

**Subject: Flight Recorders on Small Rotorcraft****Revision:**

This SIB revises EASA SIB 2019-15 dated 19 November 2019.

**Ref. Publications:**

ICAO Annex 6 Part III §4.3.1.2.5, Recommendation, Flight data recorders and aircraft data recording systems.

EASA Notice of Proposed Amendment [2017-03](#) "In-flight recording for light aircraft".

Commission Implementing Regulation [\(EU\) 2019/1387](#) dated 01 August 2019.

[EASA Safety Promotion material](#), Helicopter section.

**Applicability:**

Type Certificate (TC) and Supplemental Type Certificate (STC) holders, owners and operators of rotorcraft subject to Certification Specification CS-27, Joint Aviation Requirements JAR-27, Federal Aviation Regulations FAR-27, or equivalent certification regulations, which do not require to carry a flight recorder by rules for air operations.

**Description:**

Although the EU Airworthiness and Environmental Certification and Air Operations requirements do not require installation of flight recorders on all small rotorcraft, EASA recognises the potential safety enhancement that can be achieved through this equipment. The purpose of this SIB is to promote installation of flight recorders in order to maximise the safety enhancement for the global aviation system.

Different solutions are available, ranging from high performance recorders to more basic recorders. In the context of this SIB a flight recorder is:

- Dedicated for recording data and/or audio and/or images/video;
- Installed on board the helicopter (including removable recorders fitted on fixed provision); and
- Continuously recording from take-off to landing.

A flight recorder may be crash-protected or non-crash protected (lightweight recorder). Crash-protected flight recorders are capable of withstanding very severe crash conditions (i.e. high deceleration and fire), such as those encountered during some accidents of large aeroplanes and large helicopters. Lightweight flight recorders are usually designed to meet less demanding requirements than crash-protected flight recorders, which allows them to be lighter.

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This is information only. Recommendations are not mandatory.



The definition of flight recorders in the frame of this SIB is the widest possible, in order to ensure proportionality across different products and type of operations. Optimum solutions are the ones identified in the AMC to the rules for air operations [\(EU\) 965/2012](#).

As a minimum, recorded data should allow to establish the flight track at any time.

The flight data that can be recorded through the flight recorders is highly beneficial for the following safety aspects:

- Operational fleet management, including training;
- Troubleshooting;
- Data analysis and risk assessment within the (Safety) Management System; and
- Accident/incident investigation.

At this time, the safety concern described in this SIB is not considered to be an unsafe condition that would warrant Airworthiness Directive (AD) action under Regulation (EU) [748/2012](#), Part 21.A.3B.

#### **Recommendation(s):**

EASA recommends all owners and operators of small rotorcraft, registered in the EASA member states, to consider installing a flight data recorder and keep this serviceable through the applicable equipment manufacturer's maintenance instructions.

Additionally, EASA recommends affected TC and STC holders to include installation of a flight recorder as part of the basic rotorcraft configuration or as an option for in-service retrofit, and to timely provide the affected operators with maintenance instructions in order to keep the equipment serviceable.

#### **Contact(s):**

For further information contact the EASA Programming and Continued Airworthiness Information Section, Certification Directorate, E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).

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