



Standard Specification for Design and Performance Requirements for Lighter-Than-Air Light Sport Aircraft¹

This standard is issued under the fixed designation F2355; 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 covers design and performance requirements that apply for the manufacture of lighter-than-air light sport aircraft.

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 and health practices and determine the applicability of regulatory requirements prior to use.*

2. Referenced Documents

2.1 *ASTM Standards:*²

F2354 Specification for Continued Airworthiness System for Lighter-Than-Air Light Sport Aircraft

F2356 Specification for Production Acceptance Testing System for Lighter-Than-Air Light Sport Aircraft

F2427 Specification for Required Product Information to be Provided with Lighter-Than-Air Light Sport Aircraft

F2483 Practice for Maintenance and the Development of Maintenance Manuals for Light Sport Aircraft

F2563 Practice for Kit Assembly Instructions of Aircraft Intended Primarily for Recreation

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

3. Terminology

3.1 *Definitions:*

3.1.1 *airship*—engine-driven lighter-than-air aircraft that can be steered.

3.1.1.1 *Discussion*—This definition can include “and that sustains flight through the use of either gas buoyancy or an airborne heater, or both.”

¹ This specification is under the jurisdiction of ASTM Committee F37 on Light Sport Aircraft and is the direct responsibility of Subcommittee F37.60 on Lighter than Air.

Current edition approved Nov. 1, 2014. Published November 2014. Originally approved in 2005. Last previous edition approved in 2013 as F2355 – 13. DOI: 10.1520/F2355-14.

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.

3.1.2 *balloon*—lighter-than-air aircraft that is not engine-driven, and that sustains flight through the use of either gas buoyancy or an airborne heater, or both.

3.1.3 *design useful load*—load (other than structure, engine, enclosure, and systems) that a lighter-than-air aircraft can carry while achieving the design defining performance requirements.

3.1.4 *gross weight*—total aircraft system weight(s) at take-off.

3.1.5 *lighter-than-air aircraft*—aircraft that can rise and remain suspended by using contained gas weighing less than the air that is displaced by the gas.

3.1.5.1 *Discussion*—Airships may include dynamic lift that derive as much as 30 % lift from other than buoyancy.

3.1.6 *maximum takeoff weight*—gross weight limit as defined by the manufacturer, proven through compliance with this specification and placarded on the aircraft as the not-to-exceed gross weight.

3.1.7 *thermal airship*—airship using heated air for a portion of its lift, incorporating design features to prevent nose collapse due to dynamic pressure and exempt from specific pressurized envelope requirements.

3.1.8 *vectored thrust balloon*—thermal balloon with thrust capability that does not have design features to prevent forward envelope collapse due to dynamic pressure and is therefore limited in its lateral speed capability.

3.1.9 *weight limitations*—operational weight restrictions (maximum/minimum) as defined by the manufacturer and proven through compliance with this specification to demonstrate controllability.

4. Flight Requirements

4.1 *Performance Requirements for Airships and Thermal Airships, except as noted:*

4.1.1 *Proof of Compliance*—Each of the following requirements shall be met at the maximum takeoff weight and most critical center of gravity (CG) position. To the extent that CG adjustment devices may be adjusted for flight, these components will be evaluated in the least favorable recommended position as it affects either performance or structural strength.

4.1.2 *General Performance*—All performance requirements apply in and shall be corrected to International Civil Aviation

Organization (ICAO) defined standard atmosphere in still air conditions at sea level. Speeds shall be given in indicated (IAS) and calibrated (CAS) airspeeds in knots.

4.1.3 *Flight Performance*—For all flight operations it shall be shown that control sufficient to safely maneuver or land the airship, or both, can be maintained.

4.1.4 *Climb*—The following shall be measured:

4.1.4.1 Distance to clear a 15-m (50-ft) obstacle not to exceed 213 m (700 ft) from point of lift-off. Compliance with the requirements of this section must be shown at each extreme of altitude and ambient temperature for which approval is sought.

4.1.4.2 Climb rates of 1.5 m/s (300 fpm) and 0.5 m/s (100 fpm) with one engine inoperable for multi-engine configurations.

