

Standard Change CS-SC251b

INSTALLATION OF AN ANGLE OF ATTACK (AOA) INDICATOR SYSTEM

1. Purpose

This SC applies only to a supplemental AoA indicator system, not to the AoA system required for the aircraft type certification.

2. Applicability/Eligibility

Sailplanes including powered sailplanes and aeroplanes not considered complex motor-powered aircraft.

3. Acceptable methods, techniques, and practices

The following standards contain acceptable data:

- FAA Memo AIR100-14-110-PM01

Note: as an alternative to the FAA approval letter referred to in the FAA Memo, Part-66 approved certifying staff may accept also a declaration of compliance with the ASTM F3011-13 standard issued by the manufacturer of the AoA to be installed.

Additionally, the following applies:

- the installation of the system neither requires an interface with the pitot-static system nor relies on direct pressure input from the pitot-static system;
- the probe is located in such a way that it interferes neither with the functioning of the flight controls nor with the pitot-static system or aircraft stall warning system;
- accuracy of stall indication coincides with existing stall warning;
- the installed AoA indicator system shall not interfere negatively with previously installed stall warning or AoA systems;
- the installation of the probe is in a non-pressurised area, preferably on an inspection panel;
- the system is not used as an input source to any other system, such as an AFCS, stick pusher, envelope protection system or comparable function, unless certified separately;
- the installation and electrical wiring is installed in accordance with acceptable practices such as the aircraft maintenance manual or FAA Advisory Circulars AC 43.13-1B and AC 43.13-2B;
- the system is suitable for the environmental conditions to be expected during normal operation; and
- instructions and tests defined by the system manufacturer have to be followed.

4. Limitations

The provided information is used in an advisory or supplementary manner (no hazard, no credit basis).

No operational credit may be taken for the installation, such as reduced stall speeds, reduced approach speeds, reduced take-off or landing distances, etc.

Any limitations defined by the AoA system manufacturer apply. Install the limitation placards, as required.

5. Manuals

The AFMS shall, at least, contain:

- the system description, operating modes and functionality;
- limitations, warnings and placards; and
- operating procedures .

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

6. Release to service

This SC is not suitable for release to service by the Pilot-owner.