New Products using F37 Standards Showcased at AirVenture

Several new designs made their debut during the AirVenture show in Oshkosh, Wisconsin the last week of July. With a constant flood of curious onlookers swarming around its sleek curves, the MVP Aero seaplane (pictured above) captured much attention. World Aircraft unveiled their Surveyor open cockpit tandem pusher airplane and Glasair introduced their more conventional design Merlin. These aircraft, and others, were samples of the kind of fresh and innovative products that can be designed and quickly brought to market using industry consensus standards as a means of compliance.
Important Meeting and Ballot Dates

F37 Meetings
While the modern age of communication allows F37 committee members to participate in standards development from anywhere on the globe, the most effective and efficient business of the committee takes place during face-to-face meetings.

Plan to attend the following F37 standards development and decision making meetings.

- January 14, 2015, Sebring, FL (Task Groups Only)
- April 13-14, 2015, Friedrichshafen, Germany
- July 22, 2015 Oshkosh, WI (Task Groups Only)
- October 27-29, 2015 Tampa, Florida

F37 Ballot Deadlines
Look for ballots coming out shortly after these dates. Resulting ballot negatives and comments will then be discussed at the next F37 meeting. Your vote helps determine standards content.

Sebring
- Dec 1 - 1st Ballot

Friedrichshafen
- Jan 15 - 1st Ballot
- Mar 1 - 2nd Ballot

Oshkosh
- May 1 - 1st Ballot
- Jun 15 - 2nd Ballot

Oshkosh Task Groups & FAA Presentation
F37 held an efficient all-day task group session at EAA resulting in several follow-up ballots that completed several standards activities. Topics discussed included Continued Operational Safety Harmonization, Required Personnel Training, Circuit Breaker Accessibility, Simplified Structures Appendices and Maintenance Manual Development.

After the task group meetings concluded, Terry Chasteen of the FAA Small Airplane Directorate gave a presentation on LSA safety, continued airworthiness issues, audit feedback, FAA organizational changes and FAA focus items for the LSA industry. Several FAA senior executives attended including Peggy Gilligan, head of Aviation Safety. Ms. Gilligan gave a brief statement affirming FAA concerns about LSA industry low compliance rates admonishing manufacturers to increase their efforts. Results of upcoming FAA audits will be an indicator of whether or not the industry took the message seriously.

Progress in New Orleans
Go to the ASTM F37 website, access the F37 Main Committee meeting minutes, and read about all the news and activities from the F37 meeting held October 8-9, 2014 in New Orleans, Louisiana. Following are a few highlights:

- The new harmonized QA standard F2972 is now implemented for all LSA classes. The new F44 Terminology Standard passed and will be published in 2014. This will be used from now on for F37. Additional Conversion and Harmonization to (SI) Units and Additional Constraints on the Use of Simplified Appendices were also approved.

- The integration of standards between ASTM aviation committees continues to grow. F39 Committee on Aircraft Systems asked for F37 to reference their standards in documents wherever applicable. As much of the work in F39 is generic,
standards developed by this body help assure more consistency over the range of aircraft covered by F37, F38 and F44 committees. A new Subcommittee, F39.05 on Design, Alteration, and Certification of Electric Propulsion Systems, is an example of a cooperative effort between committees that will benefit all.

2016-2017 Officer Slate: F37 officers serve two-year terms and its time already to begin planning for the next term. Dan Johnson and Jan Fridrich were selected to serve as the nominating committee and are now preparing the slate to be presented at the F37 spring meeting. Adam Morrison will be stepping down from Vice Chair as his three-term limit in that position will expire. If you are interested in a leadership position and helping guide the strategic direction of the committee, contact Dan at dan@bydanjohnson.com.

Next up: Sebring then Friedrichshafen

Task group meetings will be held January 14, 2015 at the Affordable Aircraft Expo in Sebring, Florida. The following areas will be covered:

09:00 3rd Party Factory Audits
10:30 Continued Operational Safety Harmonization
13:00 Engine Standards Revisions
14:00 Maintenance Manuals
15:00 Quality Standard Further Development

These are open meetings so anyone can attend. This is a prime opportunity - especially if you are already going to be at the show - to see how the standard development process works. And you may find that you have something to contribute!

