



ROTORCRAFT AMC REVISION — 2012

TERMS OF REFERENCE

Task Nr:	FAA: EASA: 27&29.029
Issue:	1
Date:	20 October 2010
Regulatory reference:	— FAR Part 27&29 — EASA CS-VLR, CS-27 & CS-29
Reference documents:	— ACPLAN-FAA-EASA — AC 27/29 Schedule – dated 12/05/2010 and subsequent updates — FAA: — EASA: ToR 27&29.029

1. Subject: AMC Revision 2012 (Flight Sub-group)
2. Problem/statement of issue and justification; reason for regulatory evolution (regulatory tasks): Experience has shown that problems can arise during certification programmes due to insufficient guidance in applying the rules. This can lead to the need for Authorities to raise CRIs/Issue papers to resolve the issues. Furthermore, the applicant may incur additional costs if further substantiation is required and may result in timescale delays. Revising and updating rotorcraft AC will benefit future applicants by ensuring that certification experience and lessons learnt are documented and that rules are applied consistently.
3. Objective: The aim of this task is to develop and maintain AC related to the Flight Area that have been found during certification activities to be incomplete, misleading, outdated or do not reflect accepted certification practice.

4. Specific tasks and interface issues (Deliverables):

Specific tasks to be addressed include the following:

<i>Change proposal</i>	<i>Affected paragraph</i>	<i>Title</i>
FAA F01	AC 27&29.771	Pilot fatigue
EASA 4	AC 27&29.143	Pilot reaction time following AFCS failure
FAA F02	AC Subpart B	OEI Power
FAA F03	AC Subpart B	AFCS Failure modes
FAA F06		Single pilot ops.
EASA 7	AC Appendix B	Criteria for IFR flight
FAA F07	AC Appendix B	Pilot reaction time following AFCS failure
EASA 2	AC 27&29.1329	Autopilot malfunction evaluation
FAA F08	AC 27&29.955A	Auxiliary fuel indicator
FAA F09	AC Appendix B	Vmini
FAA F10	AC Subpart F	Instrument markings
FAA F11/F13	AC 27&29.939	Cat A test and validation/FADEC training mode
EC24	New MG	Engine failure training mode
EASA 23	AC 27&29.939	Turbine engine operating characteristics
FAA F12	AC Subpart B	Performance (H-V charts)
FAA M05	AC Appendix B	AFCS for IFR
EASA 18	AC 27&29.143 AC 27/29.695	Maximum pilot control forces
EC8b	AC 29.1419	Ice protection

During the course of the working group's tasking, other issues that arise and are within the capability of the group may be addressed, provided that the deadlines are respected. Any significant items that arise which require extensive resources should be notified and agreed with the FAA/EASA focal points prior to work commencing.

5. Working methods (in addition to the applicable Agency procedures):

Sub-groups will work according to the agreed FAA/EASA working arrangement for this task and to the timescale contained within the accompanying schedule.

Sub-groups will report to the assigned FAA/EASA focal points for this task.

6. Time scale, milestones:

Draft AC proposals (in the correct format) to be developed by **11 March 2011**.