prescribed by statute and by the Board's policy concerning reporting practices. The adjustments in the reserve requirement exemption amount and the low reserve tranche serve to reduce regulatory burdens on depository institutions. Accordingly, the Board finds good cause for determining, and so determines, that notice in accordance with 5 U.S.C. 553(b) is unnecessary.

*Regulatory Flexibility Act*

The Regulatory Flexibility Act (RFA) does not apply to a rulemaking where a general notice of proposed rulemaking is not required.[4] As noted previously, the Board has determined that it is unnecessary to publish a general notice of proposed rulemaking for this final rule. Accordingly, the RFA's requirements relating to an initial and final regulatory flexibility analysis do not apply.

*Paperwork Reduction Act*

In accordance with the Paperwork Reduction Act of 1995,[5] the Board reviewed this final rule. No collections of information pursuant to the Paperwork Reduction Act are contained in the final rule.

**List of Subjects in 12 CFR Part 204**

Banks, Banking, Reporting and recordkeeping requirements.

**Authority and Issuance**

For the reasons set forth in the preamble, the Board is amending 12 CFR part 204 as follows:

## PART 204—RESERVE REQUIREMENTS OF DEPOSITORY INSTITUTIONS (REGULATION D)

■ 1. The authority citation for part 204 continues to read as follows:

**Authority:** 12 U.S.C. 248(a), 248(c), 461, 601, 611, and 3105.

■ 2. Section 204.4 is amended by revising paragraph (f) to read as follows:

**§ 204.4 Computation of required reserves.**

* * * * *

(f) For all depository institutions, Edge and Agreement corporations, and United States branches and agencies of foreign banks, required reserves are computed by applying the reserve requirement ratios in table 1 to this paragraph (f) to net transaction accounts, nonpersonal time deposits, and Eurocurrency liabilities of the institution during the computation period.

TABLE 1 TO PARAGRAPH (F)

| Reservable liability | Reserve requirement |
|---|---|
| Net Transaction Accounts: | |
| $0 to reserve requirement exemption amount ($39.2 million) | 0 percent of amount. |
| Over reserve requirement exemption amount ($39.2 million) and up to low reserve tranche ($688.5 million) | 0 percent of amount. |
| Over low reserve tranche ($688.5 million) | $0 plus 0 percent of amount over $688.5 million. |
| Nonpersonal time deposits | 0 percent. |
| Eurocurrency liabilities | 0 percent. |

By order of the Board of Governors of the Federal Reserve System, acting through the Director of the Division of Monetary Affairs under delegated authority.

**Benjamin W. McDonough,**

*Secretary of the Board.*

[FR Doc. 2026–23453 Filed 11–17–26; 8:45 am]

**BILLING CODE 6210–01–P**

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 23

**[Docket No. FAA–2026–6604]**

## Accepted Means of Compliance; Airworthiness Standards: Normal Category Airplanes

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notification of availability (NOA).

**SUMMARY:** This document announces the availability of ASTM International (ASTM) consensus standards for use as an FAA-accepted means of compliance (MOC) to the applicable airworthiness standards for normal category airplanes. The FAA accepts ASTM F3264–25, ''Standard Specification for Normal Category Aeroplanes Certification,'' with changes identified in this document.

**DATES:** Acceptance of the means of compliance is effective on November 18, 2026.

**FOR FURTHER INFORMATION CONTACT:** Hieu Nguyen, AIR–690, General Aviation, VTOL & Engine Standards Branch, Certification Standards Division, Aircraft Certification Service, Federal Aviation Administration, 1100 Main Street, Suite 800, Kansas City, MO 64105; telephone: (316) 946–4123; email: *hieu.nguyen@faa.gov.*

**SUPPLEMENTARY INFORMATION:**

**Background**

Under the provisions of the National Technology Transfer and Advancement Act of 1995 and Office of Management and Budget (OMB) Circular A–119, ''Federal Participation in the Development and Use of Voluntary Consensus Standards and in Conformity Assessment Activities,'' effective January 27, 2016, the FAA participates in the development of consensus standards for use as a means of carrying out its policy objectives where appropriate.

Consistent with the Small Airplane Revitalization Act of 2013, the FAA has been working with industry and other stakeholders through the ASTM F44 Committee on General Aviation Aircraft to develop consensus standards as a MOC in certificating small airplanes under part 23.

In part 23, amendment 23–64 (81 FR 96572), published on December 30, 2016, the final rule stated the FAA would publish an NOA of those consensus standards in the **Federal Register** when the Administrator accepts the consensus standards as an acceptable MOC. The FAA reviewed the published ASTM consensus standards developed by the ASTM F44 Committee on General Aviation Aircraft as the basis for a MOC to 65 sections of part 23, amendments 23–64 and 23–65. In some cases, the Administrator found sections of ASTM F3264–25, without changes, are accepted as a MOC for the airworthiness requirements of part 23, amendments 23–64 and 23–65. In other cases, the MOC, while based on ASTM consensus standards, includes additional FAA provisions necessary to

[4] 5 U.S.C. 603 and 604.

[5] 44 U.S.C. 3506; 5 CFR 1320.

comply with the airworthiness requirements of part 23, amendments 23–64 and 23–65.

Part 23, amendment 23–64, established airworthiness requirements based on the safety requirements outlined in amendment 23–63, except in areas that address loss of control and icing, where the FAA increased the safety level. Depending on the details of a design, the applicant may require use of a different MOC beyond those accepted by this NOA. For example, novel airplane designs, such as unmanned airplanes, or other special class aircraft, such as powered-lift, are beyond the scope of this NOA, and applicants may need to propose an alternative MOC applicable to their designs accepted under § 23.2010.

**Means of Compliance Accepted**

The FAA accepts only the revisions of the standards referenced in ASTM F3264–25, ''Standard Specification for Normal Category Aeroplanes Certification,'' as a MOC for part 23, amendments 23–64 and 23–65, with the changes identified in Table 1. For ease of use, Table 2 was added to provide a side-by-side view, linking the applicable part 23 regulation to the ASTM F3264–25 section.

**Guidance**

This is a guidance document. Its content is not legally binding in its own right and will not be relied upon by the Department as a separate basis for affirmative enforcement action or other administrative penalty. Conformity with the guidance document is voluntary only, and nonconformity will not affect rights and obligations under existing statutes and regulations.

TABLE 1—PART 23 ACCEPTED MOC BASED ON ASTM CONSENSUS STANDARDS

| ASTM No. as identified in F3264–25 | ASTM document title | Changes required for FAA acceptance | Additional information |
|---|---|---|---|
| F2490–20 | Standard Guide for Aircraft Electrical Load and Power Source Capacity Analysis. | Replace ''should'' with ''must'' throughout document for regulatory compliance.<br>Replace F2490–20 paragraph 2.1 with:<br>''2.1 FAA Aeronautics and Space Airworthiness Standards: 2.<br>14 CFR 23.2510 'Equipment, systems and installations'.<br>14 CFR 23.2525 'System power generation, storage, and distribution'.<br>14 CFR 23.2540 'Flight in icing conditions'.<br>14 CFR Appendix A of part 23 'Instructions for Continued Airworthiness'.<br>14 CFR 91 'General Operating and Flight Rules'.<br>14 CFR 135.163 'Operating Requirements: Commuter and On Demand Operations and Rules Governing Persons on Board Such Aircraft—Equipment Requirements: Aircraft Carrying Passengers under IFR '',<br>Replace in section 6.4.1.3 the statement ''Assume ''night'' conditions as the worst-case scenario'' with ''Assume the worst-case scenario is based on the criticality of the system safety assessment''.<br>Add Lithium-Ion battery data to Figure 1. | |
| F3061/F3061M–25 | Standard Specification for Systems and Equipment in Small Aircraft. | The tables defining applicability of requirements in sections 4.1.6, 4.2.3.3, 4.2.6, 4.2.8, 4.2.8.1, 4.2.8.2, 4.3.1, 4.3.2.1, 4.3.2.2, 4.4, 10.1, 10.1.1, 10.1.2, 10.1.3, 10.1.4, 10.3.3, 10.3.4, 10.3.5, 10.3.6, 10.3.7, 10.3.8, 10.3.9, 10.4.2, 10.4.3, 10.4.4, 10.7.1, 10.7.2, 10.7.3, 10.7.4, 10.7.5, 10.7.6, 10.7.7, 0.7.7.1, 10.8, 13.1.1, 13.1.2, 17.1.1, 17.1.2, 17.1.3, 17.2.1, 17.2.2, 17.2.3, 17.3.1.1, 17.3.1.2, 17.3.1.3, 17.3.1.4, and 18.4 are not accepted. Applicability will be determined by the Policy and Standards DivisionReplace 17.3.1.1 with:<br>(a) Each electrical or electronic system that performs a function, the failure of which would prevent the continued safe flight and landing of the airplane, must be designed and installed such that—(1) The function at the airplane level is not adversely affected during and after the time the airplane is exposed to lightning; and.<br>(2) The system recovers normal operation of that function in a timely manner after the airplane is exposed to lightning unless the system's recovery conflicts with other operational or functional requirements of the system.<br>Replace 17.3.1.2 with:<br>(b) Each electrical and electronic system that performs a function, the failure of which would significantly reduce the capability of the airplane or the ability of the flight crew to respond to an adverse operating condition, must be designed and installed such that the system recovers normal operation of that function in a timely manner after the airplane is exposed to lightning<br>Remove 17.3.1.3, 17.3.1.4, and 18.4. | The tables defining applicability found in F3061/F3061M–25 sections 4.1.6, 4.2.3.3, 4.2.6, 4.2.8, 4.2.8.1, 4.2.8.2, 4.3.1, 4.3.2.1, 4.3.2.2, 4.4, 10.1, 10.1.1, 10.1.2, 10.1.3, 10.1.4, 10.3.3, 10.3.4, 10.3.5, 10.3.6, 10.3.7, 10.3.8, 10.3.9, 10.4.2, 10.4.3, 10.4.4, 10.7.1, 10.7.2, 10.7.3, 10.7.4, 10.7.5, 10.7.6, 10.7.7, 10.7.7.1, 10.8, 13.1.1, 13.1.2, 17.1.1, 17.1.2, 17.1.3, 17.2.1, 17.2.2, 17.2.3, 17.3.1.1, 17.3.1.2, 17.3.1.3, 17.3.1.4, and 18.4 are not accepted. Applicability will be determined by the Policy and Standards Division. Aircraft certification levels are as defined in 14 CFR 23.2005.<br>F3061/F3061M–25 does not contain means for showing compliance to § 23.2310, *Buoyancy for seaplanes and amphibians.* If applying for certification of a seaplane or amphibian, applicants may use the provisions of §§ 23.751, 23.755, and 23.757 at amendment 23–63 as a means of complying with § 23.2310 or may obtain FAA acceptance of a different MOC in accordance with § 23.2010.<br>For normal category airplanes with electric propulsion, the Policy and Standards Division will determine airworthiness criteria and acceptable compliance approaches. |
| F3062/F3062M–25 | Standard Specification for Aircraft Powerplant Installation. | None. | |

