9th Rotorcraft Symposium
Personnel Carrying Device System
(PCDS)

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Article 1(2) of Basic Regulation excludes from the Agency’s scope aircraft involved in military, customs, police, search and rescue, fire fighting, coastguard... missions

Mountain rescue, although not particularly mentioned in the a.m. article 1(2) of BR, is outside the scope of EASA.

More information on EASA website:
http://easa.europa.eu/faq/19236
PCDS: What EASA does not regulate

- Police
- Military
- Coastguards
- (Mountain) Rescue
- Customs
- Firefighting
PCDS: What EASA regulates

The rest...
(c) For rotorcraft load combinations to be used for human external cargo applications, the rotorcraft must:

... 

(2) Have a **reliable, approved** personnel carrying device system that has the **structural capability** and **personnel safety features** essential for external occupant safety.

...
CM-CS-005 published in December 2014

CM-CS-005 principles

- Clear definition of « simple PCDS »
- Approval of simple PCDS as Minor change
- Reliance on EU standards
  - Directive (EC) 89/686/EEC (Personal Protective Equipment)
  - Directive (EC) 2006/42/EC (Machinery Directive)
CM-CS-005 principles

- Addresses also PCDS for hoist operators in cabin
- ICA
- Helicopter hook/PCDS compatibility

Alternative Approval route of simple PCDS under “OPS” was initially conceived but eventually withdrawn because conflicting with current CS 27/29.865 text
Simple vs Complex PCDS

SIMPLE

COMPLEX
Proposed AD 15-117

- Was issued to address simple PCDS not yet approved (catch-up)
- Based on technical requirements of CM-CS-005
- 3 year compliance time
- ~100 comments received from 29 commenters

- Will be finally withdrawn
Options for next steps

- Future change in CS 27/29.865 and related advisory material
  - Introduction of “simple PCDS” definition in CS 27/29.865
  - **Simple PCDS explicitly excluded from CS 27/29.865**
  - Lead time 3-5 years?
- Change in Air OPS?
- Coordination with the FAA and TCCA
THANK YOU

Any questions?

Your safety is our mission.