4.1.5 *Controllability and Maneuverability*—The aircraft shall be safely controllable and maneuverable during takeoff, climb, level flight (cruise), approach, and landing.

4.1.5.1 Demonstrate a smooth transition between all flight conditions shall be possible without excessive pilot skills nor exceeding pilot forces of 59.1 kg (130 lb) for the foot-operated control, 9.1 kg (20 lb) prolonged application, or 29.5-kg (65-lb) hand controls, 4.5 kg (10 lb) prolonged operation.

4.1.6 *Descent*—The following shall be measured.

4.1.6.1 It must be shown that in the event of the most critical uncontrolled descent from either: (1) an engine or propeller failure, (2) burner failure for thermal airship, (3) valve leak for either hot air or captive gas airship, or (4) the maximum permitted envelope failure as specified in 5.1.2.

NOTE 1—Procedures must be established for landing at the maximum vertical velocity attained and procedures must be established for arresting the maximum descent rate within the manufacturer's specified altitude.

4.1.7 *Landing*—It must be shown that a pilot of normal skill can achieve landing sink rates of no more than 0.77 m/s (2 ft/s).

4.1.8 *Stability and Control*:

4.1.8.1 *Vertical Stability and Control*—Stability and control of the airship shall be determined at maximum gross weight, with minimum in-flight turbulence/wind for:

(1) Maximum duration of envelope valve operation (if equipped), during which the airship must not enter into a dangerous descent.

(2) Minimum burner fuel pressures (if equipped), which will arrest the maximum descent rate as determined in 4.1.6 and climb as determined in 4.1.4.

4.1.8.2 *Longitudinal Stability*—Longitudinal stability of the aircraft will be demonstrated by performing 2 min of flight without control input for three conditions. In each case, the aircraft must not enter into dangerous or unusual altitudes. A test must be conducted at maximum gross weight, with a minimum of in-flight turbulence. The three conditions are ascent, descent, and level flight.

4.1.8.3 *Longitudinal Control*—With all engines operating at maximum power, the airship must be capable of:

(1) A nose-down pitch from a stabilized climb with a 30° nose-up deck angle,

(2) A nose-up pitch from a stabilized descent with a 30° nose-down deck angle, and

(3) Longitudinal upset response shall be evaluated by analysis or test, or both, to show that it does not result in unsafe conditions.

4.1.8.4 *Lateral and Directional Stability*:

(1) Lateral stability will be demonstrated by maintaining the surface controls in a fixed position, which will initially give an unaccelerated level flight condition. The aircraft must not enter into a dangerous altitude during the 2 min that the flight control surfaces are fixed. A test must be conducted at maximum operating weight, with minimum in-flight turbulence.

(2) Directional stability will be demonstrated by a separate and full deflection of each directional flight control surfaces for three full turns of 360° without the aircraft entering any dangerous flight altitude during the maneuver. A test must be conducted at minimum flight weight, with minimum in-flight turbulence. The demonstrated turn rate shall not be less than 6°/s (60 s for a 360° turn) in either direction.

4.2 *Performance Requirements for Balloons*:

4.2.1 *Proof of Compliance*—Each of the following requirements shall be met at the maximum takeoff weight.

4.2.2 *General Performance*—All performance requirements apply and shall be corrected to International Civil Aviation Association Organization (ICAO) defined standard atmosphere in still air conditions at sea level.

4.2.3 *Flight Performance*—For level flight, climbs, descents, and landing, it shall be shown that control sufficient to safely land the balloon can be maintained.

4.2.3.1 *Climb*—Each balloon must be capable of climbing at least 300 ft in the first minute after takeoff with a steady rate of climb. Compliance with the requirements of this section must be shown at each altitude and ambient temperature for which approval is sought.

4.2.3.2 *Controllability*—The balloon shall be controllable during takeoff, climb, level flight, approach, and landing.

4.2.3.3 *Descent*—The following shall be measured. It must be shown that in the event of the most critical uncontrolled descent from either: (1) burner failure for hot air balloon, (2) valve leak for either hot air or captive gas, and (3) the maximum permitted envelope failure as specified in 5.2.2. Procedures must be established for landing at the maximum vertical velocity attained and procedures must be established for arresting the maximum descent rate within the manufacturer's specified altitude.