TABLE 1—PART 23 ACCEPTED MOC BASED ON ASTM CONSENSUS STANDARDS—Continued

| ASTM No. as identified in F3264–25 | ASTM document title | Changes required for FAA acceptance | Additional information |
|---|---|---|---|
| F3063/F3063M–24 | Standard Specification for Aircraft Fuel and Energy Storage and Delivery. | None. | |
| F3064/F3064M–24 | Standard Specification for Aircraft Powerplant Control, Operation, and Indication. | None. | |
| F3065/F3065M–21a | Standard Specification for Aircraft Propeller System Installation. | None. | |
| F3066/F3066M–25 | Standard Specification for Aircraft Powerplant Installation Hazard Mitigation. | None. | |
| F3082/F3082M–23a | Standard Specification for Weights and Centers of Gravity of Aircraft. | None. | |
| F3083/F3083M–25 | Standard Specification for Emergency Conditions, Occupant Safety and Accommodations. | Replace 4.1.6 with:<br>Powerplant and ESS mounts and supporting structures must withstand 18.0 g forward for powerplants and ESS installed behind and above the seating compartment. | |
| F3093/F3093M–24e1 | Standard Specification for Aeroelasticity Requirements. | None. | |
| F3114–21 | Standard Specification for Structures. | None. | |
| F3115/F3115M–23e1 | Standard Specification for Structural Durability for Small Aeroplanes. | Replace 4.4.3.3 with:<br>The residual strength evaluation must show that the remaining structure is able to withstand the residual strength loads in 4.5 with the extent of detectable damage consistent with the results of the damage tolerance evaluations. The residual strength demonstrated for inspectable damage shall be sufficiently above limit loads in 4.5 and should consider variables such as the severity of damage, inspection interval, and inspection method. This level of residual strength demonstrated should also account for material variability, damage, growth rate, and environmental effects. Guidance for no growth, slow growth, or arrested growth can be found in documents X2.3 and X2.4.<br>Replace 4.4.1.1 with:<br>For all airplanes the methods described in 4.4.3 are applicable.<br>Delete 4.4.1.2. Revised paragraphs as follows:<br>4.4.1.2 For aeroplanes evaluated to the damage tolerance criteria of 4.4.3 if it is shown that the damage tolerance is impractical for a particular structure, the structure may be evaluated in accordance with the methods described in 4.4.2. | If the applicant proposes to use F3115/F3115M–20 sections 4.3 or 6.3.2, the Policy and Standards Division will be involved as the standard is applied during projects to review the approach to determining similarity (F3115/F3115M–20 section 4.3) and criteria defining obvious damage (F3115/F3115M–20 section 6.3.2).<br>If the applicant proposes to use F3115/F3115M–23e1 sections 4.1.3 or 4.3.3.2, the Policy and Standards Division will be involved as the standard is applied during projects to review the approach to determining similarity (F3115/F3115M–23e1 section 4.1.3) and criteria defining obvious damage (F3115/F3115M–23e1 section 4.3.3.2).<br>Note: Composite structure needs to be damage tolerant. If impractical, safe life methods may be used. Means of compliance must reflect this.<br>F3115–20.<br>Replace section 7.1 with:<br>4.4.1.3 For all aeroplane levels, the effects of material variability and environmental conditions on the strength and durability properties of the material must be considered<br>4.4.1.4 For all aeroplane levels, the evaluation in either 4.4.2 or<br>4.4.3 must show that catastrophic failure due to fatigue, environmental effects, manufacturing defects, or accidental damage will be avoided throughout the operational life of the aircraft<br>7.1 Composite components must be evaluated as follows:<br>7.1.1 For all aeroplanes, the methods described in 7.3 are applicable.<br>7.1.2 For aeroplanes evaluated to the damage tolerance criteria of 7.3: if it is shown that damage tolerance is impractical for a particular structure, the structure may be evaluated in accordance with the methods described in 7.2.<br>7.1.3 For all aeroplane levels, the effects of material variability and environmental conditions on the strength and durability properties of the materials must be considered.<br>7.1.4 For all aeroplane levels, the evaluations in either 7.2 or 7.3 must show that catastrophic failure due to fatigue, environmental effects, manufacturing defects, or accidental damage will be avoided throughout the operational life of the aircraft. |

TABLE 1—PART 23 ACCEPTED MOC BASED ON ASTM CONSENSUS STANDARDS—Continued

| ASTM No. as identified in F3264–25 | ASTM document title | Changes required for FAA acceptance | Additional information |
|---|---|---|---|
| F3116/F3116M–24 | Standard Specification for Design Loads and Conditions. | Replace 4.1.4 with:<br>Appendix X1 through Appendix X4 provides, within the limitations specified within the appendix, a simplified MOC with several of the requirements set forth in sections 4.2 to 4.26 and 7.1 to 7.9 that can be applied as one (but not the only) means to comply. If the simplified methods in Appendix X1 through X3 are used, they must be used together in their entirety.<br>Replace X1.1.1 with:<br>The methods provided in this appendix provide one possible means (but not the only possible means) of compliance and can only be applied to Level 1 and Level 2 low speed airplanes.<br>Replace X2.1.1 with:<br>The methods provided in this appendix provide one possible means (but not the only possible means) of compliance and can only be applied to Level 1 and Level 2 low speed airplanes.<br>Replace X3.1.1 with:<br>The methods provided in this appendix provide one possible means (but not the only possible means) of compliance and can only be applied to Level 1 and Level 2 low speed airplanes.<br>Replace X4.1.1 with:<br>The methods provided in this appendix provide one possible means (but not the only possible means) of compliance and can only be applied to Level 1 low speed airplanes. | |
| F3117/F3117M–25a | Standard Specification for Crew Interface in Aircraft. | None. | |
| F3120/F3120M–24 | Standard Specification for Ice Protection for General Aviation. | None. | |
| F3173/F3173M–24 | Standard Specification for Aircraft Handling Characteristics. | None. | |
| F3174/F3174M–21 | Standard Specification for Establishing Operating Limitations and Information for Aeroplanes. | None. | |
| F3179/F3179M–24a | Standard Specification for Performance of Aircraft. | None. | |
| F3180/F3180M–25 | Standard Specification for Low-Speed Flight Characteristics of Aircraft. | Replace 4.2 with:<br>4.2 Single-engine aeroplanes that are not certified for aerobatics shall demonstrate Enhanced Single Engine Low-Speed Characteristics (Section 6).<br>Replace 5.1(6)(b) with:<br>(b) For turbine engine powered airplanes: no less than the maximum engine thrust that is continuously available.<br>Replace 5.1(6)(c) with:<br>(c) In all cases, to avoid extreme pitch attitudes, if the power/thrust requirements in (a) and (b), above, for a given configuration results in nose-high attitudes exceeding 30° pitch attitude prior to the stall, the thrust/power setting may be limited to one that results in not more than 30° pitch attitude but maintains greater than 25° pitch attitude until stall during a wings-level stall technique for a given configuration. That established ''Power/Thrust On'' setting shall then be used for wings-level, turning flight, and accelerated turning stalls flown under the same configuration, weight, altitude and temperature.<br>Replace 5.2.4 with:<br>5.2.4 During the entry into and the recovery from stalls performed below 7620 m [25 000 ft], it shall be possible to prevent more than 20° of roll or heading change by the normal use of controls.<br>Replace 5.3.2(3) with:<br>(3) For both turning flight, and accelerated turning, stalls, exceeding a bank angle of 60° in the original direction of the turn or exceeding 0° (wings-level) in the opposite direction.<br>Remove 5.3.2(4).<br>6.2 The FAA does not universally accept the *Departure Aversion Standard for Light Aircraft* contained in F3180/F3180M–25. | The FAA is committed to lowering the loss of control accident rate and is effecting this by ensuring that accepted standards are tailored to address the low altitude loss of control scenario that accounts for the majority of part 23 loss of control accidents.<br>Applicants may propose elements of the *Departure Aversion for Light Aircraft* standard contained in F3180/F3180M–25, or other means, for development of their project means of compliance to 14 CFR 23.2150 in accordance with 14 CFR 23.2010.<br>5.3.2(3) If, in the judgement of the test pilot, the aeroplane exhibits adequate roll control to prevent large excursions past wings-level the stall characteristics may be deemed acceptable.<br>6.2.3 The FAA considers that the Spin Resistance MOC previously accepted does not need to be dependent on a points system and need not require additional Safety Enhancing Features nor Enhanced Stall Warning to demonstrate compliance to 14 CFR 23.2150<br>6.2.6.3 Descent arrest systems are not considered as a showing of compliance to 14 CFR 23.2150. |

