



Designation: F3035 – 22

Standard Practice for Production Acceptance in the Manufacture of a Fixed Wing Light Sport Aircraft¹

This standard is issued under the fixed designation F3035; 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 fixed wing aircraft, including gliders. This practice includes the production acceptance test requirements.

1.2 This practice 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, health, and environmental practices and determine the applicability of regulatory limitations prior to use.*

1.4 *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:*

F2245 Specification for Design and Performance of a Light Sport Airplane

F2564 Specification for Design and Performance of a Light Sport Glider

F2972 Specification for Light Sport Aircraft Manufacturer's Quality Assurance System

3. Terminology

3.1 *Definitions:*

3.1.1 *design and performance specification, n*—used herein to refer to Specifications **F2245** and **F2564**.

3.1.2 *LSA airplane (light sport aircraft airplane), n*—powered aircraft designed in accordance with Specification **F2245** that is manufactured and delivered ready to fly.

¹ This practice is under the jurisdiction of ASTM Committee **F37** on Light Sport Aircraft and is the direct responsibility of Subcommittee **F37.20** on Airplane.

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3.1.3 *LSA glider (light sport aircraft glider), n*—aircraft designed in accordance with Specification **F2564** that is manufactured and delivered ready to fly.

3.1.4 *LSA kit (light sport aircraft kit), n*—aircraft designed in accordance with Specifications **F2245** or **F2564** that is manufactured and delivered as a kit.

3.2 *Abbreviations:*

3.2.1 *POH*—Pilot's Operating Handbook

3.2.2 *LSA*—light sport aircraft

4. Significance and Use

4.1 The purpose of this practice is to provide the minimum requirements necessary for the establishment of a production acceptance program for a manufacturer of light sport aircraft.

4.2 The purpose of this specification is to provide the minimum requirements for the establishment of a ground and flight test program for verifying the initial production aircraft meets certain operational performance requirements that have been set forth by the manufacturer in its Pilot's Operating Handbook (POH).

4.3 In addition, this specification provides minimum requirements to verify that each subsequent production airplane has no obvious defects that would prevent the safe operation of the airplane.

4.4 All requirements given in this specification are to be performed in accordance with the manufacturer's Specification **F2972**-compliant quality assurance system requirements.

4.5 The following criteria should not be construed as requirements for specific features to be included on a LSA. When a requirement specifies a feature that does not exist on a LSA, the requirement does not apply.

5. Final Inspections

5.1 Manufacturer shall verify that all applicable production processes and documentation given in Section 6 of Specification **F2972** exist or have been completed for the aircraft prior to conducting the following Production Acceptance procedures.