Q1 2026 Rotorcraft Issues List 03/30/2026

Applicable to Domestic Certification Projects. Refer to the applicable bilateral agreement to determine if these items apply to your International Validation Project.

	Product Type	Issue ID#	Category	Subject	Description
1	Rotorcraft	R-0201	Cabin Safety	Combination passenger & cargo	Rotorcraft that includes a passenger and cargo configuration. This would consist of cargo storage areas open to the main cabin area. A special condition may be required due to the lack of regulations for combi configurations.
2	Rotorcraft	R-0202	Structures	Exterior Vinyl covering	A means of compliance issue paper will be required since policy does not exist for exterior vinyl coverings. Vinyl coverings raise several issues such as installation near rotating components, control systems, engine inlet(s), windows, and emergency exits. Substantiation that the vinyl will not prevent discovery of a crack, adverse chemical reaction, deterioration, etc.
3	Rotorcraft	R-0203	Cabin Safety	Photoluminescent Exit Signs	Photoluminescent exit signs are not self or electrically illuminated as required by § 29.811(d). Past proposals shown were not sufficient in providing an equivalent level of safety (ELOS) with § 29.811(d) in accordance with § 21.21(b)(1). An issue paper will be required.
4	Rotorcraft	R-0204	Mechanical Systems	Ditching Approval or Emergency Floats	For US applicants that wish to comply with the EASA requirements, please be aware that the EASA requirements are not harmonized with the FAA. A means of compliance (MOC) issue paper may be used to address any differences.
5	Rotorcraft	R-0205	Structures	Additive Manufacturing	Additive Manufacturing (AM) is a relatively new manufacturing process and describes the process of joining materials to make objects from three dimensional (3D) model data using a sequential layering process. This manufacturing technique is sometimes referred to as 3D printing. AM is a generic term that spans a diverse range of techniques using a wide range of machines and technologies, such as Powder Bed Fusion (PBF), Directed Energy Deposition (DED), and Material Extrusion using energy sources such as lasers, electron beams, or thermal energy. Each of these AM process may have unique considerations. If the use of AM is proposed, then the applicant (through the appropriate validation or certification office) should provide information to the FAA, the Airframe Section, for awareness and to support certification projects that the FAA requires to be involved in with respect to policy or guidance. To facilitate this determination, the FAA has developed an AM Applicant Specific Guidance Memorandum, which is available upon request. An issue paper may be required if AM is used.
6	Rotorcraft	R-0206	Structures	Hoist with an Overload Protection System (Clutch)	With the introduction of an overload protection system (OPS) to most hoist designs, a possible non-compliance to the rules may be introduced. An OPS is generally a load control clutch. A special condition may be required. An issue paper will be required.
7	Rotorcraft	R-0207	Structures	Design, Manufacturing, and Performance Standard for Composite Materials Used on Aircraft Seat Structures.	For installation of seats that use composite materials in the load path, applicants will need to address the manufacturing, durability, strength and load path integrity of seats. There is a need to assure proper use of composites in seating systems. An issue paper will be required.
8	Rotorcraft	R-0208	Structures	Changing from skids to wheeled gear or wheeled gear to skids.	A change in landing gear arrangement affects many part 27 and 29 regulations, and this is a significant product level change. An issue paper, possibly a G-1, may be needed to address these changes.
9	Rotorcraft	R-0209	Structures	Finite Element Model Validation.	May need an issue paper to establish a means of compliance when a numerical (e.g. finite element) model is used to show compliance. Documentation plan should include model assumptions, uses, methods, verification, validation.
10	Rotorcraft	R-0211	Structures	Changes to Fatigue Evaluation of Metallic Structure	Applicants requesting approval of life extensions and/or changes in flight spectrums, etc, should follow the applicable sections of the published guidance in 2X.571, 2X.573, AC 27-1B/ AC 29-2C Applicable Sections. Applicants seeking to deviate from this guidance must submit a proposed plan to the FAA for evaluation and an issue paper may be necessary to address policy gaps.