TABLE 1—PART 23 ACCEPTED MOC BASED ON ASTM CONSENSUS STANDARDS—Continued

| ASTM No. as identified in F3264–25 | ASTM document title | Changes required for FAA acceptance | Additional information |
|---|---|---|---|
| | | Replace 6.2.3 with:<br>6.2.3 *Spin Resistance*—Aeroplanes may demonstrate that the aeroplane does not have a tendency to inadvertently depart controlled flight by demonstrating the following maneuvers. In all cases, maneuvers can be discontinued, and a normal recovery initiated, after a downward pitching motion of the aeroplane commences due to the activation of a stall barrier device (for example, stick pusher activation).<br>Remove 6.2.6.3 *Descent Arrest Systems*. | |
| F3227/F3227M–25 | Standard Specification for Environmental Systems in Small Aircraft. | None. | |
| F3228–21(2025) | Standard Specification for Flight Data and Voice Recording in Small Aircraft. | Remove: Table 1 | Aircraft Type Code compliance matrix table found in F3228–21(2025) is not accepted. Applicability will be determined by the Policy and Standards Division. |
| F3229/F3229M–23a | Standard Practice for Static Pressure System Tests in Small Aircraft. | Remove: Table 1 | Aircraft Type Code compliance matrix table found in F3229/F3229M–23a is not accepted. Applicability will be determined by the Policy and Standards Division. |
| F3230–25 | Standard Practice for Safety Assessments of Systems and Equipment in Small Aircraft. | None. | |
| F3231/F3231M–24 | Standard Specification for Electrical Systems for Aircraft with Combustion Engine Electrical Power Generation. | Remove: Table 1<br>Remove section 4.1.1.3 and 4.1.1.4<br>Replace 4.2.13 with: ''Electrical equipment shall be designed and installed so that in the event of a fire in the engine compartment, during which the surface of the firewall adjacent to the fire is heated to 1095 °C [2000 °F] for 15 min or follow AC 20–135 in compliance to 23.2440(c), the equipment essential to continued safe operation and located behind the firewall will function satisfactorily and will not create an additional fire hazard. For Lithium-Ion batteries, utilize the following documentation: Non-Rechargeable Lithium Battery Means of Compliance—CPP–23.2525–1, Rechargeable Lithium Battery Means of Compliance—CPP–23.2525–2, Rechargeable Lithium Battery Method of Compliance—CPP–23.2525–3, Non-Rechargeable Lithium Battery Method of Compliance—CPP–23.2525–4''. | Aircraft Type Code compliance matrix table found in F3231/F3231M–24 is not accepted. Applicability will be determined by the Policy and Standards Division. |
| F3232/F3232M–25a | Standard Specification for Flight Controls in Small Aircraft. | None. | |
| F3233/F3233M–23b | Standard Specification for Flight and Navigation Instrumentation in Aircraft. | Remove: Table 1 | Aircraft Type Code compliance matrix table found in F3233/F3233M–23b is not accepted. Applicability will be determined by the Policy and Standards Division. |
| F3234/F3234M–21(2025) | Standard Specification for Exterior Lighting in Small Aircraft. | Remove: Table 1 | Aircraft Type Code compliance matrix table found in F3234/F3234M–21(2025) is not accepted. Applicability will be determined by the Policy and Standards Division. |
| F3235–22 | Standard Specification for Aircraft Storage Batteries. | Replace section 2 with:<br>''2.1 Following is a list of external standards referenced throughout this specification; the earliest revision acceptable for use is indicated. In all cases, later document revisions are acceptable if shown to be equivalent to the listed revision, or if otherwise formally accepted by the governing civil aviation authority; earlier revisions are not acceptable.<br>2.2 ASTM Standards:2<br>F3060 Terminology for Aircraft<br>F3061/F3061M Specification for Systems and Equipment in Aircraft.<br>2.3 EASA Standard:3<br>CS–23 Normal, Utility, Aerobatic and Commuter Aeroplanes<br>2.4 FAA Standard:4<br>14 CFR Part 23 Airworthiness Standards: Normal Category Airplanes.<br>2.5 RTCA Standard:5<br>RTCA/DO–311A Minimum Operational Performance Standards for Rechargeable Lithium Batteries and Battery Systems. | If applying for certification of an airplane with installed lithium batteries, applicants may use the guidance provided by RTCA/DO–311A or may obtain FAA acceptance of a different MOC in accordance with § 23.2010.<br>Aircraft Type Code compliance matrix table found in F3235–22 is not accepted. Applicability will be determined by the Policy and Standards Division. |

TABLE 1—PART 23 ACCEPTED MOC BASED ON ASTM CONSENSUS STANDARDS—Continued

| ASTM No. as identified in F3264–25 | ASTM document title | Changes required for FAA acceptance | Additional information |
|---|---|---|---|
| | | 2.6 RTCA DO–293A:<br>Minimum Operational Performance Standards (MOPS) for Nickel-Cadmium, Nickel Metal-Hydride and Lead-Acid Batteries''.<br>Replace section 4.1.2 with:<br>''4.1.2 Nickel cadmium battery installations capable of being used to start an engine or auxiliary power unit must meet the requirements of either 4.1.2.1, 4.1.2.2, or 4.1.2.3. Follow guidance in RTCA 293A.''<br>Remove: Section 4.2.<br>Remove: Table 1.<br>Remove A1.1, A1.2, and A1.3. | |
| F3236–21a | Standard Specification for High Intensity Radiated Field (HIRF) Protection in Small Aircraft. | Remove: Table 1 | Aircraft Type Code compliance matrix table found in F3236–21a is not accepted. Applicability will be determined by the Policy and Standards Division.<br>For normal category airplanes with electric propulsion, fly-by-wire flight controls, or highly integrated systems, coordinate with the Policy and Standards Division to determine acceptable compliance approaches. |
| F3239–22a | Standard Specification for Aircraft Electric Propulsion Systems. | The FAA does not universally accept F3239–22a | Applicants may propose F3239–22a for development of their MOC for electric propulsion systems on a project-by-project basis. Any MOC proposed must receive acceptance by the FAA in accordance with § 23.2010. |
| F3254–22 | Standard Specification for Aircraft Interaction of Systems and Structures. | Figures 2, 3, and 4<br>Replace: ''Remote'' with: ''$10^{-5}$''<br>Replace: ''Extremely Improbable'' with: ''$10^{-8}$'' for Level 1, 2, and 3 airplanes and with ''$10^{-9}$'' for Level 4 airplanes. | Other proposed probabilities will be considered by the FAA on a case-by-case basis. |
| F3309/F3309M–24a | Standard Practice for Simplified Safety Assessment of Systems and Equipment in Small Aircraft. | None. | |
| F3316/F3316M–19 | Standard Specification for Electrical Systems for Aircraft with Electric or Hybrid-Electric Propulsion. | FAA does not universally accept F3316/F3316M–19<br>Remove: Table 1 | Applicants may propose F3316/F3316M–19 for development of their MOC for electrical systems installed on airplanes with electric or hybrid-electric propulsion systems on a project-by-project basis. Applicants may obtain FAA acceptance of a different MOC in accordance with § 23.2010.<br>Aircraft Type Code compliance matrix table found in F3316/F3316M–19 is not accepted. Applicability will be determined by the Policy and Standards Division. |
| F3331–18(2023) | Standard Practice for Aircraft Water Loads. | None. | |
| F3367–23 | Standard Practice for Simplified Methods for Addressing High-Intensity Radiated Fields (HIRF) and Indirect Effects of Lightning on Aircraft. | Replace 5.1.1 with:<br>Systems that are part of the Type Certificated Engine must be installed in accordance with the engine manufacturer's requirements. The minimum HIRF and lightning qualification in accordance with sections 8 and 9 of this ASTM practice should be met at the aircraft level, except for engine control systems in Level 1 and 2 airplanes, which should meet the following:<br>HIRF: DO–160, section 20–R for both radiated and conducted susceptibility.<br>Lightning: Utilize guidance in AC 33.28–3.<br>For metallic fuselage DO–160G, section 22–A3J3L3 (shielded) and A3H3L3 (unshielded).<br>For composite fuselage DO–160G, section 22–B3K3L3 (shielded) and B3H3L3 (unshielded).<br>Use of lower HIRF and lightning induced voltage and current levels may be acceptable for electronic engine control systems if substantiated at the airplane level (by test in the proposed installation or similar) when exposed to external HIRF environment per AC 20–158 (latest revision) and lightning per AC 20–136 (latest revision), using shielding and grounding of the electronic engine control system and accessories in the given installation.<br>Remove 8.2.2.2, 8.2.3.3, 9.2.5.2, and 9.2.7.2. | For normal category airplanes with electric propulsion, fly-by-wire flight controls, or highly integrated systems, coordinate with the Policy and Standards Division to determine acceptable compliance approaches. |
| F3380–19 | Standard Practice for Structural Compliance of Very Light Aeroplanes. | None. | |

TABLE 1—PART 23 ACCEPTED MOC BASED ON ASTM CONSENSUS STANDARDS—Continued

| ASTM No. as identified in F3264–25 | ASTM document title | Changes required for FAA acceptance | Additional information |
|---|---|---|---|
| F3396/F3396M–23a | Standard Practice for Aircraft Simplified Loads. | None. | |
| F3397/F3397M–21 | Standard Practice for Aeroplane Turbine Fuel System Hot Weather Operations. | None. | |
| F3408/F3408M–21 | Standard Specification for Aircraft Emergency Parachute Recovery Systems. | None. | |
| F3432–20a | Standard Practice for Powerplant Instruments. | None. | |
| F3454–25 | Standard Practice for Alerting Methods in Aircraft. | None. | |
| F3491–25 | Standard Practice for Enhanced Indication Methods in Aircraft. | None. | |
| F3498–21 | Standard Practice for Developing Simplified Fatigue Load Spectra. | None. | |
| F3532–25 | Standard Practice for Protection of Aircraft Systems from Intentional Unauthorized Electronic Interactions. | None. | |
| F3601–23 | Standard Practice for Structural Finite Element Model Verification and Validation. | None. | |
| F3643–25 | Standard Practice for Pilot Compartment View in Precipitation. | None. | |
| F3651/F3651M–23 | Standard Practice for Determining Safe-Life, Inspection Threshold and Recurring Inspection Intervals. | None. | |
| F3653–24 | Standard Specification for Installation of Rechargeable Lithium Batteries of Aircraft. | Replace ASTM F3653–24 section 4.1.2.1 with:<br>''F3653–24, sections 4.1.1 and 4.1.2 can be met by showing that the battery or battery system meets the requirements in RTCA/DO–311A, 2.2, Equipment Requirements—Standard Conditions using the test procedures in RTCA/DO–311A, 2.4, Equipment Test Procedures. The applicant or the foreign civil aviation authority (FCAA) is to provide the FAA with the video of the testing conducted for RTCA/DO–311A section 2.4.5.5; and ''.<br>Replace section 4.1.3 with:<br>''Not emit explosive or toxic gases, either in normal operation or as a result of its failure, that may accumulate in hazardous quantities within the aircraft. To determine whether an aircraft venting system is appropriate, consider the results of RTCA/DO–311A, section 2.4.5.5, and whether some cells or all cells achieved thermal runaway.''.<br>Replace section 4.1.3.3 with:<br>''F3653–24, section 4.1.3 can be met by Venting Category B per RTCA/DO–311A when not completely vented overboard if explosive or toxic emissions can be shown to not accumulate in hazardous quantities within the aircraft; or an acceptable method of compliance includes using the tests results required under F3653–24, sections 4.1.2.1, 4.1.2.2 and 4.1.2.2 (a) (including RTCA/DO–311A, section 2.4.5.5 test results) to demonstrate that all emitted gases are contained or vented completely overboard (*i.e.,* vented completely outside the aircraft) through designed vent ports. If the design has ports to vent gases overboard completely, show that there are means to protect ground personnel from exposure to these gases and to prevent re-ingestion, for example through engine in-take or air conditioning in-take. Reference FAA TSO–C179b, Class A vs. Class B, as one method of classifying the results of the thermal runaway testing; or''.<br>Replace 4.1.3.4 with: | |

