Designation: F2626 – 12

Standard Terminology for Light Sport Aircraft[1]

This standard is issued under the fixed designation F2626; 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 terminology standard covers definitions of terms and concepts related to light sport aircraft. It is intended to ensure the consistent use of terminology throughout all F37 documents.

2. Referenced Documents

2.1 *ASTM Standards:*[2]

F2241 Specification for Continued Airworthiness System for Powered Parachute Aircraft
F2242 Specification for Production Acceptance Testing System for Powered Parachute Aircraft
F2243 Specification for Required Product Information to be Provided with Powered Parachute Aircraft
F2244 Specification for Design and Performance Requirements for Powered Parachute Aircraft
F2245 Specification for Design and Performance of a Light Sport Airplane
F2279 Practice for Quality Assurance in the Manufacture of Fixed Wing Light Sport Aircraft
F2295 Practice for Continued Operational Safety Monitoring of a Light Sport Aircraft
F2316 Specification for Airframe Emergency Parachutes
F2317/F2317M Specification for Design of Weight-Shift-Control Aircraft
F2352 Specification for Design and Performance of Light Sport Gyroplane Aircraft
F2354 Specification for Continued Airworthiness System for Lighter-Than-Air Light Sport Aircraft
F2355 Specification for Design and Performance Requirements for Lighter-Than-Air Light Sport Aircraft
F2356 Specification for Production Acceptance Testing System for Lighter-Than-Air Light Sport Aircraft
F2415 Practice for Continued Airworthiness System for Light Sport Gyroplane Aircraft
F2425 Specification for Continued Airworthiness System for Weight-Shift-Control Aircraft
F2426 Guide on Wing Interface Documentation for Powered Parachute Aircraft
F2427 Specification for Required Product Information to be Provided with Lighter-Than-Air Light Sport Aircraft
F2449 Specification for Manufacturer Quality Assurance Program for Light Sport Gyroplane Aircraft
F2457 Specification for Required Product Information to be Provided withWeight-Shift-Control Aircraft
F2483 Practice for Maintenance and the Development of Maintenance Manuals for Light Sport Aircraft
F2506 Specification for Design and Testing of Fixed-Pitch or Ground Adjustable Light Sport Aircraft Propellers
F2507 Specification for Recreational Airpark Design
F2563 Practice for Kit Assembly Instructions of Aircraft Intended Primarily for Recreation
F2564 Specification for Design and Performance of a Light Sport Glider

3. Terminology

aircraft make—name assigned to the aircraft by the aircraft manufacturer when each aircraft was produced.

aircraft model—aircraft manufacturer's designation for an aircraft grouping with similar design or style of structure.

airport elevation—highest point on an airport's usable runway. **F2507**

airship—engine-driven lighter-than-air aircraft that can be steered. **F2354, F2356, F2427**

airship—engine-driven lighter-than-air aircraft that can be steered, and that sustains flight through the use of either gas buoyancy or an airborne heater, or both. **F2355**

annual condition inspection—detailed inspection accomplished once a year on a LSA in accordance with instructions provided in the maintenance manual supplied with the aircraft. The purpose of the inspection is to look for any wear, corrosion, or damage that would cause an aircraft to not be in a condition for safe operation. **F2483**

AOI—aircraft operating instructions **F2279, F2317/F2317M, F2352, F2425, F2427, F2449, F2457, F2564**

[1] This terminology is under the jurisdiction of ASTM Committee F37 on Light Sport Aircraft and is the direct responsibility of Subcommittee F37.91 on Terminology.

Current edition approved Nov. 1, 2012. Published December 2012. Originally approved in 2007. Last previous edition approved in 2007 as F2626 – 07. DOI: 10.1520/F2626-12.

[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.

A&P—airframe and powerplant mechanic as defined by 14 CFR Part 65 in the U.S. or equivalent certification in other countries. **F2483**

AR—aspect ratio = b^2/S **F2245, F2564**

armed or arming, *v*—the next action activates the system.

