

Standard Change CS-SC001b

INSTALLATION OF VHF VOICE COMMUNICATION EQUIPMENT

1. Purpose

Exchange of communications (COM) equipment, and for aircraft limited to VFR operation, also installation of COM equipment. This SC does not include installation of antennas.

2. Applicability/Eligibility

Aeroplanes not being complex motor-powered aircraft with a maximum cruising speed in ISA conditions below 250 kt IAS, rotorcraft that are not complex motor-powered aircraft, and any ELA2 aircraft.

Note: The reference to IAS in the condition for the maximum speed originates from the Standardised European Rules of the Air (SERA) for the classification of airspace. The maximum cruising speed is intended to limit the likelihood (number of eligible installations) and the consequences (less pressure for the air traffic controller to coordinate the issue with the next ATC sector) that could arise from eligible installations and lead to a loss of or a degradation of air-ground voice communications.

3. Acceptable methods, techniques, and practices

The following standards contain acceptable data:

- FAA Advisory Circular AC 43.13-2B Chapter 2.

Additionally, the following conditions apply:

- The equipment is authorised in accordance with any of the following technical standards: JTSO-2C37d, JTSO-2C37e, ETSO-2C37e, JTSO-2C38d, JTSO-2C38e, ETSO-2C38e or ETSO-2C169a, or later amendments, or equivalent standards.
- The equipment is capable of 8.33-kHz and 25-kHz channel spacing.
- If the existing antenna cable is compliant with M17/28-RG58 (or equivalent standards, as specified for low operating temperatures), it may be reused, but it is recommended that it should be replaced with a cable compliant with M17/128-RG400 (PTFE) or equivalent standards.
- An installation check flight is conducted to confirm that the transmission and reception are adequate. Refer to CS STAN.48 in Subpart A for additional guidance on installation check flights. Alternatively, the installer may use the manufacturer instructions to check that the transmission and reception are adequate.
- The equipment is suitable for the environmental conditions to be expected during normal operations; see CS STAN.42 in Subpart A for guidance.
- The instructions and tests defined by the equipment manufacturer must be followed.

4. Limitations

Any limitations defined by the equipment manufacturer apply.

The installation of the equipment cannot be used to extend the operational capability (e.g. from VFR to IFR operation) of the specific aircraft.

In the case of rotorcraft approved for NVIS, the change cannot be considered a SC.

5. Manuals

Amend the AFM with an AFMS that contains or references the equipment instructions for operation, as required.

Amend the Instructions for Continuing Airworthiness (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/4]