

Standard Change CS-SC201b

EXCHANGE OF POWERPLANT INSTRUMENTS

1. Purpose

This SC is for the exchange of powerplant instruments for new ones, and it is applicable to:

- temperature instruments;
- fuel and oil quantity instruments;
- fuel flowmeters;
- manifold pressure instruments;
- tachometers (rpm);
- pressure instruments; and
- carbon monoxide detector instruments.

This SC does not permit the installation of digital multifunction displays.

2. Applicability/Eligibility

This SC is applicable to piston-engined aeroplanes with MTOMs of less than 2 730 kg, and to ELA2 aircraft.

3. Acceptable methods, techniques, and practices

The following standard contains acceptable data:

- FAA Advisory Circular AC 43-13-2B, Chapter 2.

Additionally, the following conditions apply:

- The instrument is authorised according to the applicable ETSO or the equivalent.
- The instrument has the same minimum functionality, is installed in a similar location, and is compatible with the existing installation.
- The display of information is consistent with the overall flight deck design philosophy.
- The instrument is suitable for the environmental conditions to be expected during normal operation.
- The indicators have the markings (e.g. limits, operating ranges) that were required on the original instrument.
- The selection/calibration of the instrument must be such that, under the same conditions, the indications provided by the old and the new instrument are the same.
- The instructions and tests defined by the instrument manufacturer have to be followed.

- The instrument should provide the measurement of the related magnitude in the same units as the instrument for which it was exchanged, or in other units when such units are used in the AFM, and the related placards have been updated as necessary.

4. Limitations

Any limitations defined by the instrument manufacturer apply.

Any limitations of the existing installation remain valid.

5. Manuals

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

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/3]