If you have interest or technical expertise in any of these, make an effort to attend.

F37 Roadmap

The F37 executive subcommittee oversees the strategic direction of the F37 committee and standards development. A tool used in discussion is a roadmap of all standards activities indicating their history and current status. With such a large number of activities sometimes spread very thinly among just a few
volunteers willing to devote time and resources to moving them forward, the highest priority items are listed on the following page. The aim is to quickly develop proposals, resolve any issues with them and get them published and off the “to do” list. If you are not already on a task group, contact the listed chair and offer your support to complete one or more of the items. If there is an item you think needs to be added to the list, contact F37 secretary Stefan Ronig at stefan.ronig@easa.europa.eu and it will be placed on the next executive subcommittee meeting agenda for discussion.

Thank you for your contributions to one of ASTM's most productive groups. The Light Sport Aircraft industry, regulatory authorities and aviation safety worldwide are benefiting from F37 standards.

**F37 Training Classes**

Vans Aircraft and Synergy Air hosted an ASTM Light Sport Training class in Sunriver just south of Bend, Oregon on November 19-20. The class - limited to 15 people - fulfilled the competence and training requirement for under ASTM F2972 section 12. If you would like to host a training class in your area, contact the ASTM Sales Department at 610-832-9580 or send an email to train@astm.org.

**Regulatory and Industry Insight**

**UPGRADING LSA IN THE U.S. TO THE LATEST STANDARDS**

FAA has clarified the process for an LSA manufacturer to update its U.S. fleet to a newer ASTM standard.

As background, aircraft are brought into operation as factory-new aircraft with a signed 8130-15, that identifies all relevant ASTM standards and revision levels, as per the relevant NoA for FAA accepted standards at the date of production. From then on, the aircraft is tied to these standards, and to the identified revision levels.

A question was asked if it was possible to voluntarily “upgrade” aircraft in-field to a newer standard level for a to-be-defined aspect. This would allow a manufacturer to harmonize support and documentation for aircraft in-field, significantly reducing ambiguities and the risk for mistakes by the manufacturer and operator.

In response, the FAA stated that there was currently no prohibition in the FAA regulations or policy concerning this action. They recommended that a proposal be submitted to ASTM for revision to the appropriate ASTM standard(s) to provide a means for a manufacturer to authorize an aircraft owner/operator to change (i.e., to alter) the original airworthiness certification basis, as identified on FAA Form 8130-15, to a later FAA accepted standard revision.

**EASA REORGANIZATION**

The European Aviation Safety Agency (EASA) now operates under a new organizational structure, meant to ensure a stronger focus on oversight with a new strategy directorate. EASA executive director Patrick Ky launched the reorganization in April. It became effective on September 1. Of interest to F37 is the selection of Yves Morier as Head of General Aviation and RPAS department. Mr. Morier was instrumental in the MDM .032 effort to develop a concept for the regulation of aircraft other than complex motor powered aircraft when used in non-commercial activities, such as LSA. Our own F37 Secretary Stefan Ronig is now RPAS, VLA, LSA, Balloons and Airship Section Manager.
ASTM F37 TOP PRIORITIES 2014/2015