DISCUSSION—Armed or arming is not simply removing a safety pin. **F2316**

ASTM—American Society for Testing and Materials **F2352**

b—wing span (ft) **F2245**

b—wing span (m) **F2564**

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. **F2354, F2355, F2356, F2427**

BHP—brake horse power **F2245**

blade, *n*—the aerodynamic portion of a propeller which is rotated through and acts on the air. **F2506**

blade root, *n*—the portion of the blade that interfaces with the hub and provides retention. **F2506**

c—chord (ft) **F2245**

c—chord (m) **F2564**

C—Celsius **F2317/F2317M**

CAA—Civil Aviation Authority **F2425, F2563**

CAGE—commercial and government entity **F2563**

CAS—calibrated airspeed **F2317/F2317M, F2352**

CAS—calibrated airspeed (fps, kts, mph) **F2245**

CAS—calibrated airspeed (m/s, kts) **F2564**

C_D—drag coefficient of the aircraft **F2245, F2564**

CG—center of gravity **F2245, F2352, F2564**

civil aviation authority (CAA)—government which has regulatory oversight for aircraft operations/safety in the country which the airport is located; for example, United States → Federal Aviation Administration. **F2507**

C_L—lift coefficient of the aircraft **F2245, F2564**

C_m—moment coefficient (C_m is with respect to *c*/4 point, positive nose up) **F2245, F2564**

cm—centimetre **F2317/F2317M**

C_{MO}—zero lift moment coefficient **F2245, F2564**

C_n—normal coefficient **F2245, F2564**

CN—normal force coefficient **F2352**

consumer—any person who follows the instructions covered by this practice to assemble the kit. **F2563**

daN—deca Newton **F2317/F2317M**

design and performance specification—used herein to refer to Specifications F2245 and F2564. **F2279**

design maximum aircraft weight, *n*— aircraft design maximum weight W_{MAX} shall be the sum of $W_{WING} + W_{SUSP}$. **F2317/F2317M**

design maximum trike carriage weight, *n*—design maximum trike carriage weight, W_{susp}, shall be established so that it is: *(1)* highest trike carriage weight at which compliance with each applicable structural loading condition and each applicable flight requirement is shown, and *(2)* not less than the empty trike carriage weight, W_{tkmt}, plus a weight of occupant(s) of 86.0 kg (189.6 lb) for a single-seat aircraft or 150 kg (330.8 lb) for a two-seat aircraft, plus the lesser of full usable fuel or fuel weight equal to 1-h burn at economical cruise at maximum gross weight. **F2317/F2317M**

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. **F2355**

F—Fahrenheit **F2317/F2317M**

FAA—United States Federal Aviation Administration. **F2483**

factor of safety, *n*—multiplier of limit load to determine design ultimate load. **F2352**

fire proof, *adj*—capable of withstanding for a period of at least 15 min the application of heat by the standard flame. **F2352**

fire resistant, *adj*—capable of withstanding for a period of at least 5 min of heat by standard flame. **F2352**

fixed pitch propeller, *n*—a propeller with no capacity for pitch setting adjustment. **F2506**

flaps—any movable high lift device. **F2245, F2564**

FPM—feet per minute **F2245**

FTS—flight training supplement **F2457**

g—acceleration as a result of gravity = 32.2 ft/s^2 **F2245**

g—acceleration as a result of gravity = 9.81 m/s^2 **F2564**

gross weight, *n*—total aircraft system weight at takeoff. This weight includes anything and everything that is on or a part of the powered parachute aircraft, including, but not limited to, the wing, risers, fuselage, seats, engine, instruments, wheels, fuel, oil, water, pilot, passenger, clothing, and so forth. **F2244**

gross weight—total aircraft system weight(s) at takeoff. The weight limits must be established so that it is: *(1)* the designed maximum weight at which compliance with each applicable structural loading condition is demonstrated, or *(2)* the highest weight at which compliance at each applicable flight requirement is demonstrated. **F2355**

ground adjustable propeller, *n*—a propeller whose pitch setting is adjustable only when the aircraft is on the ground and the propeller is not rotating. **F2506**

heavy maintenance—any maintenance, inspection, repair, or alteration a manufacturer has designated that requires specialized training, equipment, or facilities. **F2483**