4.2.3.4 *Landing*—It must be shown that the pilot can achieve a landing sink rate of not more than 1 m/s.

4.2.4 *Stability and Control*—Stability and control of the balloon shall be determined at maximum gross weight, with minimum in flight turbulence/wind for:

4.2.4.1 Maximum duration of envelope valve operation, during which the balloon must not enter into a dangerous descent.

4.2.4.2 Minimum burner fuel pressures that will arrest the maximum descent rate as determined in 4.2.3.3 and climb as determined in section 4.2.3.1.

5. Structure Requirements

5.1 *Structure for Airships and Thermal Airships (except as noted):*

5.1.1 *Loads*—Unless otherwise specified, all requirements are specified in terms of limit load.

5.1.1.1 Ultimate loads are limit loads multiplied by the factor of safety defined below. Loads shall be redistributed if the deformations affect them significantly.

5.1.2 *Factors of Safety*—The factor of safety is 1.5, except as shown in the following:

5.1.2.1 3.0 on castings,

5.1.2.2 1.8 on fittings,

5.1.2.3 6.67 on control surface hinges,

5.1.2.4 3.3 on push-pull control systems,

5.1.2.5 2.0 on cable control systems, and

5.1.2.6 5.0 on envelope structures (fibrous or non-metallic parts) and rigging.

5.1.2.7 In applying factors of safety, the effect of temperature and other operating characteristics, or both, that may affect strength of the balloon must be accounted for.

5.1.2.8 For design purposes, an occupant weight of at least 170 lb must be assumed.

5.1.3 *Strength and Deformation:*

5.1.3.1 The structure must be able to support limit loads without permanent deformation of the structure.

5.1.3.2 The structure must be shown by analysis, test, or analysis supported by test to be able to withstand ultimate loads without failure.

5.1.3.3 The structure shall be able to withstand ultimate loads for 3 s without failure when proof is by static test. When dynamic tests are used to demonstrate strength, the 3-s requirement does not apply. Local failures or structural instabilities between limit load and ultimate load are acceptable if the structure can sustain the required ultimate load for 3 s.

5.1.4 *Proof of Structure*—Each critical load requirement shall be investigated either by conservative analysis or tests, or a combination of both.

5.1.5 *Proof of Strength*—Envelope material, attachments, and car frame shall all be demonstrated by test to meet the load factor requirement with the required factor of safety. This evaluation shall include suitable tear resistance testing for the envelope.

5.1.6 *Load Factor:*

5.1.6.1 *Positive*— $n = 1.5$ (comprised of a maneuvering load multiplied by a gust load factor).

5.1.6.2 *Negative*— $n = 0$.

5.1.6.3 Additional load considerations shall be evaluated for selected design airspeeds and resultant dynamic pressures.

5.1.7 *Design Airspeeds*—The selected design airspeeds are equivalent airspeeds (EAS) except as provided in specific requirements.

5.1.7.1 *Design Stall Speed, $V(SI)$* —shall be calculated based on area, lift coefficient estimates, and maximum negative buoyancy.

5.1.7.2 *Design Maximum Level Flight Airspeed, $V(H)$* — $V(H)$ is the maximum speed obtainable in level flight with all engines operating at maximum continuous power and the airship loaded to achieve minimum drag.

5.1.7.3 *Design Airspeed for Maximum Gust Intensity, $V(B)$* — $V(B)$ shall not be less than 35 knots or $0.65 V(H)$, whichever is least.

5.1.7.4 Maneuver loads considering the maximum forces that can be generated by the envelope and surfaces at $V(H)$ and maximum control deflections, unless placarded to limit deflection at specific conditions.

5.1.7.5 Gust loads of a discrete gust of 7.6 m/s (25 fps) at $V(H)$ and 10.6 m/s (35 fps) at $V(B)$.

5.1.8 *Control Surface Loads*—Control surface loads on the airship shall be evaluated at loads defined in flight tests of the envelope by the envelope manufacturer.

