

## Standard Change CS-SC056c

### INSTALLATION OF VOR EQUIPMENT

#### 1. Purpose

This SC is for the installation of VOR equipment, including the localiser/glideslope indicator and converter. This SC does not include the installation of antennas.

#### 2. Applicability/Eligibility

Aeroplanes that are not complex motor-powered aircraft, rotorcraft that are not complex motor-powered aircraft with the VOR equipment not connected to an AFCS or an integrated FMS navigation system, and any 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 equipment is authorised in accordance with ETSO-2C40c, or a later amendment, or equivalent standards;
- the equipment has the same functionality, is installed in the same location, and is compatible with the existing installation; alternatively, the installation of the equipment does not need the relocation of a required equipment, as defined in the EASA Basic Regulation, e.g. required for the assessment of the type design, or by operating rules;
- the equipment is compatible with the connections to the existing flight management/navigation systems;
- the equipment is suitable for the environmental conditions to be expected during normal operations; refer to CS STAN.42 in Subpart A for guidance;
- the instructions and tests defined by the equipment manufacturer have to 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 of the specific aircraft.

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

In the case of rotorcraft, the VOR equipment cannot be connected to an AFCS or to an integrated FMS navigation system.

#### 5. Manuals

Amend the AFM with an AFMS that contains or references the equipment instructions for operation, 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/2]

[Issue: STAN/4]