

## Standard Change CS-SC031c

### EXCHANGE OF CONVENTIONAL ANTI-COLLISION LIGHTS, POSITION LIGHTS, AND LANDING AND TAXI LIGHTS FOR LED-TYPE LIGHTS

#### 1. Purpose

Exchange of anti-collision lights, position lights, and landing and taxi lights for LED-type lights.

#### 2. Applicability/Eligibility

Aeroplanes that are not complex motor-powered aircraft, rotorcraft that are not complex motor-powered aircraft and are not approved for NVISs, and any other ELA2 aircraft.

#### 3. Acceptable methods, techniques, and practices

The following standards contain acceptable data:

- FAA Advisory Circular AC 43.13-2B, Chapter 4; and
- FAA Advisory Circular AC 43.13-1B, Chapter 11, Section 15 (on bonding) or ASTM F2639-18 or subsequent revisions.

Additionally, the following conditions apply:

- taxi and landing lights that are not combined with anti-collision lights or with position lights are eligible for installation without an EASA Form 1;
- anti-collision lights and position lights for day VFR aircraft are eligible for installation without an EASA Form 1;
- anti-collision lights are authorised in accordance with ETSO-C96a or later amendments, or equivalent; Class III anti-collision lights (as defined in the technical standard referenced in ETSO-C96a or ETSO-C96b) can only be installed on aircraft certified with a certification basis prior to Part-23 Amendment 11; nevertheless, these lights do not need to be ETSO articles when installed on aircraft for operation under day VFR rules only;
- position lights are authorised in accordance with ETSO-C30c or later amendments, or equivalent standards, unless the aircraft is for day VFR operations only;
- the equipment is installed in the same location with identical light distribution angles, comparable intensity distribution patterns, and similar colours;
- the equipment is suitable for the environmental conditions to be expected during normal operations; see CS STAN.42 in Subpart A for guidance.
- the instructions and tests defined by the equipment manufacturer have to be followed; and
- any modification of the electrical wiring is performed in accordance with acceptable practices such as the aircraft maintenance manual (AMM) or Chapter 11 of FAA Advisory Circular AC 43.13-1B or ASTM F2639-18 or subsequent revisions, and Chapter 4 of AC 43.13-2B.

#### 4. Limitations

Any limitations defined by the equipment manufacturer apply.

## 5. Manuals

If needed, amend the AFM with an AFMS that contains equipment instructions for operation, as required.

Amend the ICAs to establish maintenance actions/inspections and intervals, as required. In particular, consider describing the required maintenance actions after failures of single LED segments.

## 6. Release to service

If no changes to the wiring or to the airframe structure are performed, this SC is suitable for the release of the aircraft by the pilot-owner. Changes to the electrical system beyond exchanging light bulbs and changes to the airframe structure are not suitable for the release to service of the aircraft by the pilot-owner.

[Issue: STAN/2]

[Issue: STAN/4]