

Executive Director Decision

2024/011/R

of 13 December 2024

terminating RMT.0726

‘Termination of RMT.0726 “Rotorcraft occupant safety in the event of a bird strike”

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) EASA issued ED Decision 2021/016/R² on 17 December 2021 that introduced certification specification CS 27.631 in CS-27 (Small Rotorcraft) and related acceptable means of compliance (AMC) to ensure that a safe landing can be performed following a bird strike on the windshield of newly designed, small rotorcraft with six or more passenger seats. That ED Decision also introduced AMC to support the application of the existing bird strike certification specification CS 29.631 in CS-29 (Large Rotorcraft).
- (2) EASA has assessed the necessity for a rulemaking task for the retroactive application of bird strike requirements to existing rotorcraft fleets and to the future production of already type-certified rotorcraft. The assessment concluded that such a retroactive application would not be proportionate. It would have a significant economic impact on aviation industry and there would not be a practicable technical solution as regards retrofit for some rotorcraft.
- (3) While the certification specifications for newly designed rotorcraft provide for some safety benefit, the retroactive application of the related bird strike requirements would not provide for such a benefit in terms of a potential reduction of fatal accidents.
- (4) EASA issued Safety Information Bulletin (SIB) 2021-07 on Bird Strike Risk Mitigation in Rotorcraft Operations³ on 19 April 2021 to recommend procedures that would help decrease the risk of a bird strike or, should a bird strike occur, mitigate the consequences.

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) (<http://data.europa.eu/eli/reg/2018/1139/oj>).

² [ED Decision 2021/016/R - Rotorcraft chip detection systems and Rotorcraft occupant safety in the event of a bird strike | EASA](#)

³ [EASA Safety Publications Tool](#)

- (5) EASA has concluded that no further rulemaking activity is necessary, and that rulemaking task RMT.0726 should be terminated,

HAS DECIDED:

Article 1

Rulemaking task RMT.0726 'Rotorcraft occupant safety in the event of a bird strike' is hereby terminated without the issue of an opinion proposing amendments to Commission Regulation (EU) 2015/640⁴.

Article 2

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

Cologne, 13 December 2024

For the European Union Aviation Safety Agency

The Executive Director

Florian GUILLERMET

⁴ Commission Regulation (EU) 2015/640 of 23 April 2015 on additional airworthiness specifications for a given type of operations and amending Regulation (EU) No 965/2012 (OJ L 106, 24.4.2015, p. 18) (<http://data.europa.eu/eli/reg/2015/640/oj>).

