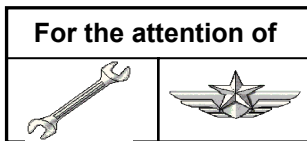


Information Notice

SUBJECT: GENERAL

Helicopter ditching and water impact occupant survivability: Impact of CS-26 Issue 4 regulation changes on AH fleet



AIRCRAFT CONCERNED	Version(s)	
	Civil	Military
AS365	N3	
EC155	B, B1	
EC225	LP	
AS332	C, C1, L, L1	
EC175	B	
H160	B	
MBB-BK117	A-1, A-3, A-4, B-1, B-2, C-1, C-2, C-2e, D-2, D-2m, D-3, D-3m	D-2m, D-3m
EC135	T1, T2, T2+, T3, P1, P2, P2+, P3, EC635 T1, EC635 T2+, EC635 T3, EC635 P2+, EC635 P3, T3H, P3H, EC635 T3H, EC635 P3H	

No. 3917-I-00

1- Introduction:

The intention of this Information Notice is to give information on the regulation changes resulting from the outcome of the EASA rulemaking task RMT.0120 dealing with “Helicopter ditching and water impact occupant survivability” and the impact on the Airbus Helicopters (AH) fleet operating under EASA regulation.

RMT.0120 resulted in:

- An update of the Certification Specifications for Small Rotorcraft (CS-27) and Large Rotorcraft (CS-29) to introduce new specifications for rotorcraft intended to be used for offshore operations (defined as operations that routinely have a substantial proportion of the flight conducted over sea areas to or from offshore locations). The changes in CS-27 and CS-29 are only applicable to future helicopter designs.
- An update of Part-26 and CS-26 issue 4 to make some of those requirements applicable to existing helicopter designs and the in-service helicopter fleet operated under EASA regulation.

As PART-26 deals with additional airworthiness specifications for operations, operators are responsible for showing compliance with the new ditching requirements called by PART-26 in front of the responsible Authority entitled to monitor their operations.

2- Applicability:

The updated PART-26 introduces additional requirements for offshore operations performed under the operational CAT, NCC, SPO and SPA regulations.

For example, PART-26.410 introduces an additional marking requirement for helicopters, which should be designed for landing on water or certified for ditching in accordance with CAT.IDE.H.320 (a).

CAT.IDE.H.320 (a) is only applicable to helicopters that perform offshore operations in a hostile environment.

The demonstration of compliance with PART-26 can be done by showing compliance with the new CS-27 or CS-29 requirements (refer to figure 1 below).

26.410 Emergency controls operated underwater
Regulation (EU) 2022/1254

Operators of small helicopters and large helicopters that are required, in accordance with point CAT.IDE.H.320(a) of Annex IV to Regulation (EU) No 965/2012, to be designed for landing on water or certified for ditching, shall ensure that all the emergency controls that need to be operated underwater are marked with the method of operation as well as with yellow and black stripes.

CS 26.410 Emergency controls operated underwater
ED Decision 2022/019/R

Compliance with point [26.410](#) of Part-26 is demonstrated by complying with CS 27.1555(d)(2) of CS 27 at Amendment 5 or later, or the equivalent, or CS 29.1555(d)(2) of CS-29 at Amendment 5 or later, or the equivalent respectively.

Figure 1: CS26 Requirement Marking Example

There are specific timelines defined by EASA in Commission Implementing Regulation (EU) 2022/1254 for each of the newly implemented requirements in PART-26 (refer to table 1 provided in appendix 1).

No. 3917-I-00

3- Way Forward:

Operators impacted by these new requirements can contact their usual Airbus Helicopters Technical Support focal point to receive, based on their helicopter configuration, the compliance status with respect to their applicable PART-26 requirements. To do so, a specific technical request must be raised using the Technical Request Management tool available on the Airbus World portal.

If necessary and based on the provided status, the impacted operators will then be able to contact their Authority to request for a possible postponement of the date of compliance with these newly released requirements.

Details relating to the EC135 and BK117 helicopters are under review and will be published as soon as they are available.

No. 3917-I-00

APPENDIX 1

Requirements	Ref. to CS-27/CS-29	Mandatory compliance before
26.410 Emergency controls operated underwater	27.1555 (d)(2) 29.1555 (d)(2)	09 AUG 2023
26.415 Underwater emergency exits	27.0805 (c) 27.0807 (d)(5) 29.0811 (h)(2)	09 AUG 2023
	27.0807 (d)(1) 29.0807 (d)(1)	09 AUG 2023
	27.0805 (c) 27.0807 (b)(2), (d) 29.0805 (c) 29.0807 (d) 29.0809 (c) 29.0811 (h)(1)	09 AUG 2023
26.420 Flight over water emergency equipment	27.1415 (b)(2) 29.1415 (b)(2)	09 AUG 2023
	29.1415 (b)(1) 29.1561 (a), (c)	09 AUG 2023
	27.1587 (b)(3) 29.1587 (c)	09 AUG 2024
26.425 Provisions of substantiated sea conditions	27.1587 (b)(3) 29.1587 (c)	09 AUG 2023
26.430 ¹ Emergency flotation system resistance to damage	27.0801 (c)(1) 29.0801 (c)(1)	09 SEP 2022
26.431 ¹ Determination of the robustness of emergency flotation system designs	27.0801 (c)(1) 29.0801 (c)(1)	09 SEP 2022
	27.0801 (c)(1) 29.0801 (c)(1)	09 SEP 2022
	27.0801 (c)(1) 29.0801 (c)(1)	09 SEP 2022
26.435 Automatic deployment of an emergency flotation system	27.0801 (c)(2)	09 AUG 2024
	29.0801 (c)(2)	09 AUG 2026

Table 1 - Compliance Time Summary

APPENDIX 2

Acronyms:

CAT	Commercial Air Transport
NCC	Non Commercial Complex
SPO	Special Operations
SPA	Operations requiring Specific Approvals (including SPA.HOFO)