5.1.9 *Ground Mooring Conditions (when equipped)*—An airship that is normally moored to a mooring mast when not in flight, such as overnight. The mooring mast system shall be adequate to allow the airship to swing around the mast 360° as wind direction changes. The strength of the mast shall be sufficient to safely moor the airship in high or gust wind conditions as specified by the manufacturer. Accommodation shall be made to allow the car to accept these sideward movements without damage.

5.1.10 *Control System and Supporting Structure*—The control system structure shall be designed to withstand maximum forces, and in the case of dual controls, the relevant system shall be designed for the pilots operating in opposition, if greater than the control system forces.

5.1.11 *Ground Load Conditions*—Design features shall limit the landing sink rate to less than or equal to 1 m/s (3.3 ft/s). Testing by drop test will use a drop height to achieve a 1 m/s (3.3 ft/s) drop rate. This will be a dead drop test of the car without envelope lift at maximum takeoff weight.

5.1.12 *Emergency Landing Conditions*—Design structure to protect each occupant from serious injury when the aircraft experiences three independent ultimate load conditions: 1.5-g's upward, 6-g's forward, and 3-g's sideward. Test articles that hold this load for more than 3 s are considered to have passed.

5.1.13 Emergency deflation systems shall be included to handle ground handling failures.

5.1.14 *Envelope and Ballonet Pressures (if equipped)*—Operating pressure limitations for the envelope and ballonets, as limited by flight, structural, and functional, must be established, and must include maximum and minimum operating pressure in the envelope, and maximum operating pressure in the ballonets.

5.2 *Structure for Balloons and Vectored Thrust Balloons, except as noted:*

5.2.1 *Loads*—Unless otherwise specified, all requirements are expressed in terms of limit load.

5.2.1.1 Ultimate loads are limit loads multiplied by a factor of safety defined below.

5.2.1.2 Loads shall be redistributed if the deformations affect them significantly.

5.2.2 *Factors of Safety*—The factor of safety is 1.5 except as defined in the following:

5.2.2.1 3.0 on castings,

5.2.2.2 1.8 on fittings,

5.2.2.3 2.0 on metallic load cables, and

5.2.2.4 5.0 on envelope structures (fibrous or non-metallic parts) and rigging.

5.2.2.5 In applying factors of safety, the effect of temperature and other operating characteristics, or both, that may affect strength of the balloon must be accounted for.

5.2.2.6 For design purposes, an occupant weight of at least 170 lb must be assumed.

5.2.3 *Strength and Deformation:*

5.2.3.1 The structure must be able to support limit loads without permanent deformation of the structure.

5.2.3.2 The structure must be shown by analysis, test, or analysis supported by test, to be able to withstand ultimate loads without failure.

5.2.3.3 The structure shall be able to withstand ultimate loads for 3 s without failure when proof is by static test. When dynamic tests are used to determine strength, the 3-s requirement does not apply. Local failures or structural instabilities between limit load and ultimate load are acceptable if the structure can sustain the required ultimate load for 3 s.

5.2.4 *Proof of Structure*—Each critical load requirement shall be investigated either by conservative analysis or tests or a combination of both.

5.2.5 *Proof of Strength*—Envelope material, attachments and basket frames, trapeze, or other means provided for carrying occupants shall be demonstrated by test to meet the load factor requirement with the required factor of safety. This evaluation shall include suitable tear resistance testing for the envelope.

5.2.6 *Load Factors:*

5.2.6.1 Additional load considerations shall be evaluated for selected design loads and resultant dynamic pressures.

5.2.6.2 *Design Wind Speeds*, shall be evaluated for (1) takeoff—maximum demonstrated, and (2) landing—maximum demonstrated.

5.2.6.3 *Deflation/Valving/Rotational/Control Systems: Operation Limitations*, shall be defined through testing or calculation for each of the following: takeoff, in-flight, and landing.

5.2.7 *Emergency Landing Conditions*—Design structure to protect each occupant from serious injury when the aircraft experiences ultimate load conditions. Test articles that hold this load for more than 3 s are considered to have passed.

5.2.8 *Emergency Deflation Procedures*, shall be established based on flight, structural, and functional limitations. This data must include minimum and maximum pressures of the envelope.

6. Design and Construction

6.1 *General*—The integrity of any novel or unusual design feature having an important bearing on safety shall be established by test.