TABLE 1—PART 23 ACCEPTED MOC BASED ON ASTM CONSENSUS STANDARDS—Continued

| ASTM No. as identified in F3264–25 | ASTM document title | Changes required for FAA acceptance | Additional information |
|---|---|---|---|
| | | ''F3653–24, section 4.1.3 can be met by Venting Category C per RTCA/DO–311A if explosive or toxic emissions can be shown to not accumulate in hazardous quantities within the aircraft. For Category C provide the volume of gas and the constituents of the gas per the reporting criteria of RTCA/DO-311A section 2.4.5.5 and section F3653–24, section 4.1.2.1''.<br>Replace section 4.1.4.1 with:<br>''F3653–24, section 4.1.4 can be met (that is, demonstrates minimizing the probability of flammable fluid and vapor release, and thus the probability of ignition) by complying with F3653–24, section 4.1.3.1 or F3653–24, section 4.1.3.2; Defining the location of where flammable fluids or vapors might escape by leakage is required by (14 CFR 23.2325(g)) and; both battery electrolyte and any coolant fluid, if present, are considered fluid systems when evaluating 14 CFR 23.2325(g) and; performing a safety assessment to identify and evaluate associated hazards and their severity, as well as mitigation and minimization of all hazards resulting from a battery failure is required. Additional requirements may be needed depending upon the safety assessment of the installation location of the battery; or''.<br>Delete in sections 4.1.5 and 4.1.5.2 ''major or more severe''.<br>Replace section 4.1.5.3 with:<br>''F3653–24, section 4.1.5 can be met by Venting Category C per RTCA/DO–311A if emitted fluids and gases can be shown to not be corrosive in such a way as to cause any failure:<br>To support F3653–24, section 4.1.5.2 or F3653–24, section 4.1.5.3, show that if fluid escapes the battery, it is not corrosive or it is managed in a way (for example, contained, isolated, drained, or vented, etc.) that protects the surrounding structure and adjacent systems, equipment, components, and electrical wiring. To support F3653–24, section 4.1.5.2 or F3653–24, section 4.1.5.3, test results of RTCA/DO–311A, 2.4.5.5 may be useful to show substantiation, if information regarding the corrosive nature of emissions is captured. Mitigation at the aircraft level may also be applied in addition to F3653–24, sections 4.1.5.1 through 4.1.5.3 to bring the design into compliance with F3653–24, section 4.1.5. Include results of test performed during ASTM F3653–24 sections 4.1.2.1, 4.1.2.2 and 4.1.2.2(a) for section 4.1.5 substantiation''.<br>Replace 4.1.6.1 with:<br>''F3653–24, section 4.1.6 can be met by showing that the heat and any related effects from a worst-case thermal runaway event do not create a hazard to the structure or systems of the aircraft, or that the hazard can be mitigated at the aircraft level. (a) The maximum external temperature of the battery from a worst-case thermal runaway event can be obtained by conducting and complying with RTCA/DO-311A, 2.4.5.5. Inclusion of results for tests performed during ASTM F3653–24 sections 4.1.2.1, 4.1.2.2, and 4.1.2.2(a), meet RTCA/DO-311A as well as the inclusion of temperature of the gases and the enclosure is required''.<br>Replace 4.1.7 with:<br>''Have a failure sensing and alerting system with adequate indication to the flight crew if its failure affects safe operation of the aircraft. Ensure adequate flight crew alerting because failure effects of a battery installation to airplane level functions could result in unsafe system operating conditions. Reference RTCA/DO–311A, section 2.1.4.2, Battery Warning Features that discuss warning circuits and signals''.<br>Replace section 4.1.7.1 with: | |

TABLE 1—PART 23 ACCEPTED MOC BASED ON ASTM CONSENSUS STANDARDS—Continued

| ASTM No. as identified in F3264–25 | ASTM document title | Changes required for FAA acceptance | Additional information |
|---|---|---|---|
| | | ''Have monitoring and an alert for the flight crew when the battery power falls below acceptable levels if its function is required for safe operation of the aircraft. Have a means for the flight crew and maintenance personnel to determine the power if the battery's function is required for safe operation of the aircraft. Use a safety assessment system to determine the alert level. Reference Practice F3230 and Specification F3061/F3061M for guidance on conducting the hazard assessment of the failure. If required by the hazard assessment, incorporate alerting in accordance with Specification F3117/F3117M, 11.2, or similar.''<br>Replace section 4.1.8 with:<br>''Have a means to disconnect from its charging source in the event of an over-temperature condition, cell failure or battery failure''.<br>Replace section 4.1.8.1 with:<br>''F3653–24, section 4.1.8 can be met by demonstrating that the battery or battery system is capable of automatically disconnecting from the charging source in the event of an over-temperature condition, cell failure or battery failure, or''.<br>Remove section 4.1.8.2.<br>Replace section 5 with:<br>''F3653–24, section 5.1 When preparing Instructions for Continued Airworthiness, the following shall be addressed:<br>F3653–24, section 5.1.1 Operational requirements shall be defined that address the necessary condition of the battery for continued use on the aircraft in accordance with the battery manufacturer's requirements and recommendations and airworthiness requirements. Maintenance requirements to replace each rechargeable lithium battery within an interval that will ensure there is sufficient charge to power equipment.<br>F3653–24, section 5.1.2 Maintenance requirements, as applicable, to define the procedure and interval necessary to avoid damage to the battery and retain its operational capability during storage or extended non-use on the aircraft in accordance with the battery manufacturer's requirements and recommendations and aircraft maintenance manual. A requirement to only replace rechargeable lithium batteries with batteries from the same manufacturer with the same part number or to obtain a new FAA approval for installing a different battery.<br>F3653–24, section 5.1.3 Precautions to prevent mishandling of replacement rechargeable lithium batteries prior to their installation which could result in short-circuit or other unintentional damage. Procedures are in place to ensure that each rechargeable lithium battery has not:<br>—Experienced degraded charge retention ability or other damage during storage.<br>—Been damaged from environmental or physical impacts such as mechanical shock, vibration, heat and possible abuses encountered during storage, transportation prior to their installation or maintenance activities on or around them.<br>Precautions to prevent mishandling of replacement rechargeable lithium batteries prior to their installation which could result in short-circuit or other unintentional damage.''<br>Replace section 6.1 with: | |

TABLE 1—PART 23 ACCEPTED MOC BASED ON ASTM CONSENSUS STANDARDS—Continued

| ASTM No. as identified in F3264–25 | ASTM document title | Changes required for FAA acceptance | Additional information |
|---|---|---|---|
| | | "If the battery installation falls within a rotor burst zone, an analysis shall consider the impact of uncontained high-energy fragments (ref: AC 20–128A Design Considerations for Minimizing Hazards caused by Uncontained Turbine Engine and Auxiliary Power Unit Rotor) with respect to any potential additional hazard that may result. The FAA requires the utilization of results of tests performed for ASTM F3653–24 sections 4.1.2.1, 4.1.2.2 and 4.1.2.2(a). Installation in a Designated Fire Zone (DFZ), such as an engine compartment, should be avoided, but may be acceptable, if the battery location does not create an additional hazard. Alternatively, the battery is to be located outside of the rotor burst zone. The battery must contain and/or vent any thermal runaway, and prevent introduction of additional hazards, when exposed to a 2000 °F flame for 15 minutes. Test by exposing the battery installation design (including any vents) to a 2000 °F flame for 15 minutes per AC 20–135. Ensure no additional hazards are introduced. Some examples are: a) Directing and venting (if the design includes a vent) any potential flames or flammable material from the battery out of the fire zone. Any vent system included in the design must continue to function in the event of a thermal runaway of the battery, otherwise it must not create an additional hazard from its failure. b) Using fireproof materials in the construction of the battery installation design. c) Providing adequate shielding to protect the battery and vent, if any, from direct flames to ensure the battery remains below a temperature that could compromise the thermal runaway containment integrity when exposed to a powerplant fire condition".<br>F3653–24, section 6.1.1 Rechargeable coin or button cells with less than 2 watt-hours of energy that meet UL 1642, UL 2054, or IEC 62133 are exempt from this requirement (RTCA/DO–311A section 1.4.1). This exemption does not apply to other battery configurations". | |
| F3720/F3720M–24 | Standard Practice for General Guidance on Damage Tolerance Evaluation of Normal Category Aeroplane. | None. | |
| F3789–25 | Standard Guide for Endurance Testing of Aeroplane Flight Control System Actuators and Other System Elements. | None. | |

[4] The MOC are intended for traditional part 23 airplanes, not for novel designs. Novel designs require evaluation and possible modification of the MOC.
[5] Wherever "shall" is used within a standard, replace with "must."
[6] You may find additional information on the FAA Small Airplane Issues List (SAIL) here: *faa.gov/aircraft/air_cert/design_approvals/small_airplanes/small_airplanes_regs*.

