



Designation: F3239/F3239M – 26

Standard Specification for Aircraft Electric Propulsion Systems¹

This standard is issued under the fixed designation F3239/F3239M; 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 specification addresses airworthiness requirements for the design and installation of electric propulsion systems for aeroplanes. Hybrid-electric propulsion systems are addressed implicitly unless explicitly stated otherwise. This specification was written with the focus on electric propulsion systems with conventional system layout, propulsion characteristics, and operation. The content may be more broadly applicable; it is the responsibility of the applicant to substantiate broader applicability as a specific means of compliance.

1.2 An applicant intending to propose this information as Means of Compliance for a design approval must seek guidance from their respective oversight authority (for example, published guidance from applicable CAAs) concerning the acceptable use and application thereof. For information on which oversight authorities have accepted this standard (in whole or in part) as an acceptable Means of Compliance to their regulatory requirements (hereinafter “the Rules”), refer to the ASTM Committee F44 web page (www.astm.org/COMMITTEE/F44.htm). **Annex A1** maps the Means of Compliance described in this specification to EASA CS-23, amendment 5, or later, and FAA 14 CFR Part 23, amendment 64, or later.

1.3 The values stated in either SI units or IP units are to be regarded separately as standard. The values stated in each system are not necessarily exact equivalents; therefore, to ensure conformance with the standard, each system shall be used independently of the other, and values from the two systems shall not be combined.

1.4 *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.*

1.5 *This international standard was developed in accordance with internationally recognized principles on standard-*

ization 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

F3060 Terminology for Aircraft

F3061/F3061M Specification for Systems and Equipment in Aircraft

F3062/F3062M Specification for Aircraft Powerplant Installation

F3063/F3063M Specification for Aircraft Fuel Storage and Delivery

F3064/F3064M Specification for Aircraft Powerplant Control, Operation, and Indication

F3065/F3065M Specification for Aircraft Propeller System Installation

F3066/F3066M Specification for Aircraft Powerplant Installation Hazard Mitigation

F3114/F3114M Specification for Structures

F3116/F3116M Specification for Design Loads and Conditions

F3120/F3120M Specification for Ice Protection for General Aviation Aircraft

F3316/F3316M Specification for Electrical Systems for Aircraft with Electric or Hybrid-Electric Propulsion

F3338 Specification for Design of Electric Engines for General Aviation Aircraft

2.2 EASA Standard:³

CS-23 Normal, Utility, Aerobatic and Commuter Aeroplanes

2.3 FAA Standard and Advisory Circular:⁴

14 CFR Part 23 Airworthiness Standards: Normal Category Airplanes

AC 23-16 Powerplant Guide for Certification of Part 23 Airplanes

² For referenced ASTM standards, visit the ASTM website, www.astm.org, or contact ASTM Customer Service at www.astm.org/contact. For *Annual Book of ASTM Standards* volume information, refer to the standard's Document Summary page on the ASTM website.

³ Available from European Union Aviation Safety Agency (EASA), Konrad-Adenauer-Ufer 3, D-50668 Cologne, Germany, <https://www.easa.europa.eu>.

⁴ Available from Federal Aviation Administration (FAA), 800 Independence Ave., SW, Washington, DC 20591, <http://www.faa.gov>.

¹ This specification is under the jurisdiction of ASTM Committee F44 on General Aviation Aircraft and is the direct responsibility of Subcommittee F44.40 on Powerplant.

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3. Terminology

3.1 The following is a selection of relevant terms. See Terminology **F3060** for more definitions and abbreviations.

3.2 Definitions:

3.2.1 *capacity, n*—total amount between minimum and maximum condition (for example, empty and full).

3.2.2 *electric engine, n*—a type of aircraft engine that converts electric power into mechanical power or thrust used for propulsion, including those components necessary for proper control and functioning.