11	Rotorcraft	R-0212	Structures	Changes to Fatigue of Composite Structure (including new structure)	Application of 21.101 would require that applicants seeking FAA approval to use composites in structural applications comply with the applicable sections of 14 CFR 27.573 and 29.573. The certification basis for composite structure is considered inadequate for rotorcraft products certificated prior to part 27 at amendment 27-47 and prior to part 29 at amendment 29-54. The FAA has issued guidance in FAA advisory circulars AC 27-1B, AC 29-2C, and AC 20-107B Composite Aircraft Structure applicable to part 27 and part 29 rotorcraft. Applicants seeking to deviate from this guidance must submit a proposed plan to the FAA for evaluation and an issue paper may be necessary to address policy gaps.
12	Rotorcraft	R-0213	Structures	Changes to Certified Fatigue Methodology	Applicants seeking to change fatigue methodologies, for example, safe-life to fatigue tolerance (replacement time and inspection) or fail-safe, should be aware that this a significant change under 14 CFR 21.101 because it invalidates the assumptions used for certification. Applicants should follow the applicable guidance for establishing the certification basis for changed products under AC 21.101-1B or later revision. The FAA will review the proposals and an Issue Paper may be necessary to establish agreement on the certification basis, address policy gaps, and determine the method of compliance.
13	Rotorcraft	R-0214	Structures	Fatigue Tolerance and Damage Tolerance of Non-Metallic & Non-Composite Materials	Applicants seeking FAA approval for parts that are made from materials that are neither metallic nor composite (e.g.: elastomers, ceramics, plastics, wood), and where such parts contribute significantly to the carrying of flight or ground loads should present a failure modes and effects analysis (FMEA) to the FAA for review. For parts whose failure could prevent continued safe flight and landing, the Applicant must account for the fatigue tolerance and/or damage tolerance capability of the material and part, and set appropriate inspection intervals and replacement times. A special condition template issue paper is available for elastomers. A method of compliance issue paper may be necessary for ceramics, plastics, woods, or other non-metallic and non-composite PSEs.
14	Rotorcraft	R-0304	Avionics Electrical Systems Structures	Health Usage Monitoring Systems (HUMS) for usage and maintenance credit	A means of compliance issue paper may be required for HUMS for usage and maintenance credit.
15	Rotorcraft	R-0305	Avionics Electrical Systems	Minimum Operational Performance Standard (MOPS) for Strapdown Attitude Heading Reference (AHRS)	No issue paper required. For applicant and Cert Branch awareness to ensure that system performance targets from AC 20-181/ RTCA DO-334 are captured in the project specific certification plan (PSCP) and Test plans for the project.
16	Rotorcraft	R-0306	Avionics Electrical Systems Flight Test Human Factors	Glass cockpit installations	Certification branches will need to ensure that a systems integration evaluation and human factors assessment is performed when installing or modifying a glass cockpit. A means of compliance issue paper may be required depending on the level of integration of the new system if published guidance is not followed.
17	Rotorcraft	R-0307	Electrical Systems Flight Test Human Factors	TCAS II	Rotorcraft guidance for TCAS II installations do not exist. A means of compliance issue paper will be required. Some Rotorcraft have performance issues with the Climb Resolution Advisory. Also, issues may exist with the Azimuth tracking.
18	Rotorcraft	R-0308	Avionics Electrical Systems Flight Test Human Factors	Class II Electronic Flight Bags	A means of compliance issue paper may be needed when installing provisions on the flight deck for Class 2 EFBs, which are considered Personal Electronic Devices. Responsibilities of the applicant include the identification of any limitations on the EFB (e.g. weight, electrical load) that are necessary to ensure the safety and continued airworthiness of the provisions.
19	Rotorcraft	R-0309	Avionics Electrical Systems Flight Test Human Factors	Class III Electronic Flight Bags	NEXTGEN Technology: An issue paper may be needed for EFB projects with Class 3 hardware or Type C software applications.