Hg—mercury **F2317/F2317M**

hub, *n*—any device that retains the blades of a propeller assembly. **F2506**

IAS—indicated air speed **F2317/F2317M, F2352**

IAS—indicated air speed (fps, kts, mph) **F2245**

IAS—indicated air speed (m/s, kts) **F2564**

ICAO—International Aviation Organization **F2245, F2352, F2564**

in.—inch **F2317/F2317M**

ISA—international standard atmosphere **F2317/F2317M**

KAI—kit assembly instructions **F2563**

kg—kilogram **F2317/F2317M**

kt(s)—nautical mile per hour (knot) (1 nautical mph = (1852/3600) m/s) **F2317/F2317M**

lb—pound (1 lb = 0.4539 kg) **F2317/F2317M**

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.

DISCUSSION—Airships may include dynamic lift that derive as much as 30 % lift from other than buoyancy. **F2354, F2355, F2356, F2427**

light sport gyroplane, *n*—powered rotorcraft designed in accordance with Specification F2352. **F2415**

limit load, *n*—maximum expected static load on a component. **F2352**

line maintenance—any repair, maintenance, scheduled checks, servicing, inspections, or alterations not considered heavy maintenance that is approved by the manufacturer and is specified in the manufacturer's maintenance manual. **F2483**

LSA—light sport aircraft **F2245, F2352, F2564**

LSA (light sport aircraft)—used herein to refer to both LSA airplanes and LSA gliders. **F2295**

LSA (light sport aircraft)—used herein to refer to both LSA airplanes and LSA gliders, including kits. **F2279**

LSA (light sport aircraft)—aircraft designed in accordance with ASTM standards under the jurisdiction of Committee F37 Light Sport Aircraft, for example, Specification F2244 for powered parachutes, Specification F2245 for airplanes, and Specification F2352 for gyroplanes. **F2483**

LSA airplane (light sport aircraft airplane)—powered aircraft designed in accordance with Specification F2245 that is manufactured and delivered ready to fly. **F2279, F2295**

LSA glider (light sport aircraft glider)— aircraft designed in accordance with Specification F2564 that is manufactured and delivered ready to fly. **F2279, F2295**

LSA kit (light sport aircraft kit)—aircraft designed in accordance with Specifications F2245 or F2564 that is manufactured and delivered as a kit. **F2279**

LSA repairman inspection—U.S. FAA-certificated repairman (light sport aircraft) with an inspection rating as defined by 14 CFR Part 65, authorized to perform the annual condition inspection on experimental light sport aircraft, or an equivalent rating issued by other civil aviation authorities.

DISCUSSION—Experimental LSA do not require the individual performing maintenance to hold any FAA airman certificate in the U.S. **F2483**

LSA repairman maintenance—U.S. FAA-certificated repairman (light sport aircraft) with a maintenance rating as defined by 14 CFR Part 65, authorized to perform line maintenance on aircraft certificated as special LSA aircraft. Authorized to perform the annual condition/100-h inspection on an LSA, or an equivalent rating issued by other civil aviation authorities. **F2483**

LSG (light sport gyroplane)—used in this specification to refer to both light sport gyroplanes and gyroplane kits. **F2449**

LSGA (light sport gyroplane aircraft)— rotary-wing aircraft designed in accordance with Specification F2352 that is manufactured and delivered ready to fly. **F2449**

LSG kit (light sport gyroplane kit)—complete or gyroplane or gyroplane accessory designed in accordance with Specification F2352 that is manufactured and delivered as a kit. **F2449**

m—metre **F2317/F2317M**

MAC—mean aerodynamic chord **F2245**

maintenance manual(s)—manual provided by an LSA manufacturer or supplier that specifies all maintenance, repairs, and alterations authorized by the manufacturer. **F2483**

major repair, alteration, or maintenance— any repair, alteration, or maintenance for which instructions to complete the task excluded from the maintenance manual(s) supplied to the consumer are considered major. **F2483**

manufacturer—any entity engaged in the production of a LSA. **F2279, F2295**

manufacturer—any entity engaged in the production of an LSA or component used on an LSA. **F2483**

