DRAFTING GROUP TASKING FORM

EASA

TERMS OF REFERENCE

TOR Nr: VLR.001

Issue: 1 **Date:** 16 September 2005

Regulatory reference: CS-VLR

Reference documents:

1.Subject:

Applicability of CS-VLR

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

At a late stage in the original development of JAR-VLR (now CS-VLR) the structural safety standards were enhanced to address safety concerns identified during public consultation. These enhancements had the effect of increasing structural weight beyond that originally envisaged and, as a consequence, unduly limited the available weight for other areas of the design. This was seen as penalising to manufacturers and furthermore could reduce safety margins if manufacturers were forced to take non-optimum decisions in order to save weight. This proposal has therefore been initiated as a direct result of introducing the enhanced structural safety standards and is intended to restore the original regulatory intent by increasing the maximum weight limit applicable to this category of rotorcraft.

In addition, safety enhancements are proposed to address fuel tanks and vibration associated with the installation of compression ignition (Diesel) engines into this category of rotorcraft.

The opportunity is also taken in this NPA to address issues which arose in the transposition of JAR-VLR into CS-VLR.

3.Objective:

Issue 1) Expand the current applicability of CS-VLR from its current maximum certified take-off weight limit of 600 kg up to 750 kg.

Issue 2) Include in CS-VLR additional requirements associated with the installation of compression ignition (Diesel) engines. ,

Issue 3) Rectify any issues which arose as a result of the transposition of JAR-VLR into CS-VLR. In particular, review and amend as necessary, material previously reserved for AMC VLR.143.

4. Specific tasks and interface issues (Deliverables):

None.

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

Agency.

6. Time scale, milestones:

NPA to be published 1st quarter of 2006. EASA Decision 1st quarter 2007.