EASA

TERMS OF REFERENCE

TOR Nr: VLA.004 **Issue:** 1 **Date:** 31 March 2006

Regulatory reference: CS-VLA

Reference documents: Pre-RIA VLA.004

1.Subject: Exits

2.Problem / Statement of issue and justification; reason for regulatory evolution (regulatory tasks):

Two accidents have been reported in the United Kingdom, where after a crash landing a small aeroplane ended in a turnover position.
Uninjured people on board of these aeroplanes were unable to free themselves from the aeroplane because the canopy configuration did not permit opening in a turnover position.
In combination with additional hazards, such as fire, this would have severely compromised the safety of the people on board.
Especially in the case of VLA, due to the light weight, there is a high probability of being turned over at a crash landing and additional fire hazard due to the engine and fuel in these aeroplanes.
In the present CS-VLA.783 turnover is specifically excluded.
Certification Specifications for Emergency Landing Conditions, Exits and Emergency Exits must be reviewed for the applicable aircraft.

3.Objective:

To assess the appropriateness of amending the certification specifications for small aeroplanes in order to improve the escape possibilities from a turnover attitude. The scope of this task must include aeroplanes within CS-VLA, CS-22 & CS-23 for which this risk exists.

If it is concluded that a change to the certification specifications is justified, a draft amendment must be provided.

4. Specific tasks and interface issues (Deliverables):

- To develop and present to the Agency a full Regulatory Impact Assessment (RIA), with a cost/safety benefit analysis for the options as specified in the preliminary RIA.
- If the Agency decides that an amendment to the certification specifications is required, to deliver a draft EASA NPA, accompanied with proper justification (Explanatory Note), to amend CS-VLA, CS-22 and/or CS-23 to ensure that rapid escape is possible from an aeroplane in any normal and crash attitude including turnover.

5. Working Methods (in addition to the applicable EASA procedures)**:**

A Drafting Group will be used to first draft the RIA and, when rulemaking is justified, to draft a NPA for the applicable certification specifications.

6. Time scale, milestones:

RIA to be presented within one year from tasking the group.

Draft NPA to be completed within 6 months after further tasking by the Agency upon the validation of the above RIA.

EASA DRAFTING GROUP

GROUP COMPOSITION

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Subject:

Exits

Composition:

Members:

Mr. Paul Hatton	EASA, CF Directorate
Mr. Thomas Iacono	DGAC
Mr. Manfred Reichel	Diamond Air Industries GmbH
Mr. Rudolf Schuegraf	Europe Air Sports
Mr. Werner Scholtz	STZ-AFL
Mr. Andreas Winkler	Austrocontrol

Secretary:

Mr. Jürgen Altmann	external expert contracted by EASA