

DEF STAN 00-970 NOTICE OF PROPOSED AMENDMENT (Def Stan 00-970-NPA)

Correction to Emergency Egress Requirements

Stage of Amendment:	Version 1
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Def Stan 00-970 NPA Serial No:	970-2012/13		
Unsatisfactory Report Serial No:	N/A		
MAA Originator:	Rank/Grade C1	Name Braunton	Post Cert-ADS1

Affected Part: (including paragraphs)	Pt 1 section 4 clause 4.22.3 Part 7 Leaflet 307 Part 13 Section 1 Clause 1.6.15
Cross-reference to other relevant amendment proposals or documents:	Pt 1 section 4 clause 4.22

Proposed Issue Date	Issue 10. Jan 2013
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Weblink of where this document can be accessed	http://www.dstan.dii.r.mil.uk/
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ADS Point of Contact details	
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Part 1 (for issue to Regulated Community)

<p>SUMMARY OF PROPOSED AMENDMENT: The requirement for emergency egress timings contains an error which has been tracked back to the reformatting of the standard at issue 1.</p> <p>The requirement for rotorcraft was mistakenly carried over into the fixed wing section.</p> <p>After consideration it has been decided that the error is to be removed. The proposed change as shown at Annex A will clearly define the requirements for all classes of fixed wing aircraft.</p>

Change:
Impact Assessment: No financial impact. Acceptance/ratification of this NPA will result in a more realistic requirement for fixed wing aircraft. It will also align with the civil requirement which is considered in this instance deemed fully acceptable for aircraft operating under the MAR.
Risk Assessment:
Courses of Action. Option 1. Do nothing. The error will remain. Resulting in an unrealistic and potentially unreliable requirement within the standard. Option 2. Introduce the changes as detailed in Annex A.
Preferred Course of Action. Option 2
Benefits and Costs
Post Implementation Review
Consultation period ends: Please return all comments back to the MAA ADS team no later than 17 th Dec 2012. Silent reporting procedures apply. The consultation period for this proposed amendment ends on the stated date. Please send your feedback via email to MAA-Cert-ADS group@mod.uk.

Part 2 (for MAA internal use)

Log of Comments (to be completed once the consultation period has ended).

Comment reference	Date	From (name)	Post	Précis or Topic of Comment	MAA Response

Recap of Proposal: *A short summary of the proposal amendment including what changes were incorporated following the consultation period.*

Recommendation. *This section will be completed once all the comments have been received. The recommendation is for the relevant Head of Division to approve the proposal.*

Approval. *This section will detail exactly what has been approved and by whom, and confirm the date for the amendment to be incorporated as well as the date the NPA should be reviewed to determine what the effects of the amendment were in terms of meeting the objective of the change, if there were any unintended consequences and establishing whether the estimated costs were correct.*

Accepted changes will be authorised at the following levels:

- Changes requiring retrospective mandate: 2 *
- Changes not requiring retrospective mandate but having an engineering impact:
1*
- Changes deemed as administrative only: Authorized C1 or Equivalent.

Approved by:

Signature	
Name	
Rank/Grade	
Post	
Date signed	
Date for amendment to be incorporated	
Date for NPA review to take place	

Part 3 - NOTIFICATION OF AUTHORIZED AMENDMENT (Def Stan 00-970 NAA)

Document Part:		Sub-Part	
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Unsatisfactory Report Reference		NPA Reference	
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Originator		Date	
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Amendment to be Incorporated on	XX/XXX/XX
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INTRODUCTION

AUTHORIZED AMENDMENT

FURTHER ACTION

APPROVAL

This Def Stan 00-970 NPA has been approved by the xxxx on behalf of DG MAA

INCORPORATION

The amendment will be incorporated in....

