

MINUTES OF MEETING – ISSUE 0

Subject Rotorcraft Committee (R.COM)
Meeting date 15-16/02/2022
Location via webex

Participants:			
R.COM industry participants	Tim Fauchon	EHA	R.COM Industry Chairman
	Gilles Bruniaux	ASD	R.COM Industry Vice-Chair
	Andy Evans	ASD	
	Benoit Godefait	????	
	Domenichini Pietro	????	
	Christian Müller	EHA	Chairman
	Joel Flinois	ASD	
	John Bouma	ASD	
	Joost Vreeken	ASD	(or NLR ?)
	Jorge Garcia Saceda	EHA	
	Kyle Martin	ASD	(or GAMA ?)
	Marc Höfinger	EHAC	
	Michael Deer	GAMA	
	Ollie Dismore	????	
	Bernd Osswald	ASD	ESPN-R Coordinator
Stefan Becker	EHAC		
Stephen Dinsley	AEI	????	
Thierry Couderc	EHA		
Thierry Vandendorpe	ASD		
NAA observers	Antonio Almeida Reis	NAA	Portugal
	Amedeo Marzano	NAA	Italy
	Dragan Rasin	NAA	Bosnia-Herzegovina
	Fernando José Bernal Márquez	NAA	Spain
	Isabelle Prat	NAA	Belgium
	Massimo Di Graci	NAA	Italy
	Michael Kroell	NAA	Austria
	Olivier Lemoine	NAA	France
	Ornulf Lien	NAA	Norway
	Sebastian Gallego	NAA	Spain
	Alejandro Suarez	NAA	Spain
	Vincent Lhommelet	NAA	Luxemburg
	Frank Piechotzke	NAA	Germany
	John Swan	NAA	Ireland
	Mats Bernelind	NAA	Sweden
	Micha De Mets	NAA	Belgium
	Alexandre Anthunes	NAA	France
Petri Mikkonen	NAA	Finland	
Nicloa Garovi	NAA	Switzerland	
EASA Participants and presenters (including part-time participants)	David Solar	Head of the EASA VTOL Department	
	Clément Audard	R.COM Secretary	
	Eric Bennett		
	Jan Loncke		
	Regine Hamelijnck		
	Michel Masson	ESPN-R Coordinator	
	Daan Dousi		
Carl Garvie			
John Franklin			



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	Jonathan Hall
Guests / Observer	

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MoM Distribution:
R.COM Minutes of Meeting are not public. R.COM Members may however distribute these Minutes within their organisation and/or membership.
Related links:
<ul style="list-style-type: none"> – EASA Management Board Decision 20-2015 Stakeholder Advisory Body (SAB), – EASA Management Board Decision 01-2016 on the composition of the Stakeholders Advisory Body (SAB), – SAB Rules of Procedure issue 1 as published on 16 October 2017, – Annex I to SAB Rules of Procedure issue 1 as published on 16 October 2017.

MoM prepared by	Eric Bennett, R.COM Secretary	Febr 2022
MoM reviewed by	Tim Fauchon, R.COM Industry Chairman	
MoM approved by	R.COM Members	

AGENDA

Item ref.	Topics for Discussion
15 Feb 2022 - Day 1 – R.COM Plenary (NAAs, Industry and EASA) – 14:00 to 17:00	
1	Welcome, introduction
2	Strategy / planning
3	Regulatory update
4	Flight Instructor Guide
5	AOB day 1
16 Feb 2022 - Day 2 – R.COM Plenary (NAAs, Industry and EASA) – 14:00 to 17:00	
6	Welcome and planning of future meetings
7	Regulatory update airworthiness
8	Industry slot on Airworthiness matter
9	Initial discussion on priority subjects for European operators
10	safety promotion session



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11	AOB Day 2
12	Wrap Up, planning of Future Meetings and Closure of the Meeting

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1. Welcome and Introduction

Welcome by Clement Audard then Tim Fauchon, R.COM Industry Chairman.

Welcome and introduction:

- Welcome,
- Update on Membership change (EREA, ASD, EHA),
- Election of the chairman and vice-chair of R.COM industry,

Presentation of CAU

- recent changes of advisory body structure
- membership changes in RCOM
 - o a new representative is needed to replace the Offshore member; [jean-louis ?] will inform on who could replace
- the RCOM Industry chairman asks which NAA's are in the meeting; a participant list is added to the meeting notes (ref. 1st page of these meeting notes)
- RCOM governance :
 - o RCOM Industry Chairman Tim Fauchon (EHA) & co-chairman Gilles Bruniaux (ASD) are re-elected
 - o secretary & organisation : Eric Bennett, Jan Loncke & Erika Ternert will try to do as good as Clement Audard did the previous years

RCOM Industry Chairman Tim Fauchon invites all attendees to think of subjects (issues) they would like to raise during tomorrows session, which they would like to see EASA to work on (in EPAS context). He invites all to think about this, in order to discuss it tomorrow.

Co-chair Gilles Bruniaux asked why a discussion on restricted icing could not be planned during tomorrows session. Reason : VB (CT2) is not ready with processing the survey results. RCOM Industry Chairman Tim Fauchon would like to have a dedicated RCOM session on the subject. We agree to organize a session as soon as the survey results have been processed.

RCOM Industry Chairman Tim Fauchon suggests to add to the agenda of tomorrows session in the AOB :

- what are the plans for European Rotors 2022;
- what will be proposed by EASA as training subjects and as subjects for the symposium.

RCOM Industry Chairman Tim Fauchon wants to know when face-to-face meetings will be possible again. EASA is unable to give a concrete date, for now.