6.2 *Materials and Workmanship*—Materials shall be suitable and durable for the intended use. Design values (strength), must be chosen so that structural under-strength due to material variations is unlikely as shown by test, analysis, service history, or manufacturer certification.

6.2.1 *Fabrication Methods:*

6.2.1.1 Workmanship of manufactured parts, assemblies, and aircraft shall be of high standard.

6.2.1.2 Methods of fabrication shall produce consistently sound structures.

6.2.1.3 Process specifications shall be followed where required.

6.2.2 *Protection of Structure*—Protection of the structure against weathering, corrosion, and abrasion, as well as suitable ventilation and drainage shall be provided.

6.2.3 *Accessibility*—Accessibility for principal structural and control system inspection, adjustment, maintenance, and repair shall be provided.

6.2.4 *Control Systems—Operation Tests*—It must be shown by functional test that the control system is free from jamming, excessive friction, or excessive deflection when the maximum pilot forces are applied from the cockpit.

6.2.4.1 Each balloon using a captive gas as the lifting means must have a valve or appendix that is able to release gas.

6.2.5 *Pilot Compartment*—Pilot comfort, good visibility (instruments, placards, and outside), accessibility, exit, and ability to reach all controls for smooth and positive operation shall be provided.

7. Power Plant for Airships

7.1 The power plant installation shall be easily accessible for inspection and maintenance.

7.2 *Engine and Propeller*—An FAA-type certificate is not required for a lighter-than-air airship aircraft engine or propeller. Engine installation and testing shall demonstrate operation and reliability consistent with industry-accepted practices.

NOTE 2—*Advisory Information*—Airships are light low speed aircraft with inherent buoyancy and excellent short field landing capabilities. The craft are not intended for flight in airspace in which safety depends on continued engine operation. The engine is not considered to be a safety-of-flight component. A free balloon using auxiliary power as an accessory for maneuvering thrust must comply with these requirements.

7.3 *Fuel Tank Tests*—The fuel tank shall be pressure tested to 24.1 kPa (3.5 psi) (2.4 m (8 ft) of water column) and installed to withstand prescribed load factors.

7.3.1 *Fuel Tank Vents*—A fuel tank vent that does not siphon in flight shall be provided. The fuel vent system does not siphon in the event of rollover.

7.3.2 *Fuel Strainer or Filter*—A replaceable fuel filter, accessible for drainage and cleaning, or both, shall be included in the system.

7.4 *Fuel Cells*—If fuel cells are used, their attachments and related supporting structure must be shown by tests to be capable of withstanding, without detrimental distortion or failure, any loads to which the installation may be subjected, inclusive of drop tests. All tests will be at weight and pressures equivalent to full fuel quantity.

7.5 *Pressurized Fuel Systems*—For pressurized fuel systems, each element and its connecting fittings and lines must be tested to an ultimate pressure of at least twice the maximum normal operating pressure without failure.

7.6 *Burners (for balloons or thermal airships)*—If a burner is used to provide or augment the lifting means, the system must be designed and installed so as not to create a fire hazard.

7.6.1 There must be shielding to protect parts adjacent to the burner flame and the occupants from heat effects, if needed.

7.6.2 There must be controls, instruments, or other equipment essential to the safe control and operation of the heater.

7.6.3 They must be shown to be able to perform their intended function during normal and emergency operation.

7.6.4 The burner system must be substantiated by an endurance test of twice the maximum burn duration as specified by the balloon manufacturer and burn tests to vapor only level and fuel exhaustion.

7.6.5 Each element of the system must be serviceable at the end of the test.

8. Equipment for Free Balloons

8.1 *Instruments*—Required instruments include:

8.1.1 Fuel quantity indicator or means to determine fuel quantity (hot air only),

8.1.2 Each hot air balloon must have a means to indicate the maximum envelope skin temperatures occurring during operation,

8.1.3 Altimeter,

8.1.4 Fuel pressure indicator configured for the normal operating range, and

8.1.5 Means of determining envelope pressure (pressurized envelopes only).

8.2 *Drag Rope*—If a drag rope is used, the end that is released overboard must be stiffened to preclude the probability of the rope becoming entangled with trees, wires, or other objects.