TABLE 2—SIDE-BY-SIDE VIEW OF PART 23 REGULATIONS AND ASTM F3264–25 SECTION(S)

| Part 23 amendments 23–64 and 23–65 regulation(s) | ASTM F3264–25 section(s) [7] | ASTM F3264–25 subsection(s) [8] |
|---|---|---|
| **Subpart B—Flight** | | |
| § 23.2100 Weight and center of gravity .. | 5.1 Weight/Mass and Center of Gravity: | 5.1.1 F3082/F3082M–23a Standard Specification for Weights and Centers of Gravity of Aircraft.<br>5.1.2 F3114–21 Standard Specification for Structures. |
| § 23.2105 Performance data | 5.2 Performance Data: | 5.2.1 F3179/F3179M–24a Standard Specification for Performance of Aircraft. |
| § 23.2110 Stall speed | 5.3 Stall Speed: | 5.3.1 F3179/F3179M–24a Standard Specification for Performance of Aircraft. |
| § 23.2115 Takeoff performance | 5.4 Takeoff Performance: | 5.4.1 F3179/F3179M–24a Standard Specification for Performance of Aircraft. |
| § 23.2120 Climb requirements | 5.5 Climb Requirements: | 5.5.1 F3179/F3179M–24a Standard Specification for Performance of Aircraft. |
| § 23.2125 Climb information | 5.6 Climb Information: | 5.6.1 F3179/F3179M–24a Standard Specification for Performance of Aircraft. |
| § 23.2130 Landing | 5.7 Landing: | 5.7.1 F3179/F3179M–24a Standard Specification for Performance of Aircraft. |
| § 23.2135 Controllability | 5.8 Controllability: | 5.8.1 F3173/F3173M–24 Standard Specification for Aircraft Handling Characteristics. |
| § 23.2140 Trim | 5.9 Trim: | 5.9.1 F3173/F3173M–24 Standard Specification for Aircraft Handling Characteristics. |

TABLE 2—SIDE-BY-SIDE VIEW OF PART 23 REGULATIONS AND ASTM F3264–25 SECTION(S)—Continued

| Part 23 amendments 23–64 and 23–65 regulation(s) | ASTM F3264–25 section(s) [7] | ASTM F3264–25 subsection(s) [8] |
|---|---|---|
| § 23.2145 Stability | 5.10 Stability: | 5.10.1 F3173/F3173M–24 Standard Specification for Aircraft Handling Characteristics. |
| § 23.2150 Stall characteristics, stall warning, and spins. | 5.11 Stall Characteristics, Stall Warning, and Spins:. | 5.11.1 F3180/F3180M–25 Standard Specification for Low-Speed Flight Characteristics of Aircraft.<br>5.11.1.1 F3454–25 Standard Practice for Alerting Methods in Aircraft.<br>5.11.1.2 F3491–25 Standard Practice for Enhanced Indication Methods in Aircraft. |
| § 23.2155 Ground and water handling characteristics. | 5.12 Ground and Water Handling Characteristics:. | 5.12.1 F3173/F3173M–24 Standard Specification for Aircraft Handling Characteristics. |
| § 23.2160 Vibration, buffeting, and high-speed characteristics. | 5.13 Vibration, Buffeting, and High-Speed Characteristics:. | 5.13.1 F3173/F3173M–24 Standard Specification for Aircraft Handling Characteristics. |
| § 23.2165 Performance and flight characteristics requirements for flight in icing conditions. | 5.14 Performance and Flight Characteristics Requirements for Flight in Icing Conditions:. | 5.14.1 F3120/F3120M–24 Standard Specification for Ice Protection for General Aviation Aircraft. |
| **Subpart C—Structures** | | |
| § 23.2200 Structural design envelope | 6.1 Structural Design Envelope: | 6.1.1 F3116/F3116M–24 Standard Specification for Design Loads and Conditions.<br>6.1.1.1 F3396/F3396M–23a Standard Practice for Aircraft Simplified Loads. |
| § 23.2205 Interaction of systems and structures. | 6.2 Interaction of Systems and Structure:. | 6.2.1 F3254–22 Standard Specification for Aircraft Interaction of Systems and Structures. |
| § 23.2210 Structural design loads | 6.3 Structural Design Loads: | 6.3.1 F3116/F3116M–24 Standard Specification for Design Loads and Conditions.<br>6.3.1.1 F3396/F3396M–23a Standard Practice for Aircraft Simplified Loads.<br>6.3.2 F3408/F3408M–21 Standard Specification for Aircraft Emergency Parachute Recovery Systems. |
| § 23.2215 Flight load conditions | 6.4 Flight Load Conditions: | 6.4.1 F3116/F3116M–24 Standard Specification for Design Loads and Conditions.<br>6.4.1.1 F3396/F3396M–23a Standard Practice for Aircraft Simplified Loads. |
| § 23.2220 Ground and water load conditions. | 6.5 Ground and Water Load Conditions: | 6.5.1 F3116/F3116M–24 Standard Specification for Design Loads and Conditions.<br>6.5.1.1 F3331–18(2023) Standard Practice for Aircraft Water Loads. |
| § 23.2225 Component loading conditions | 6.6 Component Loading Conditions: | 6.6.1 F3061/F3061M–25 Standard Specification for Systems and Equipment in Small Aircraft.<br>6.6.1.1 F3232/F3232M–25a Standard Specification for Flight Controls in Small Aircraft.<br>6.6.2 F3116/F3116M–24 Standard Specification for Design Loads and Conditions.<br>6.6.2.1 F3396/F3396M–23a Standard Practice for Aircraft Simplified Loads. |
| § 23.2230 Limit and ultimate loads | 6.7 Limit and Ultimate Loads: | 6.7.1 F3114–21 Standard Specification for Structures.<br>6.7.1.1 F3601–23 Standard Practice for Structural Finite Element Model Verification and Validation.<br>6.7.2 F3408/F3408M–21 Standard Specification for Aircraft Emergency Parachute Recovery Systems. |
| § 23.2235 Structural strength | 6.8 Structural Strength: | 6.8.1 F3114–21 Standard Specification for Structures.<br>6.8.1.1 F3601–23 Standard Practice for Structural Finite Element Model Verification and Validation.<br>6.8.2 F3408/F3408M–21 Standard Specification for Aircraft Emergency Parachute Recovery Systems. |
| § 23.2240 Structural durability | 6.9 Structural Durability: | 6.9.1 F3061/F3061M–25 Standard Specification for Systems and Equipment in Small Aircraft.<br>6.9.2 F3066/F3066M–25 Standard Specification for Aircraft Powerplant Installation Hazard Mitigation.<br>6.9.3 F3115/F3115M–23e1 Standard Specification for Structural Durability for Small Aeroplanes.<br>6.9.3.1 F3380–19 Standard Practice for Structural Compliance of Very Light Aeroplanes.<br>6.9.3.2 F3498–21 Standard Practice for Developing Simplified Fatigue Load Spectra.<br>6.9.3.3 F3651/F3651M–23 Standard Practice for Determining Safe-Life, Inspection Threshold and Recurring Inspection Intervals.<br>6.9.3.4 F3720/F3720M–24 Standard Practice for General Guidance on Damage Tolerance Evaluation of Normal Category Aeroplane.<br>6.9.4 F3116/F3116M–24 Standard Specification for Design Loads and Conditions. |
| § 23.2245 Aeroelasticity | 6.10 Aeroelasticity: | 6.10.1 F3093/F3093M–24e1 Standard Specification for Aeroelasticity Requirement.<br>6.10.2 F3232/F3232M–25a Standard Specification for Flight Controls in Small Aircraft. |
| § 23.2250 Design and construction principles. | 6.11 Design and Construction Principles:. | 6.11.1 F3061/F3061M–25 Standard Specification for Systems and Equipment in Small Aircraft.<br>6.11.1.1 F3232/F3232M–25a Standard Specification for Flight Controls in Small Aircraft.<br>6.11.2 F3114–21 Standard Specification for Structures.<br>6.11.2.1 F3380–19 Standard Practice for Structural Compliance of Very Light Aeroplanes.<br>6.11.3 F3408/F3408M–21 Standard Specification for Aircraft Emergency Parachute Recovery Systems. |

TABLE 2—SIDE-BY-SIDE VIEW OF PART 23 REGULATIONS AND ASTM F3264–25 SECTION(S)—Continued

| Part 23 amendments 23–64 and 23–65 regulation(s) | ASTM F3264–25 section(s) [7] | ASTM F3264–25 subsection(s) [8] |
|---|---|---|
| § 23.2255 Protection of structure | 6.12 Protection of Structure: | 6.12.1 F3061/F3061M–25 Standard Specification for Systems and Equipment in Small Aircraft.<br>6.12.1.1 F3232/F3232M–25a Standard Specification for Flight Controls in Small Aircraft.<br>6.12.2 F3114–21 Standard Specification for Structures.<br>6.12.2.1 F3380–19 Standard Practice for Structural Compliance of Very Light Aeroplanes.<br>6.12.3 F3066/F3066M–25 Standard Specification for Aircraft Powerplant Installation Hazard Mitigation.<br>6.12.4 F3408/F3408M–21 Standard Specification for Aircraft Emergency Parachute Recovery Systems. |
| § 23.2260 Materials and processes | 6.13 Materials and Processes: | 6.13.1 F3114–21 Standard Specification for Structures.<br>6.13.1.1 F3380–19 Standard Practice for Structural Compliance of Very Light Aeroplanes.<br>6.13.2 F3408/F3408M–21 Standard Specification for Aircraft Emergency Parachute Recovery Systems. |
| § 23.2265 Special factors of safety | 6.14 Special Factors of Safety: | 6.14.1 F3061/F3061M–25 Standard Specification for Systems and Equipment in Small Aircraft.<br>6.14.2 F3114–21 Standard Specification for Structures.<br>6.14.2.1 F3380–19 Standard Practice for Structural Compliance of Very Light Aeroplanes. |
| § 23.2270 Emergency conditions | 6.15 Emergency Conditions: | 6.15.1 F3061/F3061M–25 Standard Specification for Systems and Equipment in Small Aircraft.<br>6.15.1.1 F3232/F3232M–25a Standard Specification for Flight Controls in Small Aircraft.<br>6.15.2 F3083/F3083M–25 Standard Specification for Emergency Conditions, Occupant Safety and Accommodations.<br>6.15.3 F3408/F3408M–21 Standard Specification for Aircraft Emergency Parachute Recovery Systems. |
| **Subpart D—Design and Construction** | | |
| § 23.2300 Flight control systems | 7.1 Flight Control Systems: | 7.1.1 F3061/F3061M–25 Standard Specification for Systems and Equipment in Small Aircraft.<br>7.1.1.1 F3232/F3232M–25a Standard Specification for Flight Controls in Small Aircraft.<br>7.1.2 F3066/F3066M–25 Standard Specification for Aircraft Powerplant Installation Hazard Mitigation.<br>7.1.3 F3117/F3117M–25a Standard Specification for Crew Interface. |
| § 23.2305 Landing gear systems | 7.2 Landing Gear Systems: | 7.2.1 F3061/F3061M–25 Standard Specification for Systems and Equipment in Small Aircraft. |
| § 23.2310 Buoyancy for seaplanes and amphibians. | 7.3 Buoyancy for Seaplanes and Amphibians:. | 7.3.1 F3061/F3061M–25 Standard Specification for Systems and Equipment in Small Aircraft. |
| § 23.2315 Means of egress and emergency exits. | 7.4 Means of Egress and Emergency Exits:. | 7.4.1 F3061/F3061M–25 Standard Specification for Systems and Equipment in Small Aircraft.<br>7.4.2 F3083/F3083M–25 Standard Specification for Emergency Conditions, Occupant Safety and Accommodations. |
| § 23.2320 Occupant physical environment. | 7.5 Occupant Physical Environment: | 7.5.1 F3061/F3061M–25 Standard Specification for Systems and Equipment in Small Aircraft.<br>7.5.1.1 F3227/F3227M–25 Standard Specification for Environmental Systems in Small Aircraft.<br>7.5.2 F3083/F3083M–25 Standard Specification for Emergency Conditions, Occupant Safety and Accommodations.<br>7.5.3 F3114–21 Standard Specification for Structures.<br>7.5.4 F3117/F3117M–25a Standard Specification for Crew Interface in Aircraft. |
| § 23.2325 Fire protection | 7.6 Fire Protection: | 7.6.1 F3061/F3061M–25 Standard Specification for Systems and Equipment in Small Aircraft.<br>7.6.1.1 F3231/F3231M–24 Standard Specification for Electrical Systems for Aircraft with Combustion Engine Electrical Power Generation.<br>7.6.1.2 F3234/F3234M–21(2025) Standard Specification for Exterior Lighting in Small Aircraft.<br>7.6.1.3 F3316/F3316M–19 Standard Specification for Electrical Systems for Aircraft with Electric or Hybrid-Electric Propulsion.<br>7.6.2 F3066/F3066M–25 Standard Specification for Aircraft Powerplant Installation Hazard Mitigation.<br>7.6.3 F3083/F3083M–25 Standard Specification for Emergency Conditions, Occupant Safety and Accommodations.<br>7.6.4 F3408/F3408M–21 Standard Specification for Aircraft Emergency Parachute Recovery Systems. |
| § 23.2330 Fire protection in designated fire zones and adjacent areas. | 7.7 Fire Protection in Designated Fire Zones and Adjacent Areas:. | 7.7.1 F3061/F3061M–25 Standard Specification for Systems and Equipment in Small Aircraft.<br>7.7.1.1 F3231/F3231M–24 Standard Specification for Electrical Systems for Aircraft with Combustion Engine Electrical Power Generation.<br>7.7.2 F3066/F3066M–25 Standard Specification for Aircraft Powerplant Installation Hazard Mitigation.<br>7.7.3 F3114–21 Standard Specification for Structures. |
| § 23.2335 Lightning protection | 7.8 Lightning Protection: | 7.8.1 F3061/F3061M–25 Standard Specification for Systems and Equipment in Small Aircraft. |

