BGA Airworthiness and Maintenance Procedure
CS-STAN 3 - A GUIDE FOR OWNERS AND INSPECTORS (AMP 2-7)

Version 1.1	**Effective date 5th July 2019**

Following significant input from GA and air sport, EASA has published certification specifications that support standard changes and standard repairs to certain categories of EASA aircraft including sailplanes. EASA's 'Certification Specifications – Standards Changes and Standard Repairs', known as CS-STAN 3, can be viewed here. https://www.easa.europa.eu/sites/default/files/dfu/Change%20Information%20—%20CS-STAN%20Issue%203.pdf

Examples of changes covered by CS-STAN include fitting new radios (for VFR use only), transponders and FLARM systems. CS-STAN also allows standard repairs for use when there is no TCDS holder data to support those changes**.**

In all cases where CS-STAN 3 is used to fit equipment or for a repair, an EASA form 123 must be completed. The completed EASA Form 123 forms part of the work pack for the glider. In addition, use of CS-STAN must be included in the associated logbook entry.

The EASA Form 123 and instructions for use can be viewed https://publicapps.caa.co.uk/docs/33/CAAForm123_SRG1759.pdf

In most cases, CS-STAN does not allow the pilot to take full responsibility for the work. A BGA inspector is required to oversee and certify the work.

Equipment

CS-STAN can be used as the approval for fitting equipment as listed in CS-STANS including VFR-use radios*, transponders and FLARM where the aircraft type certificate holder does not already supply an approved modification. This is particularly useful when an aircraft is no longer supported by a type certificate holder (eg EASA SAS or orphaned aircraft such as PIK20, Darts and Kestrels, etc).

Many of the glider manufacturers have approved modifications and processes for fitting equipment. Examples of technical notes from popular manufacturers are listed below. Where a type certificate holder modification exists, that takes precedent over CS-STAN.

Schempp-Hirth (you need to log in to access information)

Schleicher Technical note 02-2008

DG and LS Technical note DG-G-07

Scheibe SF25 and SF28 Technical note 653-82 / 1

Grob sailpanes TM-G01 (not Grob 109)

*If a radio installation is required to be IFR approved, CS STAN cannot apply. Either a type certificate holder modification or a Minor Change Approval is required. If an EASA approved change is required, an EASA form 32 applies and can be viewed here.

Repairs

When there is no type certificate holder approved data for a repair, the documents listed in CS-STAN can be used as the approved repair reference. Please note that many modern gliders have approved generic major repair technical notes. Click on each type certificate holder/manufacturer link below to see generic repair technical notes (not a comprehensive list – there are other manufacturers);

Schemp Hirth TN/TM Gen-5 (you need to log in to access information)

Schleicher TN 2-2005

DG and LS TN No. DG-G-01

Grob saiplanes TN RI-G01

End.