20	Rotorcraft	R-0310	Avionics Electrical Systems Flight Test Human Factors	Non-TSO functions	A systems review will be required for SVS in IFR Rotorcraft. A means of compliance issue paper may be required as well. Because SV is presented on the primary flight display as an integral part of the attitude indicator, the level of design assurance for the interaction between the flight guidance cues (flight path vector, display of terrain, attitude indications of pitch/roll) should be commensurate with the criticality of a primary flight display, particularly when it comes to misleading information.
21	Rotorcraft	R-0311	Avionics Electrical Systems Flight Test Human Factors	Synthetic Vision Displays for IFR	A systems review will be required for synthetic vision systems (SVS) in instrument flight rules (IFR) Rotorcraft. A means of compliance issue paper may be required as well. Because SV is presented on the primary flight display as an integral part of the attitude indicator, the level of design assurance for the interaction between the flight guidance cues (flight path vector, display of terrain, attitude indications of pitch/roll) should be commensurate with the criticality of a primary flight display, particularly when it comes to misleading information.
22	Rotorcraft	R-0312	Avionics Electrical Systems Flight Test Human Factors	G500H installation	For compliance to 14 CFR 27.1309, the Garmin G500H Avionics Display System does not meet the safety requirements (<1x10-7) for a Hazardous failure condition of misleading attitude information during night VMC operations, the rotorcraft NORSEE policy or the part 27 safety continuum policy does apply. An issue paper may be required.
23	Rotorcraft	R-0313	Avionics	Radio Altimeters	The deployment of the new 5G C-Band services prompted the FAA to address the risks posed by radio frequency interference to radio altimeters domestically. Retrofit solutions that add external filters to the radar altimeter circuit aboard rotorcraft will have an MOC issue paper. New or reworked LRUs with TSO authorizations generally do not need them. In addition to certification of the aircraft and radio (or radar) altimeter change, unrestricted flight operations in the US still require showing compliance to airworthiness directives. Policy Statement PS-AIR-600-39-01 (or later) provides guidance for operators and manufacturers to demonstrate that an aircraft is a "radio altimeter tolerant airplane" as defined in paragraph (g)(1) of Airworthiness Directive 2023-11-07 for rotorcraft using a method approved by the FAA. The applicant may use the method provided in this policy statement to support requests for an approved method of compliance in accordance with the referenced ADs when applying for design approvals that include radio altimeters. Compliance with an FAA AD does not establish compatibility with the radio frequency environment outside of the US where 5G C-Band services have been deployed because specific 5G C-band frequencies, signal characteristics, and deployments vary.
24	Rotorcraft	R-0315	Avionics Electrical Systems Flight Test Human Factors	G5000H installation	Title 14 Code of Federal Regulation (CFR) 29.1333(b), Appendix B VIII (b)(5)(iii) and AC 29-2C (Certification of Transport Category Rotorcraft) prescribe requirements and guidance for display of information essential to continued safe flight. The Garmin G-5000H display does not automatically revert immediately within 1 second following any failure resulting in the loss of display of information essential to the safety of flight not shown to be extremely improbable as required by the regulation. An issue paper may be required for installation.

	Product Type	Issue ID#	Category	Subject	Description
25	Rotorcraft	R-0501	Avionics Electrical Systems	Solid State Circuit Breaker Systems	These devices exhibit features not addressed by current regulation and current guidance does not provide a means of compliance appropriate for installation of these devices on rotorcraft. A means of compliance issue paper may be needed for installations to address concerns with these systems.
26	Rotorcraft	R-0502	Avionics Electrical Systems	Laser Systems	New laser policy was published in Dec 2014. A means of compliance issue paper may be required if the advisory circular (AC) is not followed in its entirety.
