



Designation: **F3205 – 16 F3205 – 17**

Standard Practice for Independent Audit Program for Light Aircraft Manufacturers¹

This standard is issued under the fixed designation F3205; 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 establishes a minimum set of requirements for a Manufacturer ~~Assessment~~ Independent Audit Program in compliance with Practice **F2839**.

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~~ safety, health, and ~~health~~ environmental practices and determine the applicability of regulatory limitations prior to use.*

1.3 *This international standard was developed in accordance with internationally recognized principles on standardization established in the Decision on Principles for the Development of International Standards, Guides and Recommendations issued by the World Trade Organization Technical Barriers to Trade (TBT) Committee.*

2. Referenced Documents

2.1 ASTM Standards:²

~~E2659 Practice for Certificate Programs~~

F2839 Practice for Compliance Audits to ASTM Standards on Light Sport Aircraft

2.2 ISO Standard:³

~~ISO 9001 Quality Management Systems—Requirements~~

2.3 DNV GL Standard:⁴

~~AS/EN 9100 Aerospace Quality Management~~

3. Terminology

3.1 Definitions:

3.1.1 ~~factory assessment audit~~—an audit of an aircraft manufacturer and its associate facilities to determine compliance with CAA-accepted consensus standards, and procedures established to meet those requirements.

3.1.1 ~~finding~~—a non-fulfillment of a requirement that may affect the ability of the aircraft manufacturer to comply with the provisions for compliance of the relevant CAA.

3.1.2 ~~independent audit~~—an audit of an aircraft manufacturer and its associate facilities by an external auditing entity to determine compliance with CAA-accepted consensus standards, and procedures established to meet those requirements.

4. Significance and Use

4.1 This practice establishes the minimum set of requirements for an independent ~~factory assessment~~ audit program for aircraft manufacturers. The intended use is to provide minimum requirements for an initial assessment of manufacturers bringing a new aircraft model to market, or for periodic review of an existing manufacturer's ~~operations if required by relevant Civil Aviation Authority (CAA) operations~~.

4.2 Compliance to this practice would ensure that the audit program and those who execute it meet the consensus set of minimum requirements and qualifications.

4.3 This practice does not mandate manufacturer independent ~~factory assessment~~ audits.

¹ This practice is under the jurisdiction of ASTM Committee **F37** on Light Sport Aircraft and is the direct responsibility of Subcommittee **F37.70** on Cross Cutting. Current edition approved ~~Oct. 1, 2016~~ Dec. 1, 2017. Published ~~October 2016~~ December 2017. Originally approved in 2016. Last previous edition approved in 2016 as **F3205 – 16**. DOI: ~~10.1520/F3205-16~~ 10.1520/F3205-17.

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.