(WK43668) Weight Shift Wing Interface Standard - Release new standard
WEIGHT SHIFT SUBCOMMITTEE CHAIR: Neil Bungard, aircreation@flash.net, 520-203-1276
F2245 (Airplane D&P) - Look into AoA reference as an ‘option’ for LSA Airplanes
F2245 (Airplane D&P) - formalize flutter guidance task group
F2245 (Airplane D&P) - (WK13560) Add minimum requirements for integration of avionics/instrumentation .
F2245 (Airplane D&P) - Break up simplified structures appendices
F2245 (Airplane D&P) - Fix the myriad of issues related to design airspeeds.
F2245 (Airplane D&P) - Clarify configurations needed for static longitudinal stability.
F2279 (Airplane QA) - Require staff trained and certified in the use and implementation of industry consensus standards.
F2295 (Airplane COS) - Potential confusion over the term Safety Directive, Safety Alert, and Service Bulletin
AIRPLANE SUBCOMMITTEE CHAIR: Adam Morrison, adam.morrison@sportplanedesign.com, 317-888-1026
F2483 (Maintenance. Manual) - Clarify acceptable levels of certification
F2972 (Harmonized QA Standard) - Answer questions about ‘who can do what’
F2972 (Harmonized QA Standard) - Require root cause and corrective action processes for field aircraft support.
F2972 (Harmonized QA Standard) - Require training processes and skill definition.
F2972 (Harmonized QA Standard) - Tool calibration and facility maintenance processes.
F2972 (Harmonized QA Standard) - Comprehensively address inspections and testing.
F2972 (Harmonized QA Standard) - Declaration of organizational structure.
CROSS CUTTING SUBCOMMITTEE CHAIR: Anna Dietrich, anna@terrafugia.com, 781-491-0812
**EASA SAFETY CONFERENCE**
As part of EASA's re-energized focus on General Aviation, the 2014 EASA Safety Conference, held October 15-16 in Rome, focused on its ongoing efforts towards creating a **simpler, lighter, better regulatory framework for General Aviation**. The two day conference had more than 350 attendants, representing 250 organizations from 30 countries including several of us from ASTM F37. It was one of the biggest conferences on General Aviation to be conducted in Europe with more than 50 speakers related to GA from associations, industry and authorities.

During the conference a series of Panel Discussions took place, addressing elements of EASA's **GA Roadmap**. The conference closed with EASA Executive Director Patrick Ky expressing **6 Commitments** to the GA community including a promise toward a simpler framework for certifying LSA aircraft in the short term and, in the long term, amending applicable regulations to bring radical simplification.

“We are creating a more proportionate framework, focusing on safety culture, safety promotion and common sense! We are in the start of the process and I believe we are on the right path,” said Ky. He promised to give a progress report at the AERO 2015 exhibition.”

**NPA ON STANDARD CHANGES & STANDARD REPAIRS**
EASA published a Notice of Proposed Amendment (NPA) on October 6 addressing a proportionality issue: it will allow a simpler process for the design and embodiment of some changes and repairs when applicable to certain aircraft (aeroplanes up to 5 700 kg MTOM, rotorcraft up to 3 175 kg MTOM, most sailplanes, balloons and airships). There is possibly a strong tie to ASTM standards work. Comment deadline is June 6, 2015.

**BRAZIL LSA REGULATION ACTIVITY**
Mr. Edson Suza Jesus Filho of ANAC Brazil participated in the F37 New Orleans meeting filling in for Mr. Cesar Silva Fernandes. He provided a detailed presentation on ANAC Brazil observations following the implementation of LSA in Brazil (see the meeting minutes Attachment 4). In general, by a generic agreement with FAA, ANAC follows the system implemented by FAA. Currently there are 10 Types accepted in Brazil. Main areas of concern were related to systems compliance. This seems to be in line with current FAA Audit observations.
Welcome New F37 Committee Members

Adams, Scott; Icon Aircraft
Goldsmith, Brett E; Joby Aviation, Inc.
Hsieh, Chi-Tai; Aerojones Aviation Technology Co., Ltd
Hsu, George, Avi Asia
Jensen, Chad; Vertical Power
Kress, Gregory; Top Flight Aerostructures
Rosenberger, Gilles; Aerodev
Siegers, Jakob, Icon Aircraft
Somandepalli, Vijay; Exponent
Taylor, Scott; Glasair Aviation USA, LLC
Thigpen, Steve; Icon Aircraft

Member in Spirit
The newest member of the Morrison family, born October 6th, kept F37 Vice Chair & Airplane Subcommittee Chair Adam close to home during the October F37 meeting. He earned an excused absence on condition we could post this photo. Congratulations, Marcie and Adam!