CS-VLA AMENDMENT 1 - CHANGE INFORMATION

Certification Specifications (CS) are used for establishing the certification basis for applications made after the date of entry into force of a CS including any amendments. Since the complete text of a CS, including any amendments to it, is relevant for establishing the certification basis, the Agency has decided to issue and publish all amendments to CS's as consolidated documents instead of issuing and publishing only the amended text.

Consequently, except for a note "Amdt. VLA/1" under the amended paragraph, the consolidated text of CS-VLA does not allow readers to see the detailed changes introduced by the new amendment. This change information document has been created to allow readers to see these detailed changes. The same format as for publication of Notices of Proposed Amendments has been used to show the changes:

1. text not affected by the new amendment remains the same: unchanged
2. deleted text is shown with a strike through: ~~deleted~~
3. new text is highlighted with grey shading: new
4. ....
   Indicates that remaining text is unchanged in front of or following the reflected amendment.
   ....

CS-VLA BOOK 1 – AIRWORTHINESS CODE

SUBPART D - DESIGN AND CONSTRUCTION

1 Amend CS-VLA 783 by deleting sub-paragraph (a)

CS-VLA 783 Exits

~~(a) The aeroplane must be so designed that unimpeded and rapid escape is possible in any normal and crash attitude excluding turnover.~~

~~(b)~~ No exit may be located with respect to any propeller disc so as to endanger persons using that exit.

2 Amend CS-VLA 807 by adding sub-paragraph (a) and amending sub-paragraph (b)

CS-VLA 807 Emergency exits

(a) The aeroplane must be so designed that unimpeded and rapid escape is possible in any normal and crash attitude. (See AMC VLA 807(a))

(b) ~~Where exits are provided to achieve compliance with CSVLA 783 (a),~~The opening system must be designed for simple and easy operation. It must function rapidly and be designed so that it can be operated by each occupant strapped in his seat, and also from outside the cockpit. Reasonable provisions must be provided to prevent jamming by fuselage deformation.

CS-VLA BOOK 2 - ACCEPTABLE MEANS OF COMPLIANCE (AMC)

3 Add a new AMC VLA.807(a): Emergency Exits

AMC VLA 807(a)
Emergency Exits

Unless it is determined that a design is not susceptible to turnover, the inverted position (turnover) should be considered probable. If escape in an inverted position is not obvious or is questionable, provisions should be made in the basic aircraft design to allow the occupants to make a rapid escape from a turnover position. This may include the design of the emergency exit or fuselage, the use of materials which are readily breakable or by installing weak points in the fuselage or canopy.

As an alternative to provisions within the basic aircraft design, it is acceptable to install qualified escape equipment (e.g. crash axe) that would permit the occupant(s) to make a rapid escape from the inverted position. In order to qualify escape equipment, it must be shown by test or by similarity with previous tests, that the equipment can perform its intended function.