



Designation: F2243 – 11 (Reapproved 2013)

Standard Specification for Required Product Information to be Provided with Powered Parachute Aircraft¹

This standard is issued under the fixed designation F2243; 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 The following requirements apply for the manufacture of powered parachute aircraft. This specification includes pilot operating handbook requirements for powered parachute aircraft that were designed and manufactured in accordance with ASTM standards.

1.1.1 This specification covers the minimum requirements for information that shall be provided by the manufacturer or seller of new light sport aircraft, engines, or propellers as a part of the initial sale or transfer to the first end user.

1.1.2 This specification does not apply to the sale or transfer of used light sport aircraft, engines, or propellers.

1.2 This specification applies to powered parachute 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 Definitions:

2.1.1 *powered parachute, n*—aircraft comprised of a flexible or semi-rigid wing connected to a fuselage in such a way that the wing is not in position for flight until the aircraft is in motion. This aircraft has a fuselage with seats, engine, and wheels (or floats), such that the wing and engine cannot be flown without the wheels (or floats) and seat(s). Unique to the powered parachute is the large displacement between the center of lift (high) and the center of gravity (low), which is pendulum effect. Pendulum effect limits angle of attack changes, provides stall resistance and maintains flight stability.

¹ This specification is under the jurisdiction of ASTM Committee F37 on Light Sport Aircraft and is the direct responsibility of Subcommittee F37.30 on Power Parachute.

Current edition approved June 1, 2013. Published August 2013. Originally approved in 2003. Last previous edition approved in 2011 as F2243 – 11. DOI: 10.1520/F2243-11R13.

3. Significance and Use

3.1 The purpose of this specification is to provide the minimum information necessary for the proper identification and operation of each light sport aircraft.

4. Information Requirements

4.1 The information given shall be included where applicable on the information plate as specified in 4.2. In addition, the documented operating and maintenance instructions specified in Sections 5 and 6 are to be furnished by the manufacturer or seller, at the time of initial sale of each aircraft.

4.2 *Information Plate*—A manufacturer-issued fire proof information plate, printed in English or as defined by the governing civil aviation authority or agency in which the aircraft was initially sold, shall be permanently affixed to the aircraft in a visible location and shall be designed to remain legible for the expected life of the aircraft. The information plate shall be made of steel, and have the required information either stamped or engraved onto the plate.

4.2.1 *Serial Number*—A manufacturer-issued unique identifying number or code affixed to the aircraft.

4.2.2 *Name and Manufacturer*, including the name of the manufacturer's city, state, and country.

4.2.3 *Model Number*—A manufacturer-issued unique identifying number or code assigned to each manufactured type of aircraft having the same structural design or components.

4.2.4 *Date of Manufacture*—The date (month and year) determined by the manufacturer that the aircraft met his required design and manufacturing specifications.

5. Aircraft Operating Instructions

5.1 Each light sport aircraft must include an Aircraft Operating Instructions which includes:

5.1.1 *Operating Limitations*—The instructions shall include listings of all appropriate air-speed limitations for stall and maximum speed, maximum wind limitations, weight and balance, and power plant limitations.

5.1.2 *Operating Data*—The instructions shall include information concerning normal and emergency procedures and other pertinent information.

5.1.3 *Format*—The Aircraft Operating Instructions shall have the following sections in order of listing