

Executive Director Decision

2023/001/R

of 27 January 2023

issuing the following:

Amendment 10 to the Certification Specifications, Acceptable Means of Compliance and Guidance Material for Small Rotorcraft (CS-27)

'CS-27 — Amendment 10'

Amendment 10 to the Certification Specifications, Acceptable Means of Compliance and Guidance Material for Large Rotorcraft (CS-29)

'CS-29 — Amendment 11'

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'Enhancement of the safety assessment processes for rotorcraft designs'

and

'Regular update of the Certification Specifications for Small Rotorcraft (CS-27), and Large Rotorcraft (CS-29)'

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

Having regard to Regulation (EU) 2018/1139¹, and in particular Articles 76(3) and 104(3)(a) thereof,

Whereas:

- (1) Certification specifications are non-binding technical standards issued by EASA, which indicate the means to demonstrate compliance with Regulation (EU) 2018/1139 and with the delegated and implementing acts adopted on the basis thereof, and which are used by persons and organisations for the purpose of certification.
- (2) Acceptable means of compliance are non-binding standards issued by EASA, which are used by persons and organisations to show compliance with Regulation (EU) 2018/1139 and with the delegated and implementing acts adopted on the basis thereof or with the certification specifications.

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>).

- (3) With Decision No. 2003/15/RM of 14 November 2003, the Executive Director issued certification specifications for small rotorcraft (CS-27 — Initial issue).
- (4) With Decision No. 2003/16/RM of 14 November 2003, the Executive Director issued certification specifications 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 for greater proportionality in the safety objectives for small CS-27 rotorcraft in order to promote and enable the installation of equipment and systems that could improve the overall safety of rotorcraft operations.
- (7) EASA strives to maintain regulatory alignment and harmonisation of certification specifications with partner certification authorities such as the Federal Aviation Administration (FAA) in order to minimise differences and the need for additional validation activities.
- (8) EASA, pursuant to Article 115(1)(c) of Regulation (EU) 2018/1139 and Article 6 of the EASA Rulemaking Procedure², widely consulted the interested parties on the content of this Decision, and provided thereafter a written response to the comments received through the consultation³,

HAS DECIDED:

Article 1

Annex I to this Decision is issued as Amendment 10 to the Certification Specifications and Acceptable Means of Compliance for Small Rotorcraft (CS-27).

Article 2

Annex II to this Decision is issued as Amendment 11 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 of its publication in the Official Publication of EASA.

Cologne,

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

Patrick KY

² EASA is bound to follow a structured rulemaking process as required by Article 115(1) of Regulation (EU) 2018/1139. Such a process has been adopted by the EASA Management Board (MB) and is referred to as the 'Rulemaking Procedure'. See MB Decision No 01-2022 of 2 May 2022 on the procedure to be applied by EASA for the issuing of opinions, certification specifications and other detailed specifications, acceptable means of compliance and guidance material ('Rulemaking Procedure'), and repealing Management Board Decision No 18-2015 (<https://www.easa.europa.eu/the-agency/management-board/decisions/easa-mb-decision-01-2022-rulemaking-procedure-repealing-mb>).

³ <http://easa.europa.eu/document-library/comment-response-documents>