27	Rotorcraft	R-0503	Avionics Electrical Systems	Filtered Infra-Red (IR) searchlights	These systems exhibit features not addressed by current regulation or published FAA guidance. ASTM recently published F3238, "Standard Specification for Design and Installation of an Infrared (IR) Searchlight System (USA)". The FAA plans to publish policy to reference the ASTM standard with relief with reduced eye hazards. Until FAA policy is published a means of compliance issue paper is needed to reference the ASTM standard. Draft policy does not allow certification of operable high energy infra-red searchlights systems on rotorcraft.
28	Rotorcraft	R-0504	Avionics Electrical Systems	Wireless Systems	Current guidance does not provide a means of compliance that adequately addresses unique characteristics and features for permanent installation or carry-on systems designed for in cabin wireless radio frequency (RF) communications on rotorcraft. A means of compliance issue paper may be required for installation of a wireless RF system on Rotorcraft.
29	Rotorcraft	R-0505	Electrical Systems Flight Test Structures	External Loads	Rotorcraft external loads intended for human external cargo must use the latest amendment level for 27/29.865.; Prior certification baiss did not recognize human external cargo.
30	Rotorcraft	R-0506	Avionics Electrical Systems	Lithium Batteries- Rechargeable	Part 27/29.1353 has been updated to include requirements for rechargeable lithium batteries. The draft Advisory Circular (AC) 20-184A, which was made available for public comment in September 2025, can be utilized as a Method of Compliance for part 27/29 rotorcraft with respect to 27/29.1353. If applicants follow the Method of Compliance outlined in Appendix F of the draft AC without any deviations, a Method of Compliance issue paper will not be required. Instead, document the Method of Compliance in the Project Specific Certification Plan.
31	Rotorcraft	R-0507	Avionics Electrical Systems	Lithium Batteries- Non-Rechargeable	Part 27/29.1353 has been updated to include requirements for non-rechargeable lithium batteries. A Method of Compliance issue paper is required for non-rechargeable lithium batteries. Draft AC 20-192 is not to be used for the Method of Compliance to the 27/29.1353 for part 27/29 rotorcraft.
32	Rotorcraft	R-0701	Flight Controls	AdFC - Control Margin Awareness	The FAA has determined that 14 CFR Part 27/29 does not contain adequate airworthiness standards for certification of fly-by-wire (FBW) flight control system (FCS). Implicit in the intent of §2x.143(b), (c), and (d), is to ensure that the pilot is provided with sufficient awareness of proximity to control limits. As 14 CFR 2x.143 was written to address hydro-mechanical flight control systems through which pilot awareness of control margins was provided by cyclic and pedal position relative to cockpit control stops, the rule is inadequate for certification of a FBW FCS, where there is no mechanical link between the inceptor and the receptor. Therefore, a special condition may be required to ensure that awareness of proximity to control limits at the main rotor and tail rotor is provided to pilots of the helicopter.
33	Rotorcraft	R-0703	Flight Controls	AdFC - Flight Envelope Protection	Flight Envelope Protection (FEP) system. FEP systems are used to prevent the pilot or an autopilot from making control commands that would force the aircraft to exceed its structural, aerodynamic, or operating limits. To accomplish this envelope limiting, a significant change (or multiple changes) occurs in the flight control system (FCS) control laws as the limit is approached or exceeded. When FCS failure states occur, envelope protection features can likewise either be modified or, in some cases, eliminated. The current regulations were not written with comprehensive envelope-limiting systems in mind. A special condition issue paper may be required.
34	Rotorcraft	R-0704	Flight Controls	AdFC - Control in All Attitudes	Fly-by-wire (FBW) technology as the sole means of controlled flight. Flight control systems must continue to function in conditions of unusual attitudes and in rapid maneuvers. The pilot should be able to rely on flight controls for recovery in all attitudes and at the highest pitch, roll and yaw rates that may be encountered. A special condition issue paper will be required.
35	Rotorcraft	R-0705	Flight Controls	AdFC - Command Signal Integrity	The current 14 CFR 29 regulation 29.671 was not promulgated for fly-by-wire flight control system (FBW FCS) and is considered inadequate for susceptibility to external or internal interference, erroneous signals that may reduce the integrity of the data used by the advanced flight control system (AdFCS). A special condition issue paper may be required.