manufacturer—any entity engaged in the production of a LSG. **F2449**

manufacturer—any entity engaged in the production of a light sport gyroplane aircraft or light sport gyroplane aircraft kit. **F2415**

maximum empty weight, W_E (kg)—largest empty weight of the glider, including all operational equipment that is installed in the glider: weight of the airframe, powerplant, required equipment, optional and specific equipment, fixed ballast, full engine coolant and oil, hydraulic fluid, and the

unusable fuel. Hence, the maximum empty weight equals maximum takeoff weight minus minimum useful load: $W_E = W - W_U$. **F2564**

maximum empty weight, W_E (lb)—largest empty weight of the airplane, including all operational equipment that is installed in the airplane: weight of the airframe, powerplant, required equipment, optional and specific equipment, fixed ballast, full engine coolant and oil, hydraulic fluid, and the unusable fuel. Hence, the maximum empty weight equals maximum takeoff weight minus minimum useful load: $W_E = W - W_U$. **F2245**

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. **F2244, F2355**

mb—millibars **F2317/F2317M**

MGW—maximum gross weight **F2352**

minimum useful load, W_U (kg)—where $W_U = W - W_E$. **F2564**

minimum useful load, W_U (lb)—where $W_U = W - W_E$. **F2245**

minor repair, alteration, or maintenance— any repair, alteration, or maintenance for which instructions provided for in the maintenance manual(s) supplied to the consumer of the product are considered minor. **F2483**

MIP—maintenance and inspection procedures **F2457**

MPRS—minimum power required airspeed **F2352**

MRB—Materials Review Board **F2449**

n—load factor **F2245, F2564**

N—Newton **F2317/F2317M**

n_1—airplane positive maneuvering limit load factor **F2245**

n_1—glider positive maneuvering limit load factor at V_A **F2564**

n_2—airplane negative maneuvering limit load factor **F2245**

n_2—glider positive maneuvering limit load factor at V_D **F2564**

n_3—load factor on wheels **F2245**

n_3—glider negative maneuvering limit load factor at V_A **F2564**

n_4—glider negative maneuvering limit load factor at V_D **F2564**

NFPA—National Fire Protection Association. **F2507**

night—hours between the end of evening civil twilight and the beginning of morning civil twilight.

DISCUSSION—Civil twilight ends in the evening when the center of the sun's disc is 6 degrees below the horizon, and begins in the morning when the center of the sun's disc is 6 degrees below the horizon. **F2245**

operation—process or action that is part of a series in the assembly of a kit. It is identified by the kit producer as a means to partition the aircraft assembly task into subgroups of tasks or processes that allow the consumer to track progress or completion of portions of the kit in an orderly manner. **F2563**

overhaul—maintenance, inspection, repair, or alterations that are only to be accomplished by the original manufacturer or a facility approved by the original manufacturer of the product. **F2483**

overhaul facility—facility specifically authorized by the aircraft or component manufacturer to overhaul the product originally produced by that manufacturer. **F2483**

permanent record—where specified herein, applicable quality assurance records shall be kept for each LSA produced for as long as the relative airworthiness certificate remains in effect. **F2279**

permanent record—where specified in this specification, applicable quality assurance records shall be kept for each LSGA produced for as long as the relative airworthiness certificate remains in effect. **F2449**

pitch setting, *n*—the propeller blade setting as determined by the blade angle measured in a manner, and at a radius, specified by the instruction manual for the propeller. **F2506**

POH—Pilot Operating Handbook **F2245**

powered parachute, *n*—aircraft comprised of a flexible or semi-rigid wing connected to a fuselage in such a way that the wing is not in position for flight until the aircraft is in motion. That aircraft has a fuselage with seats, engine, and wheels (or floats), such that the wing and engine cannot be flown without the wheels (or floats) and seat(s). Unique to the powered parachute is the large displacement between the center of lift (high) and the center of gravity (low), which is pendulum effect. Pendulum effect limits angle of attack changes, provides stall resistance and maintains flight stability. **F2241, F2242, F2243, F2244, F2426**

power off, *n*—for testing purposes, engine at idle. **F2352**

primary structure, *n*—those parts of the structure the failure of which would endanger the gyroplane. **F2352**

