

**Proposed Special Condition – Airworthiness standards for a third seat on a CS-VLA aeroplanes.
Applicable to Issoire Aviation APM30**

1. Introductory note :

The hereby presented Special Condition shall be subject to public consultation, in accordance with EASA Management Board decision 02/04 dated 30 March 2004, Article 3 (2.) of which states:

“2. Deviations from the applicable airworthiness codes, environmental protection certification specifications and/or acceptable means of compliance with Part 21, as well as important special conditions and equivalent safety findings, shall be submitted to the panel of experts and be subject to a public consultation of at least 3 weeks, except if they have been previously agreed and published in the Official Publication of the Agency. The final decision shall be published in the Official Publication of the Agency.”

2. Background :

a. Identification of issue

The Issoire Aviation APM 30 is a CS-VLA aeroplane. The certification of this aircraft is currently under way. The certification basis of this aircraft is based on the CS-VLA Original Issue.

The APM 30 will be a three seater.

According to the CS-VLA 1, this airworthiness code is applicable to aeroplanes having not more than two seats. In accordance with Part 21A16B(a)(2), the EASA team considers that there is a need to define a special condition.

The Special Conditions provided in the CRI A2 are proposed for application to the Issoire Aviation APM30.

b. EASA position

The Special Conditions VLA.1 and AMC VLA.23 provided in the CRI A2 are proposed for application to Issoire Aviation APM30 certification.

Current CS-VLA requirements, i.e stalling speed (lower than 45 knots) and Maximum Take-Off Weight (lower than 750 kg) limitations are applicable to the APM30. Therefore, considering Emergency Landing Dynamic Conditions, there is not any increased amount of kinetic energy.

Nevertheless, the new fuselage load distribution due to the third seat should be considered in accordance with the CS-VLA assuming occupant's weight of 86 kg.

These proposed Special Conditions cover certification of the APM30 with three seats :

In lieu of the requirements of the CS VLA.1, it must be stated “This airworthiness code is applicable to aeroplanes with a single engine (spark- or compression-ignition) having not more than three seats, with a Maximum Certificated Take-off Weight of not more than 750 kg and a stalling speed in the landing configuration of not more than 83 km/h”.

In lieu of the acceptable means of compliance of CS-VLA 23, the centre of gravity range within which the aeroplane may be operated safely without the use of removable ballast should not be less than that which corresponds to an occupant weight of 55 kg to 258 kg.

Considering above mentioned, EASA accepts the Special Condition to certify the CS-VLA APM30 with three seats.