



Consultation Paper Special Condition SC-IGW27-01 Issue 1

Proposed: Final

Deadline for comments: 24 April 2026

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SUBJECT : CS-27 Approval with MTOW Exceeding 3175kg
(SC-IGW27-01)

REQUIREMENTS incl. Amdt.: 748/2012, CS-27

ASSOCIATED IM/MoC¹: Yes / No

ADVISORY MATERIAL: N/A

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¹ Associated Interpretative Material and/or Means of Compliance may be published for awareness only and they are not subject to public consultation.

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Introductory Note

The UK CAA is undertaking the validation of a major change to type design allowing a CS-27 rotorcraft approved for Category 'A' operations in accordance with CS-27 Appendix C, to operate with a MTOW greater than 3175 kg and less than 3500 kg and with no increase in the maximum number of occupants already approved under CS-27 with a 3175kg MTOW.

In accordance with UK CAA Design and Certification procedures, such SCs shall be assessed by the authority and be subject to a period of public consultation of not less than 2 weeks except if they have been previously agreed and published by the UK CAA.

All interested persons may submit their comments on this Special Condition Proposal online, Special Condition SC-IGW27-01 Consultation.

The consultation period will close on 24 April 2026.

The final decision shall be published by the UK CAA.

Acronyms and Abbreviations

AC	Aircraft
ANO	Air Navigation Order (2016)
CAA	Civil Aviation Authority
CS	Certification Specification
CVR	Cockpit Voice Recorder/
FDR	Flight Data Recorder
HEMS	Helicopter Emergency Medical Services
H TAWS	Helicopter Terrain Avoidance and Warning System
MTOW	Maximum Take Off Weight
Reg	Regulation
RFM	Rotorcraft Flight Manual
SC	Special Condition
TC	Type Certificate
UK	United Kingdom of Great Britain and Northern Ireland

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Identification of Issue

UK CAA have received an application for approval of a CS-27 Helicopter with a Maximum Take-off Weight (MTOW) in excess of 3175 kg. The current requirements of CS-27 do not consider provisions to address helicopters with a MTOW above 3175 kg. The proposed design also introduces equipment that improves the safety of particular operations, limits the number of occupants (to that already approved for the existing CS-27 design with a MTOW of 3175kg) and increases the MTOW by less than 10% of the existing CS-27 maximum limitation.

The proposal for approving this helicopter design at the increased weight is made on the basis that this would allow carriage of additional equipment, provided to enhance mission safety, and additional fuel that would be beneficial for particular types of operation. If it is possible for an applicant to demonstrate that the proposed helicopter design exceeds the airworthiness requirements of CS-27 whilst also providing additional safety provisions for the intended operational role, then this should be considered by UK CAA.

Background

The MTOW limitation for a CS-27 helicopter, as stated in CS-27 is 3175 kg. However, in the case that a certified CS-27 helicopter has a demonstrated physical capability to operate safely above 3175 kg, the UK CAA consider that operation at a higher MTOW may be justified for certain applications in the UK national interest, subject to incorporation of suitable design precautions and mindful of both CS 27 and CS 29 airworthiness safety objectives. For all new helicopter designs with a MTOW of greater than 3175kg, CAA would expect compliance with CS-29. However, where an existing established CS-27 design could be shown to comply with appropriate safety objectives but cannot practically comply with current CS-29 requirements, due to changes in CS-29 introduced since the original certification reference date, then consideration could be given to increasing the MTOW above 3175 kg. Such an agreement would need to consider the extent of the MTOW increase, the number of passengers, the justification of the benefit to the UK, and would be likely result in the introduction of additional safety provisions to increase the safety standards of the design beyond that required by CS-27 as considered proportionate to the magnitude of the MTOW increase above the 3175 kg limit.

This Special Condition is only applicable to twin engine CS-27 helicopters that are currently certified as Cat A by UKCAA (certification basis includes CS-27 including Appendix C).