producer—any person or company who fabricates the kit and authors the instructions covered by this practice. **F2563**

propeller, *n*—a device for propelling an aircraft that has blades on an engine-driven shaft and that, when rotated, produces by its action on the air, a thrust approximately perpendicular to its plane of rotation. **F2506**

psi—pounds per square inch gage pressure **F2317/F2317M**

q—dynamic pressure = 0.004823 V^2 kg/m^2, when V is in km/h **F2564**

q—dynamic pressure = $(V/19.77)^2 = V^2/391$ lb/ft^2, when V is in mph **F2245**

QAM—quality assurance manual; the documentation of the Quality Assurance Program **F2279**

QAM—quality assurance manual; the documentation of the quality assurance program that prescribes the methods of inspections and acceptance criteria **F2449**

QAP—quality assurance program; the method of inspections used by the manufacturer of a LSA to verify and ensure the proper production thereof **F2279**

QAP—quality assurance program; describes the planned actions used by the manufacturer of a LSGA to verify and ensure the proper production thereof **F2449**

QAR—quality assurance record; the record of Quality Assurance associated with each LSA produced **F2279**

QAR—quality assurance record; the quality assurance record associated with each LSGA produced. **F2449**

repair facility—facility specifically authorized by the aircraft or component manufacturer to repair the product originally produced by that manufacturer. **F2483**

reserved holding area— *for rejected parts, materials, and assemblies*, shall mean an area for the containment of rejected non-airworthy items awaiting proper disposition, where such rejected items shall not be distributed for use on a LSA. **F2279**

reserved holding area—for rejected parts, materials, and assemblies, an area for the containment of rejected non-airworthy items awaiting proper disposition, where such rejected items shall not be distributed for use on a LSGA. **F2449**

runway protection zone (RPZ)—area off the runway end to enhance the protection of people and property on the ground. **F2507**

runway safety area (RSA)—defined surface surrounding the runway prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot or excursion from the runway also know as a RPZ or runway protection zone. **F2507**

s—seconds **F2317/F2317M**

S—wing area (ft^2) **F2245**

S—wing area (m^2) **F2564**

satellite manufacturing, assembly, and distribution facilities—refers to facilities being operated by commercial or private entities that, though authorized by the original manufacturer, are not directly associated with or controlled by the original manufacturer. **F2279, F2449**

secure storage area— *for accepted parts, materials, and assemblies*, shall mean an area of storage where the preservation of the contents to required design specifications is reasonably assured until distributed for use on a LSA. **F2279**

secure storage area—for accepted parts, materials, and assemblies, an area of storage where the preservation of the contents to required design specifications is reasonably assured until distributed for use on a LSGA. **F2449**

SI—international system of units **F2317/F2317M**

taxiway (TW)—defined path established for the taxiing of aircraft from one part of an airpark to another. **F2507**

taxiway safety area (TSA)—defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an aircraft unintentionally departing the taxiway.

DISCUSSION—Depressions such as swales are allowable. **F2507**

thermal airship—craft with design features to prevent collapse due to forward motion for which buoyancy is created or enhanced by heating of the gas in an otherwise unpressurized envelope. **F2355**

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. **F2427**

threshold (TH)—beginning of that portion of the runway available for landing. **F2507**

trike carriage empty weight, W_{tkmt}, *n*—all parts, components, and assemblies that comprise the trike carriage assembly or that are attached to the suspended trike in flight, including any wing attachment bolts, shall be included in the trike carriage assembly empty weight, W_{tkmt}. These must include the required minimum equipment, unusable fuel, maximum oil, and where appropriate, engine coolant and hydraulic fluid. Trike carriage empty weight, W_{tkmt}, shall be recorded in the Aircraft Operating Instructions (AOI). **F2317/F2317M**

ultimate load, *n*—limit load multiplied by the factor of safety. **F2352**

V—airspeed (mph) **F2245**

V—airspeed (m/s, kts) **F2564**

V_A—design maneuvering speed **F2245, F2564**

V_A—maneuvering speed (the maximum speed at which full or abrupt control movements are permitted) **F2317/F2317M**

