes all aircraft in service by serial number and registration number, together with the name and address of the owner.

5.2 In cases where the presiding aviation authority records of registered owners is 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.

¹ This practice is under the jurisdiction of ASTM Committee F37 on Light Sport Aircraft and is the direct responsibility of Subcommittee F37.50 on Gyroplane. Current edition approved May 15, 2008. Published July 2008. Originally approved in 2004. Last previous edition approved in 2006 as F2415-06. DOI: 10.1520/F2415-06R08.

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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 European Committee for Standardization (CEN), 36 rue de Stassart, B-1050, Brussels, Belgium, <http://www.cenorm.be>.