CS-22 AMENDMENT 2 - 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. 22/2" under the amended paragraph, the consolidated text of CS-22 does not allow readers to see the detailed changes introduced by the new amendment. To allow readers to also see these detailed changes this document has been created. 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-22 BOOK 1 – AIRWORTHINESS CODE

SUBPART D – DESIGN AND CONSTRUCTION

1 Amend CS 22.807(a) by adding a reference to new AMC 22.807(a)

CS 22.807 Emergency exit

(a) The cockpit must be so designed that unimpeded and rapid escape in emergency situations during flight and in any normal or crash attitude on the ground is possible with the occupant wearing a parachute. (See AMC 22.807(a))

(b) ...

CS-22 BOOK 2 - ACCEPTABLE MEANS OF COMPLIANCE (AMC)

2 Add a new AMC 22.807(a): Emergency Exits

AMC 22.807(a)
Emergency Exits

When assessing ground escape, the possibility of the aircraft coming to rest in an inverted (turnover) position should be determined.

If it is determined that an aircraft design is not susceptible to turnover, then no further action is necessary. If however turnover remains a distinct possibility 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 such a case, it would not be necessary to consider the wearing of a parachute, as escape could be made more rapid if the occupant(s) released their parachute(s) prior to egress rather than attempt to enlarge an escape opening or risk getting entangled. 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.