3.2.2.1 *Discussion*—In the context of this specification, the minimum essential components of an electric engine are an electric motor and its associated motor controller(s), disconnect(s), wiring, and sensor(s). Other components and accessories necessary for proper control and function are typically considered part of the engine; for example: inverters, liquid cooling components, liquid lubrication components, thrusters, etc.

3.2.3 *electric propulsion system (EPS), n*—the installation of one or more electric engines including each component that is necessary for propulsion or affects the propulsive safety.

3.2.4 *energy distribution system, n*—a system that provides energy for propulsion from the energy storage systems to the engines.

3.2.4.1 *Discussion*—The energy distribution system is considered equivalent to the fuel system on liquid hydrocarbon based powerplants.

3.2.5 *energy storage system (ESS), n*—a source (component or system) that stores and provides energy that can be drawn upon for propulsion.

3.2.5.1 *Discussion*—Typical energy storage systems include but are not limited to batteries, fuel cell systems or capacitors and their integrated management systems, if installed. The energy storage system is considered equivalent to a fuel tank on liquid hydrocarbon based powerplants.

3.2.6 *quantity, n*—amount available at the time of measurement.

3.2.7 *usable energy capacity, n*—minimum capacity of an energy storage system between the defined fully charged and the minimum charge state which can be drawn upon at any rate up to maximum rated power of this energy storage system under any likely operating condition.

4. Powerplant Installation

4.1 General:

4.1.1 Each powerplant installation shall meet the applicable requirements of Specification **F3062/F3062M**.

4.1.2 Each propeller system shall meet the applicable requirements of Specification **F3065/F3065M**.

4.1.3 Each electric engine shall meet the technical requirements of Specification **F3338**.

5. Energy Distribution Systems

5.1 General:

5.1.1 Each energy distribution system shall meet the applicable requirements of Specification **F3063/F3063M** and **F3316/F3316M**.

5.1.2 Each energy distribution system shall safely provide sufficient power to each electric engine under the most critical operating conditions.

5.1.3 The combined usable energy capacity of all energy storage systems shall be enough to maintain maximum continuous power of the electric engine for a minimum of 30 minutes. For hybrid systems this may be accomplished with any combination of generation and energy storage.

NOTE 1—Operational rules for which the aeroplane is intended to be used may require greater endurance.

5.2 Independence:

5.2.1 For aeroplanes with multiple electric engines, the energy distribution system shall be designed so that, in at least one system configuration, the failure of any one component will not result in the loss of power of more than one electric engine or require immediate action by the pilot to prevent the loss of power of more than one electric engine.

NOTE 2—Refer to AC23-16 for guidance on the independence of energy distribution systems.

5.3 Energy Storage System:

5.3.1 General:

5.3.1.1 Each energy storage system shall meet the requirements of an accepted specification appropriate to the application.

5.3.1.2 Each energy storage system shall be installed in accordance with the applicable installation instructions.

5.3.1.3 Each energy storage system shall be designed to safely deliver the required power under the conditions specified in **5.1.2** when drawn upon.

5.3.2 Installation:

5.3.2.1 Each energy storage system shall be supported to withstand the vibration and inertia loads to which it may be subjected in operation.

5.3.2.2 Each energy storage system shall have access provisions for maintenance.

5.3.2.3 Design precautions shall be taken to minimize the hazards to the aircraft in the event of a fire or sudden discharge which could result in damage to components, structure, or flight controls near the storage area.

5.3.2.4 The energy storage system installation shall protect the occupants and the critical airframe and systems from a single cell thermal runaway.

5.3.3 Compartments:

5.3.3.1 Each energy storage system shall be ventilated and drained as necessary to prevent accumulation of hazardous, flammable, or corrosive fluids or vapors.

5.3.3.2 Each energy storage system shall be isolated from personnel compartments by an enclosure that is vented and drained to the exterior of the aeroplane.

5.3.3.3 Any enclosure required by **5.3.3.2** shall sustain any personnel compartment pressurization loads without permanent deformation or failure under the conditions defined in Specifications **F3116/F3116M** and **F3114/F3114M**.