36	Rotorcraft	R-0707	Flight Controls	AdFC - PreFlight Checks	Airworthiness regulations do not contain adequate or appropriate safety standards for helicopters with novel or unusual design features associated with a fly-by-wire (FBW) flight control system (FCS). The Part 29 special condition published langauage reads as follows: The rotorcraft must be shown by analysis and tests, to be capable of continued safe flight and landing after any of the following failures or jamming in the flight control system for any speed or altitude within the approved operating limitations, without requiring exceptional piloting skill or strength. Reasonably probable failures must have only minor effects. (1) Any failure, excluding a jam as listed in paragraph (3). (2) Any combination of failures not shown to be extremely improbable, excluding a jam as listed in paragraph (3) (3) Any jam in a control position encountered during any flight condition, including transitions, within the approved operating limitations, unless the jam is shown to be extremely improbable, or can be alleviated.
37	Rotorcraft	R-0708	Flight Controls	Simulation for Certification	The use of simulation/modeling has been used to support type certification for decades. However, that data is rarely utilized as a method of compliance (MOC). Recent advances in highly complex systems (especially flight controls/powerplant) and integration of those systems are now prevalent in general aviation aircraft designs. As such it's not feasible that current certification test methods alone are used to capture the required showings of compliance. The use of validated simulation and modeling provides a proven method should be considered as a MOC.
38	Rotorcraft	R-0709	Avionics Electrical Systems Flight Controls Flight Test Human Factors	Search and Rescue (SAR) including AFCS operations below Vmini	Special Condition will be required for SAR operations.
39	Rotorcraft	R-0710	Flight Controls	Availability of Flight Controls	Note: that US armed forces night vision imaging systems and night vision goggles (NVG) may not be compatible with FAA certification requirements for operation and must receive FAA approval.
40	Rotorcraft	R-0711	Flight Controls	Inceptor Designs	The FAA has determined that existing guidance for the certification of cockpit controls do not cover the entirety of the applicant's cockpit flight control design. When the Part 27/29 regulations and guidance were promulgated, they did not envision a Fly-By-Wire (FBW) design. The integration of pilot controls into a single inceptor is beyond the scope of the existing part 27/29 regulations and guidance. An MOC will be required.
41	Rotorcraft	R-0712	Flight Controls	Flight Control System (FCS) Annunciation of Control	The part 27/29 helicopter that will replace the current mechanical primary flight controls with a fly-by-wire (FBW) flight control system (FCS), for which 14 CFR 27/29.695 do not provide regulations and guidance. The current regulation does not provide requirements for annunciation to the pilot when the FCS is performing control of the aircraft, partial or full. A special condition may be required.
42	Rotorcraft	R-0713	Cabin Safety	Glass in the Cabin	You may need an issue paper to establish special conditions or a means of compliance with §§ 29.561, 29.601 and 29.603 depending on the extent of use of glass in the cabin. You do not need an issue paper if you are following AC 20-168 for glass video monitors.
43	Rotorcraft	R-0714	Propulsion	Side pull external load operations minimum fuel quantities for safe operation.	During extended duration uncoordinated sideward flight where the lateral attitude at lowfuel levels may allow the fuel tank engine fuel feed to unport, resulting in low fuel pressure indication, unstable engine operation, or possible flameout. These attitudes are different from those used in determining unusable fuel under XX.959. XX.865 require that the RFM or RFMS contain normal and emergency procedures, and appropriate operating constraints for safe external load operation. Adequate fuel levels should be established as part of the RFM or RFMS that identify a minimum fuel quantity that provides a safe margin to avoid unporting the engine fuel feed.
