European Union Aviation Safety Agency

# Helicopter operations

## Do additional equipment for HEC (ropes, harnesses) now require an airworthiness approval?

**Answer**

*Reference: AMC1 SPO.SPEC.HEC.100*

*AMC3 27.865; AMC3 29.865*

The deletion of paragraph (c)(3) of AMC1 SPO.SPEC.HEC.100 was made in anticipation of a change in SPO.SPEC.HEC.105, as proposed in Opinion 04/2017. Paragraph (c)(3) was identical to the current paragraph (c)(3) of AMC1 SPO.SPEC.HESLO.100.

The proposed changes in the rules are consistent with the current certification memorandum on Personnel carrying device systems (PCDS) and also consistent with the latest amendments to CS 27/29, by not requiring airworthiness approvals for simple PCDS.

Ropes, nets and harnesses may still be manufactured according to officially recognised standards. The acceptable means of compliance no longer explicitly says so, but the situation hasn’t changed.

**Last updated:**
12/10/2018

**Link:**
https://www.easa.europa.eu/en/faq/48795

## How do I train the pilots if I plan to operate HEC with a video camera and no mirrors / bubble window?

**Answer**

*Reference: SPO.SPEC.HEC.105; AMC1 SPO.SPEC.HEC.100, paragraph (d)(5)(i)(C)*

You use the camera during HEC training. You don’t need to install a mirror or bubble window for the training unless you plan to operate with them. The AMC doesn’t override the rule.

**Last updated:**
12/10/2018

**Link:**
https://www.easa.europa.eu/en/faq/48796

## Which standards are applicable to Helicopter terrain awareness systems (HTAWS)?

**Answer**

*Reference: SPA.HOFO.160(c)*

HTAWS are currently mandated under SPA.HOFO.160(c), which requires HTAWS to ‘meet the requirements for class A equipment as specified in an acceptable standard’.

The only defined standards for H-TAWS are TSO-C194 and ETSO-C194, which both refer to Radio Technical Commission for Aeronautics (RTCA) document DO-309. Any H-TAWS meeting these standards, or coming with improved features, is acceptable.

UK CAP 1519 specifications are considered to introduce improvements to the existing standards. They are designed to reduce false warnings. They also introduce Helicopter Flight Envelope Warnings (H-FEWs) in addition to basic HTAWS functions. A CAP 1519 compliant HTAWS is therefore acceptable.

The HTAWS rulemaking task (RMT.708) may change the requirements for HTAWS in the future.

**Last updated:**
12/10/2018

**Link:**
https://www.easa.europa.eu/en/faq/48797