V_C—design cruising speed **F2245, F2564**

V_C—operating cruising speed **F2317/F2317M**

V_D—design diving speed **F2245, F2564**

V_{DF}—demonstrated flight diving speed **F2317/F2317M**

V_{DF}—demonstrated flight diving speed ($V_{DF} \leq V_D$) **F2245, F2564**

vectored thrust balloon—craft that can move laterally, but is limited to lateral speed by its lack of design features to prevent collapse due to forward motion. **F2355**

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. **F2427**

V_F—design flap speed **F2245, F2564**

V_{FE}—maximum flap extended speed **F2245, F2564**

VFR—Visual Flight Rules **F2352**

V_H—maximum speed in level flight with maximum continuous power (corrected for sea level standard conditions) **F2245, F2564**

V_H—maximum sustainable speed in straight and level flight **F2317/F2317M**

V_H—straight and level airspeed at full power **F2352**

V_{LO}—maximum speed for landing gear extended **F2564**

V_{MIN}—minimum controllable level flight airspeed, IAS **F2352**

V_{NE}—never exceed speed **F2317/F2317M**

V_{NE}—never exceed speed ($V_H \leq V_{NE} \leq 0.9V_{DF}$) **F2245, F2564**

V_{NE}—never exceed airspeed, IAS **F2352**

V_R—ground gust speed **F2245, F2564**

V_S—stalling speed or minimum steady flight speed at which the aircraft is controllable (flaps retracted) **F2245, F2564**

V_{S0}—stalling speed or minimum steady flight speed at which the aircraft is controllable in the landing configuration (flaps fully deployed) **F2245, F2564**

V_{S0}—stalling speed, or the minimum steady flight speed in the landing configuration **F2317/F2317M**

V_{S1}—stalling speed or minimum steady flight speed with the flaps in a specific configuration **F2245, F2564**

V_{S1}—stalling speed, or the minimum steady flight speed in a specific configuration **F2317/F2317M**

V_{SP}—maximum spoiler/speed brake extended speed **F2245**

V_T—maximum glider towing speed **F2317/F2317M**

V_T—maximum aerotow speed **F2564**

V_W—maximum winch tow speed **F2564**

V_x—speed at which best angle of climb is achieved **F2317/F2317M**

V_X—speed for best angle of climb **F2245**

V_y—speed at which best rate of climb is achieved **F2317/F2317M**

V_Y—speed for best rate of climb **F2245, F2564**

V_Y—best rate of climb airspeed, IAS **F2352**

w—average design surface load (N/m^2) **F2564**

w—average design surface load (PSF) **F2245**

W—maximum takeoff or maximum design weight (kg) **F2564**

W—maximum takeoff or maximum design weight (lb) **F2245**

W_E—maximum empty aircraft weight (kg) **F2564**

W_E—maximum empty airplane weight (lb) **F2245**

weight limitations—operational weight restrictions (maximum/minimum) as defined by the manufacturer and proven through compliance with this specification to demonstrate controllability. **F2355**

weight-shift-control, *n*—powered aircraft with a framed pivoting wing and a fuselage, controllable only in pitch and roll by the pilot's ability to change the aircraft's center of gravity with respect to the wing. Flight control of the aircraft depends on the wing's ability to flexibly deform rather than the use of control surfaces. **F2457**

wing weight, W_{wing}, *n*— all parts, components, and assemblies that comprise the wing assembly, or that are attached to the wing in flight, shall be included in the wing weight, W_{wing}. The wing weight, W_{wing}, shall be entered in the AOI. **F2317/F2317M**

W_{MAX}—maximum design weight **F2317/F2317M**

WSC—weight shift control (aircraft) **F2317/F2317M**

W_U—minimum useful load (kg) **F2564**

W_U—minimum useful load (lb) **F2245**

14 CFR—Code of Federal Regulations Title 14 Aeronautics and Space also know as the "FARs" or Federal Aviation Regulations. **F2483**

100-h inspection—same as an *annual condition inspection*, except the interval of inspection is 100 h of operation instead of 12 calendar months. This inspection is utilized when the LSA is being used for commercial operations such as flight instruction or rental, or both. **F2483**