44	Rotorcraft	R-0715	Avionics	Air Traffic Service (ATS) Data Communication System	Standardization Item. CPP CPP-20.140-1 provides a means of compliance for the following interoperability (interop) designators: ACARS ATS, FANS 1/A+, ATN B1, and B2. For the SATCOM (Classic Aero & SBD) and VDL M2 sub-network designators, equipment approved under a previous TSOA (i.e., TSO-C132a or earlier revision, TSO-C159c or earlier revision, TSO-C160a (or TSO-C160 with TSO-C160a multi-frequency capabilities), as applicable) may receive the associated designator. Reference the NextGen Avionics Guidance Summary for additional details.
45	Rotorcraft	R-0801	Flight Test Human Factors	Reduced Navigation Performance (RNP) Operations	NEXTGEN Technology: An issue paper may be needed to establish an acceptable means of compliance for Vertical RNP. Specific wording will be required for the RFM and a Flight-test evaluation will be required.
46	Rotorcraft	R-0802	Flight Test Human Factors	Space-Based Augmentation System (SBAS) - Global Positioning System - Wide Area Augmentation System (GPS-WAAS)	Ensure a flight test evaluation is performed for LPV steep angle approaches. Legacy 3 axis autopilots have trouble with steep angle approaches. High Angle Intercepts Turns at the FAF should be performed to ensure adequate performance particularly in legacy based AFCS systems and equipment. An MOC may be required.
47	Rotorcraft	R-0803	Flight Test Human Factors	Referencing Equipment Handbooks in RFM Limitations	Ensure Pilot's guides, Handbooks, etc. are not referenced within the limitations section of the rotorcraft flight manual (RFM).
48	Rotorcraft	R-1001	Flight Test Human Factors	Night Vision Imaging Systems (NVIS)/NVG	Any NVIS/NVG change is considered a major change under 21.93 per MG-16.
49	Rotorcraft	R-1003	Flight Test Human Factors Propulsion	Auto-pop and Warning Track for required instruments (Part time display of required information and green-range anomaly alerting)	An ELOS/MOC issue paper will be required for Part-time displays. Numerous issues arise when the required information is deselected thus needing warning track or other necessary mitigations.
50	Rotorcraft	R-1101	Flight Test Icing	Full Icing approvals	Due to the emerging rotorcraft fleet with full icing certification, the FAA involvement will be required for full icing approvals. Full icing entails at least 2 icing tests (tunnel & aircraft level). An issue paper will be required.
51	Rotorcraft	R-1402	Propulsion	30-minute All Engines Operating (AEO) ratings	Most applicants are seeking this AEO rating, commonly at Takeoff power, for Search & Rescue missions. Special conditions are required.
52	Rotorcraft	R-1403	Flight Test Propulsion	Inlet Barrier Filter (IBF) systems	IBF's can have negative performance issues or can adversely affect inlet distortion. However, IBF systems must not invalidate engine manufacturer installation instructions. Policy Statement PS-ASW-27/29-07 was published 5/8/2017. AD 2018-18-12 resulted from a PMA that substituted a dry paper filter element for an oil wetted one. Such a substitution is not a "minor change" per 14 CFR 21.93. An issue paper may be required.
53	Rotorcraft	R-1405	Propulsion	Time Limited Dispatch (TLD)	A means of compliance issue paper will be required. To date, no criterion have been developed or approvals granted for TLD have been done for rotorcraft.
54	Rotorcraft	R-1406	Electrical Systems Flight Test Propulsion	Above Min-Spec Engine Performance	A means of compliance issue paper may likely be required. In addition to installation considerations, early coordination with EPD and engine manufacture is needed. Issues arise when applicants exceed the ratings of the engine.

	Product Type	Issue ID#	Category	Subject	Description
55	Rotorcraft	R-1407	Propulsion Structures	Non-metallic components adjacent to or near designated fire zones.	Composite materials or other non-metallic components adjacent to or near fire zones must be properly shown to be fire resistant. An issue paper may be required.