Signed (IAW with part 2).

for DG MAA

Annex A. Proposed Change:

Original Text		
Part 1 Section 4		
DESIGN FOR CRASH LANDING, DITCHING AND PRECAUTIONARY ALIGHTING ON WATER		
EVACUATION		
4.22.3 It shall be possible to evacuate the aeroplane through half the available exits in 30 seconds or within flotation time whichever is less, whatever the attitude of the aeroplane in the water.	Provision shall be made for rapid evacuation after either crash landing or ditching. In deciding the position, sizes and number of emergency exits, consideration shall be given to: <ul style="list-style-type: none"> (a) stability of the aeroplane on the water after ditching or a precautionary alighting on water, (b) availability of the exits for use after the emergency, (c) the effect of overturning (category B and C aeroplanes only), (d) the flotation time after ditching. 	See also 4.23.
Part 13 Section 1		
ESCAPE FROM AEROPLANE ON THE GROUND		
1.6.15.8. For transport aeroplanes having seating capacity of more than 44 passengers, it shall be demonstrated in accordance with JAR 25-803 that a full complement of crew and passengers can be evacuated from the aeroplane to the ground within 90 seconds.	For other types of aeroplane it shall be demonstrated that escape of the maximum number of occupants is achievable within a time to be specified by the Project Team Leader.	

Part 7

LEAFLET 307

2. DESIGN FOR CRASH LANDING AND DITCHING

2.1 EVACUATION (See also Leaflet 102)

2.1.1 It shall be possible to evacuate the rotorcraft through half the available exits in 30 seconds or within flotation time whichever is less and whatever the attitude of the rotorcraft in the water.

2.1.2 Provision shall be made for rapid evacuation after either crash landing or ditching. In deciding the sizes and number of emergency exits, consideration shall be given to:

- a) stability of the rotorcraft on the water after ditching or a precautionary alighting on water,
- b) availability of the exits for use after the emergency,
- c) the effect of roll-over following a crash landing,
- d) the flotation time after ditching.

Proposed New Text		
Part 1 Section 4		
DESIGN FOR CRASH LANDING, DITCHING AND PRECAUTIONARY ALIGHTING ON WATER		
EVACUATION		
<p>4.22.3 It shall be possible to evacuate Cat A Aircraft through the available exits in 30 seconds or within flotation time whichever is less, whatever the attitude of the aeroplane in the water.</p> <p>For Cat B and C Aircraft see Part 13, Section 1, Clause 1.6.15.9</p>	<p>Provision shall be made for rapid evacuation after either crash landing or ditching. In deciding the position, sizes and number of emergency exits, consideration shall be given to:</p> <ul style="list-style-type: none"> (a) stability of the aeroplane on the water after ditching or a precautionary alighting on water, (b) availability of the exits for use after the emergency, (c) the flotation time after ditching. 	<p>See also 4.23.</p>
Part 13 Section 1		
ESCAPE FROM THE AEROPLANE ON THE GROUND		
<p>1.6.15.8. For Cat B and C Aircraft it shall be demonstrated in accordance with CS 25-803 and CS-23-803 that a full complement of crew and passengers can be evacuated from the aeroplane to the ground within 90 seconds.</p>		
ESCAPE FROM THE AEROPLANE ON WATER		
<p>1.6.15.9 For Cat B and C Aircraft it must be shown that, under reasonably probable water conditions, the flotation time and trim of the aeroplane will allow the occupants to leave the aeroplane and enter the provisioned life rafts. If compliance with this provision is shown by buoyancy and trim computations, appropriate</p>		

<p>allowances must be made for probable structural damage and leakage. If the aeroplane has fuel tanks (with fuel jettisoning provisions) that can reasonably be expected to withstand a ditching without leakage, the jettisonable volume of fuel may be considered as buoyancy volume.</p>		
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Part 7

LEAFLET 307

2. DESIGN FOR CRASH LANDING AND DITCHING

2.1 EVACUATION (See also Leaflet 102)

2.1.1 It shall be possible to evacuate the rotorcraft through half the available exits in 30 seconds or within flotation time whichever is less and whatever the attitude of the rotorcraft in the water. (The Applicant may apply for this requirement to be waived if the intended usage does not require the aircraft to spend protracted periods of its operation over water)

2.1.2 Provision shall be made for rapid evacuation after either crash landing or ditching. In deciding the sizes and number of emergency exits, consideration shall be given to:

- a) stability of the rotorcraft on the water after ditching or a precautionary alighting on water,
- b) availability of the exits for use after the emergency,
- c) the effect of roll-over following a crash landing,
- d) the flotation time after ditching.