8.3 *Ballast*—Each captive gas balloon must have a means for safe storage and controlled release of ballast. The ballast must consist of material that, if released during flight, is not hazardous to persons on the ground.

8.4 *Deflation Means*—There must be a means to allow deflation of the envelope so as to allow a safe emergency landing.

8.5 *Basket or Other Means Provided for Occupants*—Each projecting object that could cause injury to occupants must be padded.

8.6 *Static Discharge*—There must be appropriate bonding means in the design of each balloon using flammable gas as a lifting means to ensure the effects of static discharges will not create a hazard.

8.7 *Safety Belts*—There must be a safety belt, harness, or other restraining means for each occupant unless the balloon incorporates a basket or gondola.

8.8 Airships intended for night flight must be equipped in accordance with the appropriate Civil Aviation Authority requirements.

9. Equipment for Airships

9.1 *Instruments*—Required instruments include:

9.1.1 An airspeed indicator calibrated for the appropriate range of airspeeds,

9.1.2 A fuel quantity indicator or means to determine fuel quantity,

9.1.3 An engine kill switch,

9.1.4 Engine instruments identified as necessary by the engine designer or manufacturer,

9.1.5 A means, accessible to the pilot, to shut off fuel to the engines,

9.1.6 An altimeter,

9.1.7 A means of determining envelope pressure,

9.1.8 A means of determining ballonnet pressure (if ballonnets are installed), and

9.1.9 Each hot air airship must have a means to indicate the maximum envelope skin temperatures occurring during operation.

9.2 *Ground Handling Line(s)*—The end of each ground handling line must be stiffened to preclude the probability of the line becoming entangled with trees, wires, or other objects.

9.3 *Ballast*—Each captive gas airship must have a means for safe storage and controlled release of ballast. The ballast must consist of material that, if released during flight, is not hazardous to persons on the ground.

9.4 *Deflation Means*—There must be a means to allow deflation of the envelope so as to allow a safe emergency landing.

9.5 *Car or Other Means Provided for Occupants*—Each projecting object that could cause injury to occupants must be padded.

NOTE 3—*Advisory Information*—(1) Lighter-than-air airship aircraft are limited to a very small and low velocity speed range. A compass is suggested but not required instrumentation. (2) Some acceptable fuel quantity indicators include a sight tube and a translucent fuel tank.

9.6 *Occupant Safety Restraint Systems*—Occupant safety restraint systems of a minimum 2-point attach or better shall be available for each occupant and their attachments to the aircraft (when used as instructed by the designer and manufacturer) and shall be designed for the appropriate load factors. See section on emergency load factors.

10. Operating Limitations

10.1 *General*—The operating limitations and other information necessary for safe operation shall be established and documented in a flight manual, which will be made available to the pilot upon aircraft delivery.

10.1.1 The flight manual will include data as defined in Sections 4 through 9 of this specification as appropriate.

10.2 *Weight and Center of Gravity*—Weight and center of gravity limitations shall be provided, including reference and leveling data.

10.3 *Power Plant*—Power plant limitations shall be provided as appropriate.

10.4 *Ambient Temperature/Altitude/Gross Weight Information*, shall be provided for the normal operating range as specified by the manufacturer.

10.5 Data tables for determining buoyancy versus aircraft loading shall be provided.

11. Keywords

11.1 Aircraft Operating Instructions; airplanes; airships; balloons; design useful loads; lighter-than-air; light sport

aircraft; pilot operating handbooks; rotorcraft; special airworthiness certificates; weight shift controls

APPENDIX

(Nonmandatory Information)

X1. REFERENCES

X1.1 Manufacture quality assurance requirements are defined in Specification **F2972**.

X1.2 Continued airworthiness requirements are defined in a separate specification, Specification **F2354**.

X1.3 Required product information requirements are defined in Specification **F2427**.

X1.4 Final production acceptance requirements are provided in Specification **F2356**.

X1.5 Standard Practice for Maintenance and the Development of Maintenance Manuals for Light Sport Aircraft **F2483**.

X1.6 Standard Practice for Kit Assembly Instructions of Aircraft Intended Primarily for Recreation **F2563**.

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