



## FOCA Form 123 (Issue 01)

<b>FOCA Form 123 — Standard Change/Standard Repair (SC/SR) embodiment record</b>	<b>1. SC/SR number(s):</b>
<b>2. SC/SR title &amp; description:</b>	
<b>3. Applicability:</b>	
<b>4. List of parts (description/Part-No/Qty):</b>	
<b>5. Operational limitations/affected aircraft manuals. Copies of these manuals are provided to the aircraft owner:</b>	
<b>6. Documents used for the development and embodiment of this SC/SR:</b>	
* Copies of the documents marked with an asterisk are handed over to the aircraft owner.	
<b>7. Instructions for continuing airworthiness. Copies of these manuals are provided to the aircraft owner:</b>	
<b>8. Other information:</b>	
<b>9a. <input type="checkbox"/> This SC complies with the established criteria (see note 9a) and with the relevant paragraphs of CS-STAN.</b>	
<b>9b. <input type="checkbox"/> This SR complies with the established criteria (see note 9b) and with the relevant paragraphs of CS-STAN.</b>	
<b>10. Date of SC/SR embodiment:</b>	<b>11. Identification data and signature of the person responsible for the embodiment of the SC/SR:</b>
<b>12. Signature of the aircraft owner.</b> This signature attests that all relevant documentation is handed over from the issuer of this form to the aircraft owner, and, therefore, the latter becomes aware of any impact or limitations on operations or additional continuing airworthiness requirements, which may apply to the aircraft due to the embodiment of the change/repair.	

**Notes:**

Original remains with the legal or natural person responsible for the embodiment of the SC/SR. The aircraft owner should retain a copy of this form.

The aircraft owner should be provided with copies of the documents referenced in boxes 5 and 7 and those in box 6 marked with an asterisk '\*'.

The 'relevant paragraphs' in boxes 9a and 9b refer to the applicable paragraphs of 'Subpart A – General' of CS-STAN and those of the SC/SR quoted in box 2.

For box 12, when the aircraft owner has contracted a Maintenance Organization, it is possible that the Organization representative signs box 12 and provides all relevant information to the owner before next flight.

**Completion instructions:**

Use English or the official language of the State of registry to fill in the form.

1. Identify the SC/SR with a unique number and reference this number in the aircraft log-book.
2. Specify the applicable EASA CS-STAN chapter including revision (e.g. CS-SCxxx or CS-SRxxx) & title. Provide also a short description.
3. Identify the aircraft (a/c) registration, serial number and type.
4. List the parts' numbers and description for the parts installed. Refer to an auxiliary document if necessary.
5. Identify affected aircraft manuals.
6. Refer to the documentation developed to support the SC/SR and its embodiment, including design data required by the CS-STAN: design definition, documents recording the showing of compliance with the Certification Specifications or any test result, etc. The documents' references should quote their revision/issue.
7. Identify instructions for continuing airworthiness that need to be considered for the aircraft maintenance program review.
8. To be used as deemed necessary by the installer.
- 9a. Standard changes are changes to a type design:
  1. in relation to:
    - (i) aeroplanes of 5 700 kg Maximum Take-Off Mass (MTOM) or less;
    - (ii) rotorcraft of 3 175 kg MTOM or less;
    - (iii) sailplanes, powered sailplanes, balloons and airships, as defined in ELA1 or ELA2,
  2. that follow design data included in certification specifications issued by the Agency, containing acceptable methods, techniques and practices for carrying out and identifying standard changes, the associated instructions for continuing airworthiness; and
  3. that are not in conflict with TC holders data.
- 9b. Standard repairs are repairs:
  - 1) in relation to:
    - (i) aeroplanes of 5 700 kg Maximum Take-Off Mass (MTOM) or less;
    - (ii) rotorcraft of 3 175 kg MTOM or less;
    - (iii) sailplanes and powered sailplanes, balloons and airships as defined in ELA1 or ELA2.
  - (2) that follow design data included in certification specifications issued by the Agency, containing acceptable methods, techniques and practices for carrying out and identifying standard repairs, including the associated instructions for continuing airworthiness; and
  - 3) that are not in conflict with TC holders data.

10. and 12. Self-explanatory.

11. Give full name details and certificate reference (of the natural or legal person) used for issuing the aircraft release to service.

**ELA1 means:**

ELA1 aircraft means the following manned European Light Aircraft:

- an airplane with a Maximum Take-off Mass (MTOM) of 1 200 kg or less that is not classified as complex motor-powered aircraft
- a sailplane or powered sailplane of 1 200 kg MTOM or less
- a balloon with a maximum design lifting gas or hot air volume of not more than 3 400 m<sup>3</sup> for hot air balloons, 1 050 m<sup>3</sup> for gas balloons, 300 m<sup>3</sup> for tethered gas balloons
- an airship designed for not more than 4 occupants and a maximum design lifting gas or hot air volume of not more than 3 400 m<sup>3</sup> for hot air airships and 1 000 m<sup>3</sup> for gas airships

**ELA2 means:**

ELA2 aircraft means the following manned European Light Aircraft:

- an airplane with a Maximum Take-off Mass (MTOM) of 2 000 kg or less that is not classified as complex motor-powered aircraft
- a sailplane or powered sailplane of 2 000 kg MTOM or less
- a balloon
- a hot air airship
- a gas airship complying with all of the following characteristics:
  - 3% maximum static heaviness
  - Non-vectored thrust (except reverse thrust)
  - Conventional and simple design of: structure, control system and ballonnet system
  - Non-power assisted controls
- a Very Light Rotorcraft