



Designation: F 2415 – 04

Standard Practice for Continued Airworthiness System for Light Sport Gyroplane Aircraft¹

This standard is issued under the fixed designation F 2415; 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 *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

F 2352 Specification for Design and Performance of Light Sport Gyroplane Aircraft

3. Terminology

3.1 *Definitions:*

3.1.1 *light sport gyroplane, n*—powered rotorcraft designed in accordance with Specification F 2352.

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.

6. Responsibilities of the Owner/Operator

6.1 Current owners shall make all service publications, as defined in this practice, available to all operators of the aircraft to which they apply.

6.2 In order for the special airworthiness certificate for any light sport gyroplane aircraft to be valid, the new owner of an aircraft that has transferred ownership must notify the manufacturer and have the current owner list appropriately updated to include the new owner's name.

6.3 Should an owner/operator not comply with any mandatory service requirement, the light sport gyroplane shall not be considered in compliance with applicable ASTM standards and may be subject to regulatory action by the presiding aviation authority.

7. Monitoring, Investigation, and Remedial Action

7.1 Manufacturers must provide definitions for those service difficulties to be reported to the manufacturer by the owners/operators.

7.2 Manufacturers must provide a means for owners/operators to report such service difficulties.

7.3 Manufacturers shall maintain contact with authorized resellers and owners who report incidents or other situations that might relate to safety, operations, or maintenance of aircraft produced and placed in service.

7.4 Manufacturers will promptly investigate all reported failures, malfunctions, or defects and develop the appropriate corrective action.

7.5 Manufacturers must document all service difficulty reports and maintain a record of the analysis used in determining the level of response.

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 July 1, 2004. Published August 2004.

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.

7.6 Manufacturers shall issue an appropriate publication in relation to the magnitude of the service problem as defined in Sections 8-10.

8. Safety Alert

8.1 A safety alert shall be distributed by the manufacturer to all owners when a condition is found to exist that may also exist in other aircraft from that manufacturer, and which may cause a deviation from original design or unsafe condition for flight, rendering the aircraft unairworthy. This safety alert shall contain the manufacturer's prescribed corrective action. This corrective action detailed in the safety alert is mandatory. This corrective action may be in the form of a maintenance procedure, inspection procedure, or other procedures deemed appropriate by the manufacturer. This must be performed and documented in the individual aircraft logs in order for the aircraft to comply with ASTM standards.

9. Service Bulletin

9.1 Service bulletins will be issued by the manufacturer to all owners. A service bulletin does not require immediate action but is recommended for future action. A service bulletin may be issued as a result of the manufacturer developing a design change or a service procedure change that will improve the operation or maintenance of the aircraft. Service bulletins are not mandatory to maintain the aircraft's compliance with ASTM standards.

10. Notification

10.1 The manufacturer shall issue notification letters on any subject that is considered helpful to the owners/operators. Such letters are intended to maintain a good rapport with the owners/operators, encourage feedback on service and other problems, or to circulate items of interest that an owner/operator may feel would be of value to other owners/operators. A notification letter does not include any mandatory owner/operator actions.

11. Document Maintenance, Preservation, and Access

11.1 *Copies Maintained*—In order to help ensure that the fleet of aircraft remains airworthy, the manufacturer shall maintain documentation on file showing compliance with Specification F 2352 and Practice F 2415. Upon the event that the original manufacturer ceases to exist as a viable business entity, the original manufacturer shall arrange for the continued maintenance of this documentation on file, including the current owners list. This documentation showing compliance with the standards and any safety alert bulletins shall be copied and maintained at a physically safe location. For purposes of this practice, a physically safe location is one which is at least 33 m (100 ft) from the main production facility, such that a fire could not destroy both sets of records.

11.2 *Access Assurance*—This documentation should be available in such a manner that it can be properly obtained for continued airworthiness support in the event that existing avenues of recovering the information are destroyed. This documentation shall be retained such that in the event that a future entity wishes to continue supporting the airworthiness of the make and model involved, they may do so by making use of the original manufacturer's documentation. The original manufacturer may either keep these documents on file so that they will be available at any future date, or shall turn them over to a responsible agency such as the Federal Aviation Administration (FAA) or other industry entity for safekeeping. The location and contact for accessing these documents shall be presented in the Pilot Operating Handbook, and any revision to this information shall be disseminated through service bulletins to the aircraft owners. Any acquisition of documentation for purposes of maintaining airworthiness shall follow the then applicable laws or rules concerning intellectual property rights.

12. Keywords

12.1 gyroplane; light sport aircraft

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