

Executive Director Decision

2021/010/R

of 14 June 2021

issuing the following:

**Amendment 8 to the Certification Specifications and Acceptable Means of Compliance
for Small Rotorcraft**

‘CS-27 — Amendment 8’

and

**Amendment 9 to the Certification Specifications and Acceptable Means of Compliance
for Large Rotorcraft**

‘CS-29 — Amendment 9’

‘Installation and maintenance of recorders — certification aspects’

‘Human factors in rotorcraft design’

THE EXECUTIVE DIRECTOR OF THE EUROPEAN UNION AVIATION SAFETY AGENCY (EASA),

Having regard to Regulation (EU) 2018/1139¹, and in particular Article 104(3)(a) thereof,

Having regard to Regulation (EU) No 748/2012², in particular point 21.A.16A of Annex I (Part 21) thereto,

Whereas:

- (1) EASA shall, pursuant to Article 76(3) of Regulation (EU) 2018/1139, issue certification specifications and acceptable means of compliance, as well as guidance material, for the application of Regulation (EU) 2018/1139 and of the delegated and implementing acts adopted on the basis thereof.

¹ Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.8.2018, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1535612134845&uri=CELEX:32018R1139>).

² Commission Regulation (EU) No 748/2012 of 3 August 2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations (OJ L 224, 21.8.2012, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1557922660928&uri=CELEX:32012R0748>).

- (2) Certification specifications are non-binding technical standards issued by EASA which indicate the means to demonstrate compliance with Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof, and which can be used by organisations for the purpose of certification.
- (3) Acceptable means of compliance are non-binding standards issued by EASA which may be used by persons and organisations to demonstrate compliance with Regulation (EU) 2018/1139 and the delegated and implementing acts adopted on the basis thereof, or with the certification specifications.
- (4) With Decision No. 2003/16/RM of 14 November 2003, the Executive Director issued certification specifications, including airworthiness codes and acceptable means of compliance, for large rotorcraft (CS-29 — Initial issue).
- (5) EASA shall, pursuant to Article 4(1)(a) of Regulation (EU) 2018/1139, reflect the state of the art and the best practices in the field of aviation and update its decisions taking into account worldwide aviation experience and scientific and technical progress in the respective fields.
- (6) EASA has identified the need to enhance and modernise the certification specifications and acceptable means of compliance for the installation of flight recorders on large rotorcraft.

CS-29 is therefore amended to address the following items (Phase 2 of rulemaking task RMT.0249 (MDM.051)):

(a) Data link recording

New certification specifications and acceptable means of compliance have been established for the installation of flight data recorders performing data link recording.

(b) The serviceability of flight recorders

In order to improve the serviceability of flight recorders, new paragraphs have been established in the acceptable means of compliance for flight recorders explaining what kinds of failures should be addressed by the applicants when developing the instructions for continued airworthiness (ICAs).

(c) The quality of cockpit voice recorder recordings

In order to improve the quality of cockpit voice recorders, a new paragraph has been established in the acceptable means of compliance to explain how applicants should evaluate cockpit voice recorder recordings. The certification specifications for cockpit voice recorders have also been amended to allow the use of more than four channels.

- (7) EASA has identified the need to ensure that human factors (HFs) are systematically considered during the design and certification process of rotorcraft cockpits. CS-27 and CS-29 are therefore amended to introduce certification specifications for the HFs assessment of all the installed equipment intended for use by flight crew members (RMT.0713).



- (8) EASA, pursuant to Article 115(1)(c) of Regulation (EU) 2018/1139 and Articles 6(3), 7 and 8 of the EASA Rulemaking Procedure³, has widely consulted the interested parties on the matters which are the subject of this Decision, and has provided thereafter a written response to the comments received⁴,

HAS DECIDED:

Article 1

Annex I to this Decision is issued as Amendment 8 to the Certification Specifications, Acceptable Means of Compliance and Guidance Material for Small Rotorcraft (CS-27).

Article 2

Annex II to this Decision is issued as Amendment 9 to the Certification Specifications, Acceptable Means of Compliance and Guidance Material for Large Rotorcraft (CS-29).

Article 3

This Decision shall enter into force on the day following that of its publication in the Official Publication of EASA.

Cologne, 14 June 2021

*For the European Union Aviation Safety Agency
The Executive Director*

Patrick KY

³ EASA Management Board (MB) Decision No 18-2015 of 15 December 2015 replacing Decision 01/2012 concerning the procedure to be applied by the Agency for the issuing of opinions, certification specifications, acceptable means of compliance and guidance material ('Rulemaking Procedure') (<http://www.easa.europa.eu/system/files/dfu/EASA%20MB%20Decision%2018-2015%20on%20Rulemaking%20Procedure.pdf>).

⁴ Refer to the CRD to NPA 2019-11 'Human factors in rotorcraft design', which is available at <http://easa.europa.eu/document-library/comment-response-documents>.

