

## Executive Director Decision

**2018/007/R**

**of 14 June 2018**

**amending the Certification Specifications and Acceptable Means of Compliance for Small Rotorcraft**

**‘CS-27 Amendment 5’**

**and**

**amending the Certification Specifications and Acceptable Means of Compliance for Large Rotorcraft**

**‘CS-29 Amendment 5’**

THE EXECUTIVE DIRECTOR OF THE EUROPEAN AVIATION SAFETY AGENCY,

Having regard to Regulation (EC) No 216/2008<sup>1</sup>, and in particular Article 38(3)(a) thereof,

Having regard to Regulation (EU) No 748/2012<sup>2</sup>, and in particular point 21.A.16A of the Annex (Part-21) thereto,

Whereas:

- (1) EASA shall, pursuant to Article 18(c) of Regulation (EC) No 216/2008, issue certification specifications and acceptable means of compliance, as well as guidance material, for the application of Regulation (EC) No 216/2008 and its implementing rules.
- (2) Certification specifications are non-binding technical standards adopted by EASA which indicate the means to demonstrate compliance with Regulation (EC) No 216/2008 and its implementing rules and which can be used by organisations for the purpose of certification.

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<sup>1</sup> Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC (OJ L 79, 19.3.2008, p. 1).

<sup>2</sup> 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).

- (3) Acceptable means of compliance are non-binding standards adopted by EASA which may be used by persons and organisations to demonstrate compliance with Regulation (EC) No 216/2008 and its implementing rules; when acceptable means of compliance are complied with, the related requirements of the implementing rules or the certification specifications are met.
- (4) With Decision 2003/15/RM of 14 November 2003, the Executive Director issued Certification Specifications, including Acceptable Means of Compliance, for small rotorcraft (CS-27 — Initial issue).
- (5) With Decision 2003/16/RM of 14 November 2003, the Executive Director issued Certification Specifications, including Acceptable Means of Compliance, for large rotorcraft (CS-29 — Initial issue).
- (6) EASA shall, pursuant to Article 19(2) of Regulation (EC) No 216/2008, reflect the state of the art and the best practices in the fields concerned and update its decisions taking into account worldwide aircraft experience in service, and scientific and technical progress.
- (7) Service experience has shown that helicopter ditching/water impact events can lead to avoidable loss of life. EASA has identified the need to improve the probability of occupant escape and survivability in the event of a helicopter ditching or water impact, which can also lead to a capsized. Enhanced design standards have been developed to both reduce the likelihood of capsized and further improve the ability of occupants to escape and survive.
- (8) EASA has identified an opportunity to improve efficiency whilst maintaining safety through the clarification of the certification specifications (CSs) for external loads that are applicable to personnel-carrying device systems (PCDSs) by clearly differentiating between simple and complex PCDSs, and stating that only complex PCDSs require certification.
- (9) EASA has identified the need to improve the certification and development testing specifications for rotorcraft gearboxes in the event of a 'loss of lubrication' and to improve the safety assessment of gearbox lubrication systems. A maximum period of continued operation will be substantiated which will be included in the rotorcraft flight manual (RFM).
- (10) EASA, pursuant to Article 52(1)(c) of Regulation (EC) No 216/2008 and Articles 6(3), 7 and 8 of the EASA Rulemaking Procedure<sup>3</sup>, has widely consulted interested parties on the matters of helicopter ditching/water impact and testing specifications for rotorcraft gearboxes and has provided thereafter a written response to the comments received<sup>4</sup>. For the certification specifications for external loads, EASA has utilised Article 16 'Special rulemaking procedure: accelerated procedure' of the EASA Rulemaking Procedure and consulted interested parties through consultation of the Advisory Bodies,

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<sup>3</sup> 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') (<https://www.easa.europa.eu/sites/default/files/dfu/EASA%20MB%20Decision%2018-2015%20on%20Rulemaking%20Procedure.pdf>).

<sup>4</sup> <http://easa.europa.eu/document-library/comment-response-documents>



HAS DECIDED:

**Article 1**

Annex I to this Decision is adopted as Amendment 5 to the Certification Specifications and Acceptable Means of Compliance for Small Rotorcraft (CS-27).

**Article 2**

Annex II to this Decision is adopted as Amendment 5 to the Certification Specifications and Acceptable Means of Compliance 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 2018.

*For the European Aviation Safety Agency  
The Executive Director*

Patrick KY