TABLE 2—SIDE-BY-SIDE VIEW OF PART 23 REGULATIONS AND ASTM F3264–25 SECTION(S)—Continued

| Part 23 amendments 23–64 and 23–65 regulation(s) | ASTM F3264–25 section(s) [7] | ASTM F3264–25 subsection(s) [8] |
|---|---|---|
| **Subpart E—Powerplant** | | |
| § 23.2400 Powerplant installation ..... | 8.1 Powerplant Installation: ..... | 8.1.1 F3062/F3062M–25 Standard Specification for Aircraft Powerplant Installation.<br>8.1.2 F3063/F3063M–24 Standard Specification for Aircraft Fuel and Energy Storage and Delivery.<br>8.1.3 F3064/F3064M–24 Standard Specification for Aircraft Powerplant Control, Operation, and Indication.<br>8.1.3.1 F3432–20a Standard Practice for Powerplant Instruments.<br>8.1.4 F3065/F3065M–21a Standard Specification for Aircraft Propeller System Installation.<br>8.1.5 F3066/F3066M–25 Standard Specification for Aircraft Powerplant Installation Hazard Mitigation.<br>8.1.6 F3239–22a Standard Specification for Aircraft Electric Propulsion Systems. |
| § 23.2405 Automatic power or thrust control systems. | 8.2 Power or Thrust Control Systems: .. | 8.2.1 F3062/F3062M–25 Standard Specification for Aircraft Powerplant Installation.<br>8.2.2 F3064/F3064M–24 Standard Specification for Aircraft Powerplant Control, Operation, and Indication.<br>8.2.2.1 F3432–20a Standard Practice for Powerplant Instruments.<br>8.2.3 F3065/F3065M–21a Standard Specification for Aircraft Propeller System Installation.<br>8.2.4 F3117/F3117M–25a Standard Specification for Crew Interface. |
| § 23.2410 Powerplant installation hazard assessment. | 8.3 Powerplant Installation Hazard Assessment:. | 8.3.1 F3061/F3061M–25 Standard Specification for Systems and Equipment in Small Aircraft.<br>8.3.2 F3062/F3062M–25 Standard Specification for Aircraft Powerplant Installation.<br>8.3.3 F3063/F3063M–24 Standard Specification for Aircraft Fuel and Energy Storage and Delivery.<br>8.3.4 F3064/F3064M–24 Standard Specification for Aircraft Powerplant Control, Operation, and Indication.<br>8.3.4.1 F3432–20a Standard Practice for Powerplant Instruments.<br>8.3.5 F3065/F3065M–21a Standard Specification for Aircraft Propeller System Installation.<br>8.3.6 F3066/F3066M–25 Standard Specification for Aircraft Powerplant Installation Hazard Mitigation.<br>8.3.7 F3117/F3117M–25a Standard Specification for Crew Interface in Aircraft.<br>8.3.8 F3239–22a Standard Specification for Aircraft Electric Propulsion Systems. |
| § 23.2415 Powerplant ice protection ..... | 8.4 Powerplant Installation Ice Protection:. | 8.4.1 F3062/F3062M–25 Standard Specification for Aircraft Powerplant Installation.<br>8.4.2 F3063/F3063M–24 Standard Specification for Aircraft Fuel and Energy Storage and Delivery.<br>8.4.3 F3066/F3066M–25 Standard Specification for Aircraft Powerplant Installation Hazard Mitigation.<br>8.4.4 F3239–22a Standard Specification for Aircraft Electric Propulsion Systems. |
| § 23.2420 Reversing systems ..... | 8.5 Reversing Systems: ..... | 8.5.1 F3062/F3062M–25 Standard Specification for Aircraft Powerplant Installation.<br>8.5.2 F3065/F3065M–21a Standard Specification for Aircraft Propeller System Installation.<br>8.5.3 F3239–22a Standard Specification for Aircraft Electric Propulsion Systems. |
| § 23.2425 Powerplant operational characteristics. | 8.6 Powerplant Operational Characteristics:. | 8.6.1 F3062/F3062M–25 Standard Specification for Aircraft Powerplant Installation.<br>8.6.2 F3064/F3064M–24 Standard Specification for Aircraft Powerplant Control, Operation, and Indication.<br>8.6.2.1 F3432–20a Standard Practice for Powerplant Instruments.<br>8.6.3 F3065/F3065M–21a Standard Specification for Aircraft Propeller System Installation.<br>8.6.4 F3066/F3066M–25 Standard Specification for Aircraft Powerplant Installation Hazard Mitigation.<br>8.6.5 F3117/F3117M–25a Standard Specification for Crew Interface in Aircraft.<br>8.6.6 F3239–22a Standard Specification for Aircraft Electric Propulsion Systems. |
| § 23.2430 Fuel systems ..... | 8.7 Fuel and Energy Storage and Distribution Systems:. | 8.7.1 F3062/F3062M–25 Standard Specification for Aircraft Powerplant Installation.<br>8.7.2 F3063/F3063M–24 Standard Specification for Aircraft Fuel and Energy Storage and Delivery.<br>8.7.2.1 F3397/F3397M–21 Standard Practice for Aeroplane Turbine Fuel System Hot Weather Operations.<br>8.7.3 F3064/F3064M–24 Standard Specification for Aircraft Powerplant Control, Operation, and Indication.<br>8.7.3.1 F3432–20a Standard Practice for Powerplant Instruments.<br>8.7.4 F3066/F3066M–25 Standard Specification for Aircraft Powerplant Installation Hazard Mitigation.<br>8.7.5 F3114–21 Standard Specification for Structures.<br>8.7.6 F3239–22a Standard Specification for Aircraft Electric Propulsion Systems. |

