



Reference: FOCA STOZ-STOB / 301-00007/00012
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Changes to aircraft according to CS-STAN

Objective

With the publication of the Certification Specification for Standard-Changes and -Repairs (CS-STAN) and its revision 2 (ED Decision 2017/014/R) the regulatory burden for the General Aviation will be reduced in respect to simple changes and repairs. Unlike the previously required DOA approvals, simple changes and repairs are now possible, based on CS-STAN and without the need for the involvement of a DOA organisation.

Application - what needs to be considered?

CS-STAN is applicable for aircraft up to 5'700kg, rotorcraft up to 3'175kg as well as gliders, balloons and airships.

All specifications defined within the individual Standard Change (SC) and / or Standard Repair (SR) must be adhered to in all cases (purpose, applicability, recommended methods, techniques and practices, limitations, manuals and release to Service). Proof of the products / materials used and installed as well as the applicable approved data (manuals, IPC, SRM, wiring diagram, drawings, test certificates etc.) must be shown on the EASA Form 123.

Set-up of CS-STAN (Part A, B and C) and EASA Form 123

Part A contains the description of the general topics as well as the limitations of the application of CS-STAN. In addition, the documentation which must be available for the release to service of the aircraft is described here. The required EASA Form 123 is in most cases issued by an authorized maintenance organisation (Part-145 or Part-M / Subpart-F) for an SC or SR. A detailed description of how to handle the EASA Form 123 is given in AMC.M.A.801 of Part-M (ED Decision 2016/011/R).

Part B of the CS-STAN publication contains the description of standard changes (SC).

Standard repairs (SR) are described in Part C of the CS-STAN publication.

Impact on the owner / CAMO

As an owner or CAMO, you are obliged to accept only changes/repairs approved according to CS-STAN on the EASA Form 123 or approved by the DOA Approval.

After carrying out the modifications to the aircraft, you must add or adapt the instructions for continuing airworthiness in the maintenance program. The content must comply with either the EASA Form 123 or the DOA approved documents. The list of changes to the aircraft must also be updated to include a reference to the respective EASA Form 123 or the DOA documentation.

Influence on maintenance organisation

As a maintenance organisation you assume the responsibility for the correct execution of the modification / repair as referenced on the EASA Form 123.

The application of CS-STAN must be described within the MOE chapter 2.12 or in the MOM chapter 4.9 accordingly.

Remark:

This description applies equally to Annex-II aircraft, with the difference that the FOCA Form 123 must be used.


Any questions will be answered by your assigned FOCA inspector.

Yours sincerely

Federal Office of Civil Aviation



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