

Standard Change CS-SC402c

INSTALLATION OF SAILPLANE EQUIPMENT

1. Purpose

The installation of sailplane equipment is considered a 'standard part' in accordance with AMC 21.A.303(c)2.

In the context of this SC, 'standard part' means any of the following parts:

- electrical variometers,
- ball-type bank/slip indicators,
- total energy probes,
- capacity bottles (for variometers),
- final glide calculators,
- navigation computers,
- data loggers,
- barographs, or
- cameras and bug wipers.

The installation of external antennas or additional batteries is not covered by this SC.

This SC covers the installation of equipment which is not already described in another specific SC.

2. Applicability/Eligibility

Sailplanes, including powered sailplanes, as defined in ELA2.

3. Acceptable methods, techniques, and practices

The following standards contain acceptable data:

- FAA Advisory Circular AC 43.13-2B;
- ASTM F2639-18 or subsequent revisions, and ASTM F2490-20 or subsequent revisions (for electrical-load analysis).

Additionally, the following conditions apply:

- the design of the equipment installation must take into account crashworthiness, arrangement and visibility, interference with other equipment, the jettison of the canopy and the emergency exit;
- the design of the equipment installation must take into account the structural integrity of the instrument panel or any other attachment point; special consideration is necessary for equipment installed in a location behind the occupant(s);
- a data bus/data connectivity between the installed equipment and other equipment which is:
 - ETSO authorised (or equivalent authorisations); or
 - required by the TCDS, AFM or POH;
 - required by other applicable requirements such as those for operations and airspace; or

- mandated by the respective MEL, if this exists,

is not allowed unless the equipment being installed is explicitly listed as compatible equipment by the manufacturer of the equipment to be connected to;

- fuses or circuit breakers are to be used when connecting the sailplane equipment to the electrical system;
- the electrical load of the installed sailplane equipment should be considered; in the case of a powered sailplane equipped with a generator, by an electrical-load analysis;
- a switch is required which allows the pilot to turn off the installed equipment independently;
- the instructions and tests defined by the equipment manufacturer have to be followed;
- the equipment is suitable for the environmental conditions to be expected during normal operations; see CS STAN.42 in Subpart A for guidance on compliance with the environmental conditions.

4. Limitations

- The provided information is used in an advisory or supplementary manner (no hazard, no credit basis).
- Any limitations defined by the equipment manufacturer apply.

5. Manuals

The AFMS shall, at least, contain:

- a description of the system, its operating modes and functionality;
- the limitations and warnings;
- the emergency and normal operating procedures and limitations;
- instructions for software and database updates.

Amend the ICAs to establish maintenance actions/inspections and intervals, as required.

6. Release to service

This SC is not suitable for the release to service of the aircraft by the pilot-owner.

[Issue: STAN/2]

[Issue: STAN/4]