TABLE 2—SIDE-BY-SIDE VIEW OF PART 23 REGULATIONS AND ASTM F3264–25 SECTION(S)—Continued

| Part 23 amendments 23–64 and 23–65 regulation(s) | ASTM F3264–25 section(s) [7] | ASTM F3264–25 subsection(s) [8] |
|---|---|---|
| § 23.2435 Powerplant induction and exhaust systems. | 8.8 Powerplant Induction, Exhaust, and Support Systems:. | 8.8.1 F3062/F3062M–25 Standard Specification for Aircraft Powerplant Installation.<br>8.8.2 F3239–22a Standard Specification for Aircraft Electric Propulsion Systems. |
| § 23.2440 Powerplant fire protection ..... | 8.9 Powerplant Installation Fire Protection:. | 8.9.1 F3061/F3061M–25 Standard Specification for Systems and Equipment in Small Aircraft.<br>8.9.2 F3062/F3062M–25 Standard Specification for Aircraft Powerplant Installation.<br>8.9.3 F3063/F3063M–24 Standard Specification for Aircraft Fuel and Energy Storage and Delivery.<br>8.9.4 F3064/F3064M–24 Standard Specification for Aircraft Powerplant Control, Operation, and Indication.<br>8.9.4.1 F3432–20a Standard Practice for Powerplant Instruments.<br>8.9.5 F3066/F3066M–25 Standard Specification for Aircraft Powerplant Installation Hazard Mitigation.<br>8.9.6 F3239–22a Standard Specification for Aircraft Electric Propulsion Systems. |
| **Subpart F—Equipment** | | |
| § 23.2500 Airplane level systems requirements. | 9.1 Systems and Equipment Function—Requirements:. | 9.1.1 F3061/F3061M–25 Standard Specification for Systems and Equipment in Small Aircraft.<br>9.1.1.1 F3231/F3231M–24 Standard Specification for Electrical Systems for Aircraft with Combustion Engine Electrical Power Generation.<br>9.1.1.1(a) F3235–22 Standard Specification for Aircraft Storage Batteries.<br>9.1.1.2 F3232/F3232M–25a Standard Specification for Flight Controls in Small Aircraft.<br>9.1.1.3 F3233/F3233M–23b Standard Specification for Flight and Navigation Instrumentation in Aircraft.<br>9.1.1.3(a) F3229/F3229M–23a Standard Practice for Static Pressure System Tests in Small Aircraft.<br>9.1.1.4 F3316/F3316M–19 Standard Specification for Electrical Systems for Aircraft with Electric or Hybrid-Electric Propulsion.<br>9.1.1.5 F3789–25 Standard Guide for Endurance Testing of Aeroplane Flight Control System Actuators and Other System Elements.<br>9.1.2 F3064/F3064M–24 Standard Specification for Aircraft Powerplant Control, Operation, and Indication.<br>9.1.2.1 F3432–20a Standard Practice for Powerplant Instruments.<br>9.1.3 F3066/F3066M–25 Standard Specification for Aircraft Powerplant Installation Hazard Mitigation.<br>9.1.4 F3117/F3117M–25a Standard Specification for Crew Interface in Aircraft.<br>9.1.5 F3120/F3120M–24 Standard Specification for Ice Protection for General Aviation Aircraft.<br>9.1.6 F3408/F3408M–21 Standard Specification for Aircraft Emergency Parachute Recovery Systems. |
| § 23.2505 Function and installation ..... | 9.2 Equipment Function and Installation Requirements:. | 9.2.1 F3061/F3061M–25 Standard Specification for Systems and Equipment in Small Aircraft.<br>9.2.1.1 F3231/F3231M–24 Standard Specification for Electrical Systems for Aircraft with Combustion Engine Electrical Power Generation.<br>9.2.1.1(a) F3235–22 Standard Specification for Aircraft Storage Batteries.<br>9.2.1.2 F3232/F3232M–25a Standard Specification for Flight Controls in Small Aircraft.<br>9.2.1.3 F3233/F3233M–23b Standard Specification for Flight and Navigation Instrumentation in Aircraft.<br>9.2.1.4 F3316/F3316M–19 Standard Specification for Electrical Systems for Aircraft with Electric or Hybrid-Electric Propulsion.<br>9.2.1.4(a) F3653–24 Standard Specification for Installation of Rechargeable Lithium Batteries on Aircraft.<br>9.2.2 F3408/F3408M–21 Standard Specification for Aircraft Emergency Parachute Recovery Systems.<br>9.2.3 F3117/F3117M–25a Standard Specification for Crew Interface in Aircraft. |
| § 23.2510 Equipment, systems, and installations. | 9.3 Equipment, Systems, and Installation:. | 9.3.1 F3061/F3061M–25 Standard Specification for Systems and Equipment in Small Aircraft.<br>9.3.1.1 F3230–25 Standard Practice for Safety Assessments of Systems and Equipment in Small Aircraft.<br>9.3.1.2 F3233/F3233M–23b Standard Specification for Flight and Navigation Instrumentation in Aircraft.<br>9.3.1.3 F3227/F3227M–25 Standard Specification for Environmental Systems in Small Aircraft.<br>9.3.1.4 F3309/F3309M–24a Standard Practice for Simplified Safety Assessment of Systems and Equipment in Small Aircraft.<br>9.3.1.5 F3532–25 Standard Practice for Protection of Aircraft Systems from Intentional Unauthorized Electronic Interactions.<br>9.3.2 F3408/F3408M–21 Standard Specification for Aircraft Emergency Parachute Recovery Systems. |
| § 23.2515 Electrical and electronic system lightning protection. | 9.4 Electrical and Electronic System Lightning Protection:. | 9.4.1 F3061/F3061M–25 Standard Specification for Systems and Equipment in Small Aircraft.<br>9.4.1.1 F3367–23 Standard Practice for Simplified Methods for Addressing High-Intensity Radiated Fields (HIRF) and Indirect Effects of Lightning on Aircraft. |

TABLE 2—SIDE-BY-SIDE VIEW OF PART 23 REGULATIONS AND ASTM F3264–25 SECTION(S)—Continued

| Part 23 amendments 23–64 and 23–65 regulation(s) | ASTM F3264–25 section(s) [7] | ASTM F3264–25 subsection(s) [8] |
|---|---|---|
| § 23.2520 High-intensity Radiated Fields (HIRF) protection. | 9.5 High Intensity Radiated Fields (HIRF) Protection:. | 9.5.1 F3061/F3061M–25 Standard Specification for Systems and Equipment in Small Aircraft.<br>9.5.1.1 F3236–21a Standard Specification for High Intensity Radiated Field (HIRF) Protection in Small Aircraft.<br>9.5.1.2 F3367–23 Standard Practice for Simplified Methods for Addressing High-Intensity Radiated Fields (HIRF) and Indirect Effects of Lightning on Aircraft. |
| § 23.2525 System power generation, storage, and distribution. | 9.6 System Power Generation, Storage, and Distribution:. | 9.6.1 F3061/F3061M–25 Standard Specification for Systems and Equipment in Small Aircraft.<br>9.6.1.1 F3231/F3231M–24 Standard Specification for Electrical Systems for Aircraft with Combustion Engine Electrical Power Generation.<br>9.6.1.1(a) F2490–20 Standard Guide for Aircraft Electrical Load and Power Source Capacity Analysis.<br>9.6.1.2 F3233/F3233M–23b Standard Specification for Flight and Navigation Instrumentation in Aircraft.<br>9.6.1.3 F3316/F3316M–19 Standard Specification for Electrical Systems for Aircraft with Electric or Hybrid-Electric Propulsion.<br>9.6.1.3(a) F2490–20 Standard Guide for Aircraft Electrical Load and Power Source Capacity Analysis.<br>9.6.1.3(b) F3653–24 Standard Specification for Installation of Rechargeable Lithium Batteries on Aircraft.<br>9.6.2 F3117/F3117M–25a Standard Specification for Crew Interface in Aircraft.<br>9.6.3 F3120/F3120M–24 Standard Specification for Ice Protection for General Aviation Aircraft. |
| § 23.2530 External and cockpit lighting .. | 9.7 External and Cockpit Lighting: ..... | 9.7.1 F3061/F3061M–25 Standard Specification for Systems and Equipment in Small Aircraft.<br>9.7.1.1 F3233/F3233M–23b Standard Specification for Flight and Navigation Instrumentation in Aircraft.<br>9.7.1.2 F3234/F3234M–21(2025) Standard Specification for Exterior Lighting in Small Aircraft.<br>9.7.2 F3117/F3117M–25a Standard Specification for Crew Interface in Aircraft.<br>9.7.3 F3120/F3120M–24 Standard Specification for Ice Protection for General Aviation Aircraft. |
| § 23.2535 Safety equipment ..... | 9.8 Safety Equipment: ..... | 9.8.1 F3061/F3061M–25 Standard Specification for Systems and Equipment in Small Aircraft.<br>9.8.2 F3083/F3083M–25 Standard Specification for Emergency Conditions, Occupant Safety and Accommodations.<br>9.8.3 F3117/F3117M–25a Standard Specification for Crew Interface. |
| § 23.2540 Flight in icing conditions ..... | 9.9 Flight in Icing Conditions: ..... | 9.9.1 F3061/F3061M–25 Standard Specification for Systems and Equipment in Small Aircraft.<br>9.9.1.1 F3233/F3233M–23b Standard Specification for Flight and Navigation Instrumentation in Aircraft.<br>9.9.2 F3120/F3120M–24 Standard Specification for Ice Protection for General Aviation Aircraft. |
| § 23.2545 Pressurized systems elements. | 9.10 Pressurized System Elements: ..... | 9.10.1 F3061/F3061M–25 Standard Specification for Systems and Equipment in Small Aircraft.<br>9.10.1.1 F3229/F3229M–23a Standard Practice for Static Pressure System Tests in Small Aircraft. |
| § 23.2550 Equipment containing high-energy rotors. | 9.11 Equipment Containing High-Energy Rotors:. | 9.11.1 F3061/F3061M–25 Standard Specification for Systems and Equipment in Small Aircraft. |
| **Subpart G—Flight Crew Interface and Other Information** | | |
| § 23.2600 Flightcrew interface ..... | 10.1 Flight crew Compartment Interface: | 10.1.1 F3061/F3061M–25 Standard Specification for Systems and Equipment in Small Aircraft.<br>10.1.1.1 F3232/F3232M–25a Standard Specification for Flight Controls in Small Aircraft.<br>10.1.2 F3062/F3062M–25 Standard Specification for Aircraft Powerplant Installation.<br>10.1.3 F3063/F3063M–24 Standard Specification for Aircraft Fuel and Energy Storage and Delivery.<br>10.1.4 F3064/F3064M–24 Standard Specification for Aircraft Powerplant Control, Operation, and Indication.<br>10.1.4.1 F3432–20a Standard Practice for Powerplant Instruments.<br>10.1.5 F3114–21 Standard Specification for Structures.<br>10.1.6 F3117/F3117M–25a Standard Specification for Crew Interface in Aircraft.<br>10.1.6.1 F3643–25 Standard Practice for Pilot Compartment View in Precipitation.<br>10.1.7 F3408/F3408M–21 Standard Specification for Aircraft Emergency Parachute Recovery Systems. |

TABLE 2—SIDE-BY-SIDE VIEW OF PART 23 REGULATIONS AND ASTM F3264–25 SECTION(S)—Continued

| Part 23 amendments 23–64 and 23–65 regulation(s) | ASTM F3264–25 section(s) [7] | ASTM F3264–25 subsection(s) [8] |
|---|---|---|
| § 23.2605 Installation and operation ..... | 10.2 Installation and Operation Information:. | 10.2.1 F3061/F3061M–25 Standard Specification for Systems and Equipment in Small Aircraft.<br>10.2.1.1 F3227/F3227M–25 Standard Specification for Environmental Systems in Small Aircraft.<br>10.2.1.2 F3231/F3231M–24 Standard Specification for Electrical Systems for Aircraft with Combustion Engine Electrical Power Generation.<br>10.2.1.3 F3232/F3232M–25a Standard Specification for Flight Controls in Small Aircraft.<br>10.2.1.4 F3233/F3233M–23b Standard Specification for Flight and Navigation Instrumentation in Aircraft.<br>10.2.2 F3062/F3062M–25 Standard Specification for Aircraft Powerplant Installation.<br>10.2.3 F3063/F3063M–24 Standard Specification for Aircraft Fuel and Energy Storage and Delivery.<br>10.2.4 F3064/F3064M–24 Standard Specification for Aircraft Powerplant Control, Operation, and Indication.<br>10.2.4.1 F3432–20a Standard Practice for Powerplant Instruments.<br>10.2.5 F3117/F3117M–25a Standard Specification for Crew Interface in Aircraft.<br>10.2.6 F3120/F3120M–24 Standard Specification for Ice Protection for General Aviation Aircraft.<br>10.2.7 F3408/F3408M–21 Standard Specification for Aircraft Emergency Parachute Recovery Systems. |
| § 23.2610 Instrument markings, control markings, and placards. | 10.3 Instrument Markings, Control Markings, and Placards:. | 10.3.1 F3061/F3061M–25 Standard Specification for Systems and Equipment in Small Aircraft.<br>10.3.2 F3063/F3063M–24 Standard Specification for Aircraft Fuel and Energy Storage and Delivery.<br>10.3.3 F3117/F3117M–25a Standard Specification for Crew Interface in Aircraft.<br>10.3.4 F3120/F3120M–24 Standard Specification for Ice Protection for General Aviation Aircraft.<br>10.3.5 F3408/F3408M–21 Standard Specification for Aircraft Emergency Parachute Recovery Systems. |
| § 23.2615 Flight, navigation, and powerplant instruments. | 10.4 Flight, Navigation, and Powerplant Instruments:. | 10.4.1 F3061/F3061M–25 Standard Specification for Systems and Equipment in Small Aircraft.<br>10.4.2 F3062/F3062M–25 Standard Specification for Aircraft Powerplant Installation.<br>10.4.3 F3064/F3064M–24 Standard Specification for Aircraft Powerplant Control, Operation, and Indication.<br>10.4.3.1 F3432–20a Standard Practice for Powerplant Instruments.<br>10.4.4 F3117/F3117M–25a Standard Specification for Crew Interface in Aircraft.<br>10.4.4.1 F3454–25 Standard Practice for Alerting Methods in Aircraft.<br>10.4.4.2 F3491–25 Standard Practice for Enhanced Indication Methods in Aircraft. |
| § 23.2620 Airplane flight manual ..... | 5.15 Operating Limitations: .....<br>10.5 Airplane Flight Manual: ..... | 5.15.1 F3174/F3174M–21 Standard Specification for Establishing Operating Limitations and Information for Aeroplanes.<br>5.15.2 F3408/F3408M–21 Standard Specification for Aircraft Emergency Parachute Recovery Systems.<br>10.5.1 F3117/F3117M–25a Standard Specification for Crew Interface in Aircraft.<br>10.5.2 F3174/F3174M–21 Standard Specification for Establishing Operating Limitations and Information for Aeroplanes.<br>10.5.3 F3120/F3120M–24 Standard Specification for Ice Protection for General Aviation Aircraft.<br>10.5.4 F3408/F3408M–21 Standard Specification for Aircraft Emergency Parachute Recovery Systems. |