56	Rotorcraft	R-1408	Propulsion	Induction System Icing Protection	Industry and the FAA are facing challenges to certify unheated (passive) engine induction systems for icing requirements. Agreement on stabilized Icing Wind Tunnel (IWT) test points, accounting for performance losses, and requirements for inadvertent icing exposure are a few key issues that will need to be addressed. Affected regulations: 27/29.1093(b)(1)(i). An issue paper may be required.
57	Rotorcraft	R-1409	Propulsion	Engine Auxiliary Power Unit (APU) Mode	Aircraft designs with engine APU mode function use the engine power to supply aircraft systems. Neither part 33 nor part 27/29 airworthiness standards address engine APU function, and there is no published AC guidance. An MOC issue paper will be required to frame the intended use and establish the regulatory basis
58	Rotorcraft	R-1501	Security	Aircraft Electronic System Security Isolation or Protection from Internal/External access	A means of compliance issue paper may be needed to ensure isolation or protection if new access by internal/external systems is allowed to previously isolated data networks connected to systems that perform functions required for safe operation of the rotorcraft. For example, via wired and wireless access ports such as ground support equipment, PEDs, EFBs, maintenance computers and USB.
59	Rotorcraft	R-1601	Software/Airborne Electronic Hardware	Multi-Core Processors	A means of compliance issue paper may be required for the use of Multi-Core Processors if the applicant does not apply the guidance in AC 20-193. The use of these devices introduces a number of new issues that do not exist with traditional single core processors.
60	Rotorcraft	R-1602	Software/Airborne Electronic Hardware	Artificial Intelligence/Machine Learning/Artificial Neural Networks	Emerging Technology/Issue. Coordinate with the FAA if the applicant is planning to develop any artificial intelligence or machine learning based technology in their design. A means of compliance issue paper may be needed.
61	Rotorcraft	R-1606	Software/Airborne Electronic Hardware	Formal Methods	New/Novel Technology: Applicant using Formal Methods will need to apply the guidance in DO-178C and DO-333. Since the technology and guidance is new and novel additional oversight may be needed to ensure consistent application. An issue paper may be needed.
62	Rotorcraft	R-1607	Software/Airborne Electronic Hardware	Software/AEH Maturity prior to TIA	An issue paper may be needed to establish minimum software and airborne electronic hardware criteria prior to TIA. This is to ensure adequate information and safety mitigations are appropriate to proceed with FAA TIA per the SRB process. An Issue paper should be used on Rotorcraft with Fly-By-Wire Flight Controls.
63	Rotorcraft	R-1803	Other	Restricted Category IFR Certification	Under 21.25(a)(2), the FAA accepts an VFR or IFR (some military manuals also refer to this as IMC operations) aircraft that is of a type that has been manufactured in accordance with the requirements of and accepted for use by, an Armed Force of the United States. The aircraft must de-militarized to remove military sensitive equipment and may have other modification installed that were not previously approved by the Armed Force of the United States. The applicant is required to identify all modifications to the aircraft type design that were not previously approved by the US armed forces. At FAA acceptance, the applicant is required to seek approval of all modifications from the US armed forces configuration. The FAA acceptance of the US armed forces configuration may include operation in IMC/ IFR, but the equipment commonly affected by demilitarization typically includes replacement of US armed forces GPS, IFF/Transponders, nav radios, VOR/DME. Determination of whether the changes are significant or non-significant under the FAA certification process is determined using methods such as those AC 21.101-1B tables. The changes to the US armed forces configuration must be approved under Part 29 at the amendment level that was in effect on the date that the first aircraft of the particular military model was accepted for operational use by the U.S. Armed Forces. If a 14 CFR Regulation did not exist at that date (such as Appendix B IFR for Part 29 first published at Amendment 21 Dated 1983), then the FAA would require an evaluation to these later requirements to address the safety regulation gap. Note: that FAA issuance of an IMC TC/STC does not constitute operational approval for IFR. FAA Flight Standards and Title 14 CFR operational regulations may have additional requirements, restrictions, limitations, and prohibitions for IFR operations. Note: that US armed forces night vision imaging systems and night vision goggles (NVG) may not be compatible with FAA certification requirements for operation and must receive FAA approval.