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Note 1: The UK CAA previously approved the same gross weight increase, limited in applicability to “state” aircraft and operations. This approval under the Air Navigation Order (2016) was issued in the national interest of the UK. The aim of the current application is for expansion of the approval already granted to “state aircraft” through Air Navigation Order 2016 (ANO) to cover non-state aircraft operations which are in the national interest but covered under the Basic Regulation 2018/1139 and 748/2012 (Part-21), notably Helicopter Emergency Medical Services (HEMS) operations.

Note 2: The ANO definition of “State aircraft” means an aircraft carrying out military, customs, police, search and rescue, fire-fighting, coastguard or similar activities or services.

It shall be noted that the Special Condition provides requirements for airworthiness approval, but operational approval shall be subject to approval from the Flight Operations department of the UK CAA, in relation to the suitable pertinence of the planned operations and their contribution to the UK national interest.

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Special Condition SC-IGW27-01

Approval of a CS-27 Helicopter with a Maximum Take-off Weight in excess of 3175kg

1. APPLICABILITY

This SC is only applicable to non-military, state operated helicopters and non-state aircraft operations which are in the national interest, notably Helicopter Emergency Medical Services (HEMS) operations (as agreed by the UK CAA flight operations department) and which will be operated on a Part-21 certificate of airworthiness issued by the UK CAA. This SC can be applied to CS-27 rotorcraft certified as Category 'A' in accordance with CS-27 Appendix C, with a MTOW greater than 3175 kg and less than 3500 kg and with no increase in the maximum number of occupants already approved under CS-27 with a 3175kg MTOW. Alternatively, full compliance with CS-29 is required.

1.1 RELATED CS

748/2012, CS-27

2. SPECIAL CONDITION

For approval of a change to an existing CS-27 Cat A helicopter design to introduce a MTOW in excess of 3175 kg, the helicopter must either comply with CS-29, or CS-27 (including Appendix C) with a certification basis including the following technical specifications and limitations:

- a. The maximum mass (weight) (internal loading) must be limited to 3 500 kg or less.
- b. The maximum number of occupants must not be increased beyond that already approved for the existing type design below 3175 kg and must not exceed 8 occupants.
- c. A justification document will be provided detailing why the proposed helicopter design should provide improvements in both airworthiness and operational safety compared to that established by CS-27. This document will also assess the relevant CS-29 requirements that are not complied with depending on the aircraft model and provide justification that these areas do not expose the helicopter design to significant increased risk.

Note: This document will be used by the UK CAA to establish whether UK approval of the proposed design would both be likely to improve safety and also

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be in the UK's public interest. The approval granted will be limited to the types of operations satisfactorily justified in the above document.

- d. Any changes to the ICA resulting from the increased weight above 3175 kg must be applied to all aircraft of the same model that are to be cleared to the IGW. Changes to the operating instructions and operating limitations of the helicopter can be addressed through the RFM via an RFM supplement.
- e. The design must comply with CS-27 Appendix C requirements for Category 'A' approval;
- f. In order to contribute to a level of safety matching that of CS-29 approved A/C, the following equipment or alternative equipment with better capability must be installed on any helicopter configured for a maximum mass above 3 175 kg, unless superseded by alternative equipment with better capability:
 - i. Cockpit Voice Recorder/Flight Data Recorder (CVR/FDR)
 - ii. Helicopter Terrain Avoidance and Warning System (H TAWS)
 - iii. Radar altimeter
 - iv. Dual auto-pilot with coupled flight director capability (minimum 3 axis);
and
 - v. An appropriate and effective bird repellent device or technology, such as a forward flashing lights.
- g. The following limitation (or equivalent accepted by the UK CAA) must be stated on the approval certificate and annotated in the associated RFM supplement: "Operations above 3,175 kg are only applicable to non-military, "State aircraft" (as defined in the Air Navigation Order Schedule 1 and agreed by the UK CAA) and non-state aircraft operations which are in the UK national interest, notably Helicopter Emergency Medical Services (HEMS)."