[7] The ASTM F3264–25 section(s) provides a means of compliance intended to be used on projects for traditional part 23 airplanes, not for novel designs. Novel designs require evaluation and possible modification of the means of compliance.

[8] Changes required for FAA acceptance and additional information per Table 1 still apply to Table 2. The FAA does not accept the Aircraft Type Code compliance matrix tables included in F3228–21(2025), F3229/F3229M–23a, F3231/F3231M–24, F3233/F3233M–23b, F3234/F3234M–21(2025), F3235–22, F3236–21a, and F3316/F3316M–19. The tables defining applicability found in F3061/F3061M—25 sections 4.1.6, 4.2.3.3, 4.2.6, 4.2.8, 4.2.8.1, 4.2.8.2, 4.3.1, 4.3.2.1, 4.3.2.2, 4.4, 10.1, 10.1.1, 10.1.2, 10.1.3, 10.1.4, 10.3.3, 10.3.4, 10.3.5, 10.3.6, 10.3.7, 10.3.8, 10.3.9, 10.4.2, 10.4.3, 10.4.4, 10.7.1, 10.7.2, 10.7.3, 10.7.4, 10.7.5, 10.7.6, 10.7.7, 10.7.7.1, 10.8, 13.1.1, 13.1.2, 17.1.1, 17.1.2, 17.1.3, 17.2.1, 17.2.2, 17.2.3, 17.3.1.1, 17.3.1.2, 17.3.1.3, 17.3.1.4, and 18.4 are not accepted. Applicability will be determined by the Policy and Standards Division.

The MOC accepted by this NOA provides one means, but not the only means, of complying with part 23 regulatory requirements. Applicants who desire to use a MOC reflected by other revisions to ASTM standards not previously accepted may seek guidance and possible acceptance from the FAA for the use of those MOC on a case-by-case basis. Applicants may propose an alternative MOC for FAA review and possible acceptance.

**Editorial, Reapproval, Revision, or Withdrawal**

ASTM policy states that a consensus standard should be reviewed in its entirety by the responsible subcommittee and must be balloted for reapproval, revision, or withdrawal within five years of its last approval date. When an ASTM standard is reapproved, that reapproval is denoted by the year in parentheses (*e.g.,* F2427–05a (2013)). This date indicates the completion of a review cycle with no technical changes made to the standard. In addition, ASTM issues editorial changes denoted by a superscript epsilon in the standard designation (*e.g.,* F3235–17ε1). This epsilon indicates information was corrected, and it did not change the meaning or intent of a standard. Since reapprovals and editorial changes do not change the technical content of standards, any standard FAA-accepted by this NOA that is later reapproved or editorially changed by ASTM is also considered

FAA-accepted without the need for an updated NOA.

ASTM revises a standard to make changes to its technical content. Revisions are identified by a hyphen after the document number, which is followed by the last two numbers of the year of acceptance or of last revision. If the standard is revised again during the same year, this is indicated by adding an ''a'' for the second revision, ''b'' for the third revision, and so on for each revision. Since revisions change the technical content, revisions to consensus standards that are the basis for a MOC accepted by this NOA will not be automatically accepted and will require further FAA acceptance for the revisions to be an accepted MOC.

**Availability**

ASTM F3264–25, ''Standard Specification for Normal Category Aeroplanes Certification,'' is available online at *astm.org/readinglibrary.* ASTM copyrights these consensus standards and charges the public a fee for service. Individual downloads or reprints of a standard (single or multiple copies, special compilations, and other related technical information), as well as information regarding membership, ASTM offices abroad, or Committee F44 on General Aviation Aircraft, may be obtained online or by contacting ASTM by telephone: (610) 832–9585; facsimile: (610) 832–9555; or through email: *service@astm.org.*

Issued in Fort Worth, Texas, on November 4, 2026.

**James Blyn,**

*Acting Manager, General Aviation, VTOL & Engine Standards Branch, Certification Standards Division, Aircraft Certification Service.*

[FR Doc. 2026–23525 Filed 11–17–26; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

### 14 CFR Part 39

**[Docket No. FAA–2026–11820; Project Identifier MCAI–2026–00964–E; Amendment 39–23505; AD 2026–22–03]**

**RIN 2120–AA64**

## Airworthiness Directives; BRP-Rotax GmbH & Co KG (Formerly BRP–POWERTRAIN GMBH & CO KG and Bombardier-Rotax GmbH) Engines

*Correction*

In rule document 2026–22307 beginning on page 68882 in the issue of Monday, November 2, 2026, make the following correction:

On page 68882, in the third column, in the **DATES** section, ''November 23, 2026'' should read ''November 4, 2026''.

[FR Doc. C1–2026–22307 Filed 11–17–26; 8:45 am]

**BILLING CODE 0099–10–D**

## CONSUMER PRODUCT SAFETY COMMISSION

### 16 CFR Part 1263

**[Docket No. CPSC–2023–0004]**

## Safety Standard for Button Cell or Coin Batteries and Consumer Products Containing Such Batteries

**AGENCY:** Consumer Product Safety Commission.

**ACTION:** Direct final rule.

**SUMMARY:** In September 2023, the U.S. Consumer Product Safety Commission (CPSC or Commission) issued a safety standard for button cell or coin batteries and consumer products containing such products in accordance with Reese's Law. The standard incorporated by reference ANSI/UL 4200A–2023, *Standard for Safety for Products Incorporating Button Batteries or Coin Cell Batteries.* UL Standards and Engagement (ULSE) has now issued a revised standard, ANSI/UL 4200A–2026. Consistent with Reese's Law, this direct final rule updates the mandatory safety standard to incorporate by reference ANSI/UL 4200A–2026.

**DATES:** The rule is effective on February 13, 2027, unless CPSC receives a significant adverse comment by December 18, 2026. If CPSC receives such a comment, it will publish a document in the **Federal Register**, withdrawing this direct final rule before its effective date. The incorporation by reference of the publication listed in this rule is approved by the Director of the Federal Register as of February 13, 2027.

**ADDRESSES:** You can submit comments, identified by Docket No. CPSC–2023–0004, by any of the following methods:

*Electronic Submissions:* Submit electronic comments to the Federal eRulemaking Portal at: *https://www.regulations.gov.* Follow the instructions for submitting comments. CPSC typically does not accept comments submitted by email, except as described below. CPSC encourages you to submit electronic comments by using the Federal eRulemaking Portal.

*Mail/Hand Delivery/Courier/Confidential Written Submissions:* Submit comments by mail, hand delivery, or courier to: Office of the Secretary, Consumer Product Safety Commission, 441 G Street NW, Washington, DC 20548; telephone: (301) 504–7479. If you wish to submit confidential business information, trade secret information, or other sensitive or protected information that you do not want to be available to the public, you may submit such comments by mail, hand delivery, or courier, or you may email them to: *cpsc-os@cpsc.gov.*

*Instructions:* All submissions must include the agency name and docket number. CPSC may post all comments without change, including any personal identifiers, contact information, or other personal information provided, to: *https://www.regulations.gov.* Do not submit through this website: confidential business information, trade secret information, or other sensitive or protected information that you do not want to be available to the public. If you wish to submit such information, please submit it according to the instructions for mail/hand delivery/courier/confidential written submissions.

*Docket:* For access to the docket to read background documents or comments received, go to: *https://www.regulations.gov,* and insert the docket number, CPSC–2023–0004, into the ''Search'' box, and follow the prompts.

**FOR FURTHER INFORMATION CONTACT:** Carolina Abraham, Compliance Officer, U.S. Consumer Product Safety Commission, 441 G Street NW, Washington, DC 20548; telephone: (301) 504–7603; email: *cabraham@cpsc.gov;* or Daniel Taxier, Project Manager, Division of Mechanical and Combustion Engineering, U.S. Consumer Product Safety Commission, 5 Research Place, Rockville, MD 20850; telephone: (301) 987–2211; email: *dtaxier@cpsc.gov.*

**SUPPLEMENTARY INFORMATION:**

**I. Background**

*A. Statutory Authority*

Reese's Law was enacted to protect children six years old or younger against hazards associated with the ingestion of button cell or coin batteries during reasonably foreseeable use or misuse conditions. 15 U.S.C. 2056e(a)(1). Section 5 of Reese's Law broadly defines a ''button cell or coin battery'' as ''(A) a single cell battery with a diameter greater than the height of the battery; or (B) any other battery, regardless of the technology used to produce an electrical charge, that is determined by the Commission to pose an ingestion hazard.'' Notes to 15 U.S.C. 2056e.

Section 2(a) of Reese's Law mandates that CPSC promulgate a final consumer