64	Rotorcraft	R-1804	Other	Restricted Category Certification - Flight Into Known Icing (FIKI)	Restricted Category Rotorcraft requesting approval for FIKI, the aircraft must be shown to meet the requirements of 14 CFR Part 29 Appendix C. An issue paper may be required.
65	Rotorcraft	R-1901	Drive Systems	Main Gear Box (MGB) or Drive System Changes	A means of compliance or ELOS issue paper may be required when applicants propose endurance testing on the bench vs. the aircraft.
66	Rotorcraft	R-1902	Drive Systems	Gear Tooth Bending Testing	The applicant is required to identify all modifications to the aircraft type design that were not previously approved by the US armed forces. At FAA acceptance, the applicant is required to seek approval of all modifications from the US armed forces configuration. The FAA acceptance of the US armed forces configuration may include operation in IMC/ IFR, but the equipment commonly affected by demilitarization typically includes replacement of US armed forces GPS, IFF/Transponders, nav radios, VOR/DME. Determination of whether the changes are significant or non-significant under the FAA certification process is determined using methods such as those AC 21.101-1B tables. The changes to the US armed forces configuration must be approved under Part 29 at the amendment level that was in effect on the date that the first aircraft of the particular military model was accepted for operational use by the U.S. Armed Forces. If a 14 CFR Regulation did not exist at that date (such as Appendix B IFR for Part 29 first published at Amendment 21 Dated 1983), then the FAA would require an evaluation to these later requirements to address the safety regulation gap.
67	Rotorcraft	R-1903	Cabin Safety	Additive Manufacturing - Flammability of Parts	Additive Manufacturing (also known as 3D printing) may allow for variability in the production process that, while still producing the same part in accordance with the drawings, might not control flammability characteristics. You may need a method of compliance issue paper for additive manufactured parts that must meet part 27/29 flammability requirements. FAA involvement and an issue paper is not needed for parts constructed with Ultem 9085 or that produce a Fire Growth Capacity (FGC) less than 70 J/gk in a microscale combustion calorimeter test conducted per ASTM D7309-21.
68	Rotorcraft	R-1904	Cabin Safety	Graphical/Symbolic Exit Signs	Note: that FAA issuance of an IMC TC/STC does not constitute operational approval for IFR. FAA Flight Standards and Title 14 CFR operational regulations may have additional requirements, restrictions, limitations, and prohibitions for IFR operations.

Standardization Item – Highlights existing guidance or requests contact with Policy and Standards Division (P&S).
Emerging Technology/Issue - Requests contact with P&S. No standards or guidance in place yet.
Engine-Aircraft Interface Item - May affect the engine or engine installation. Recommend engine manufacturer coordination.

Q1 2026 Rotorcraft Release Notes

	Issue ID#	Category	Subject	Change Description
1	R-0506	Avionics Electrical	Li Battery Rechargeable	Updated item description
2	R-0506	Avionics Electrical System	Lithium Battery Rechargeable	Updated item description
3	R-0506	Avionics, Electrical Systems	Lithium Batteries- Rechargeable	Updated description
4	R-0507	Avionics Electrical	Li Battery non-rechargeable	Updated item description
5	R-0714	External Loads	Side pull external load operations minimum fuel quantities for safe operation.	New Issue added to the PIL
6	R-0715	Avionics	Air Traffic Service (ATS) Data Communication System	Updated item description
7	R-1409	Propulsion	Engine Auxiliary Power Unit (APU) Mode	Updated item description
8	R-1803	Restricted Category IFR Certification	Restricted Category IFR Certification	Updated item description
9	R-1901	Drive Systems	Main Gear Box (MGB) or Drive System Changes	Updated description
10	R-1903	Cabin Safety	Additive Manufacturing - Flammability of Parts	Updated item description