



Issued: 7 March 2016

Rotorcraft - Critical Parts Awareness and Training

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	Not primarily affected
Air Traffic:	Not primarily affected
Airspace:	Not primarily affected
Airworthiness:	Part 145, 147, M subpart F and G Organisations that include Rotorcraft in their scope of work
Flight Operations:	Not primarily affected
Licensed/Unlicensed Personnel:	Part 66 B1 and B2 Licensed Engineers maintaining Rotorcraft

1 Introduction

- 1.1 The CAA carried out a Safety Review of offshore public transport helicopter operations in support of the exploitation of oil and gas, which was published in CAP 1145. One of the areas subject to review was Critical Parts; as these must be identified on rotorcraft certified to both CS 27 and CS 29.
- 1.2 CAP 1145 made a recommendation (R24) which stated *“EASA to provide additional guidance material to improve standardisation in the approach to the classification of critical parts to minimise inconsistencies in the instructions for continuing airworthiness and where appropriate to require revisions to existing Instructions for Continued Airworthiness”*.
- 1.3 This review has now been carried out by EASA and the CAA and has determined that staff who are involved in Continuing Airworthiness; Part M Airworthiness Management, Part 145 Maintenance, and Part 147 Maintenance Training should have an awareness of critical parts and the associated procedures that need to be applied to ensure their airworthiness. Critical parts are listed in the Manufacturers’ Instructions for Continued Airworthiness (ICA). These parts can include items such as gearbox components, windshields and yaw control pedal assemblies.

1.4 The EASA AMC refers to FAA Advisory Circulars (AC) AC27-1B, for CS27, and AC29-2C for CS29. The information below is extracted from these ACs and states that the ICA procedures should cover care of critical parts including the following:

- *Contain comprehensive instructions for the maintenance, inspection and overhaul of critical parts and emphasize the importance of these special procedures.*
- *Indicate to operators and overhaulers that unauthorized repairs or modifications to critical parts may have hazardous consequences.*
- *Emphasize the need for careful handling and protection against damage or corrosion during maintenance, overhaul, storage, and transportation and accurate recording and control of service life (if applicable).*
- *Require notification to the manufacturer of any unusual wear or deterioration of critical parts and the return of affected parts for investigation, where appropriate.*

Note: Operators, approved organisations and licenced personnel should report any unusual wear or deterioration of critical parts in accordance with Regulation (EU) No. [376/2014](#). Reports can be submitted through the [Make-a-report](#) portal on the CAA website.

2 Required Actions

2.1 Organisations who provide rotorcraft continuing airworthiness management, maintenance and/or maintenance training must establish processes to ensure that their staff fully understand the information produced by the relevant Type Certificate Holders relating to Critical Parts.

2.2.1 To achieve this objective the following actions are necessary:

- Part M organisations must establish that their staff are competent to manage the airworthiness of Critical Parts using the applicable ICA.
- Part 145 organisations must ensure that their staff fully understand the concept of Critical Parts and how to apply the relevant ICA. This may be addressed through the Part 145 continuation training programme.
- Part 147 organisations must ensure that helicopter type courses include information to explain the concept of Critical Parts and how this is applied through the ICAs applicable to the particular type.
- Independent Licensed Engineers holding Rotorcraft type ratings must ensure that they understand the concept of Critical Parts and how to apply the relevant ICA for each rotorcraft type rating included in the scope of their licence.

3 References

- 1 Regulation (EU) 1321/2014
- 2 EASA CS 27.602
- 3 EASA CS 29.602
- 4 FAA AC27-1B, Change 2
- 5 FAA AC29-2C, Change 2

4 **Queries**

- 4.1 Any queries or further guidance required as a result of this communication should be addressed to:

Airworthiness
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

Telephone: 01293 573890

Email: srgGatwick.RegionalOffice@caa.co.uk

5 **Cancellation**

- 5.1 This Information Notice shall remain in force until further notice.