Action: EHA will investigate nominating a representative from the Offshore North see community.

Action: EASA to organise a dedicated session to present the outcome of the Icing survey.

Commented [LJ1]: Erika, could you assist putting the action items properly in Sharepoint ? Ref. last page with the summarised listing of actions, for your convenience.

2. Strategy and planning : presentation of EPAS 2022-2026

EPAS 2022-2026 –Presentation to highlight the novelties (e.g. Rotorcraft safety risk portfolio), recall the 2022/2023 Opinion planning etc.

A heads-up is given about the most recent published EPAS, by Regine Hamelynck (ref. presentation in attachment) :

- there is a lot of emphasis on research in this EPAS, as a first step before actions are defined for next EPAS
- RMT.0318 (single engine ops) is no longer on hold

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- RMT.0494 FTL for commercial operations (Question of the RCOM Industry Chairman Tim Fauchon : which commercial ops : CAT, HEMS and commercial SPO)
- new safety risk portfolios; there is one specific for rotorcraft (Chapt. 24); some details were shown as example out of Volume III Rotorcraft
- the relation between subjects and a BIS is explained
- the new EHA chairman, mentions the BIS on admin burden
- an overview of upcoming Opinions is given (EPAS volume II)
- some questions on RMT.0196 were addressed by Daan Douzi
- the next EPAS cycle is started; to do :
 - o a substantial review of volume I
 - o stakeholders input for strategy (priorities) for the next 3 years
- RCOM Industry Chairman Tim Fauchon asks if there will be an opportunity to provide input to EPAS in the future; Regine refers to possibilities via SAB and MAB, such as workshops, dedicated meetings etc. Regine explains the process of review of the EPAS with advisory bodies, also with regard to proofreading, for which there are limited resources at present
- Co-chair Gilles Bruniaux asks what is foreseen wrt the Training Safety workstream of the Rotorcraft Safety Roadmap. Daan Douzi replies that a dedicated focussed consultation will be given. RCOM will be invited. The co-chair asks if it could be possible if a presentation could be given, not just a regulatory text to read.
- the co-chair would like to have a specific workshop on upcoming rules especially wrt simulators & training devices
- EHA chairman confirms the need for such workshop.

Action: Consider having a review loop for EPAS.

Action: EASA to consider organising a dedicated workshop on virtual reality simulator (Roadmap action).

3. Regulatory update

- Update on the ongoing RMTs OPS
- Update on the ongoing RMTs FCL/Licensing

FCL:

An update is given on FCL RMT's by Daan Douzi (presentation in attachment):

- focused consultation foreseen 20-24/06/2022
 - o RMT.0678
 - o RMT.0587
- RMT.0194 with a NPA
- FSTD's covered by RMT.0196 : to include special conditions, as done with VRM R22 in 2021 and for VRM H125 in 2022
- pilot age >60, via RMT.0287 phase 1 : HEMS only : focused consultation 05/05/2022; on 09/02/2022 a discussion was held during the MAB to enlarge the scope to single pilot CAT ops; MAB supports to extend beyond HEMS. A phase 2 is being considered to extend RMT.0287

AIROPS:

Update is given on AIR OPS RMT's by Eric Bennett (presentation in attachment):

- FTL :

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- The Chair mentioned that there are no FTL demonstrated issues for helicopter. Helicopter pilots have less issues with jet lag. EASA confirmed.
A NCA raised the issue of the level playing field. The FTL of one operator can be brought to another state. The task will be challenging. The first attempt was made in 1993. Cross border competition issue.
A NCA mentioned that this task can be a minefield.
- Eric Bennett asks 3 questions :
 - Is a webinar, webex needed to explain, before implementation of the amended regulations on fuel, AWO, crew training ? RCOM: yes.
 - is there anything the community would like to see being taken on board the regular update of AIR OPS (if yes : send mail to eric.bennett@easa.europa.eu
 - how important is EU regulation on FTL & the associated rule making for the helicopter community ? RCOM : it's a very challenging subject. There is a link with cross border operations: competition issue.
- EBE explains HEMS RMT.0325/0326 – more specific details in the presentation

Thierry Couderc (EHA/U FH) states that some operators (VFR only) will have difficulties with some new aspects, e.g. related to NVIS, and that the French association will have difficulties to explain it to its members. He asks if certain parts could be postponed, because French operators won't be ready for the foreseen changes. Clement Audard proposes to make it an information session for next European Rotors.

Action: to foresee a presentation at European rotors in the symposium or in a side conference webinar end of March 2022

Commented [LJ2]: ?

Commented [LJ3R2]: @Eric : is this the HEMS webinar you are planning on 30/03/2022 ?

4. Flight Instructor Guide

Final review of the draft – based on the input received by email and addressed by EASA ahead of the meeting. FI Guide revision 4 is presented (content-wise) by Jan Loncke (presentation in attachment):

- what changes have been made
- invite for more practical TEM input
- exercises numbering remains in line with the PPL syllabus as in FCL
- changes related to the Rotorcraft safety roadmap are indicated
- changes related to high risk training maneuvers are indicated
- the relation of both previous points with ongoing rulemaking tasks is indicated (specifically the work done in the context of RMT.0587)
- specific changes to exercise 18 (split in 3 sub-subjects) HOGGE, VRS, UAY) are indicated

5. AOB – day 1

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Day 2

6. Welcome and planning of future meetings

Planning of next plenary sessions; aim is to have 3 per year (including this one on 15-16/02)

- 22-23/06/2022 in the afternoon (preferably in person in Cologne; COVID-rules permitting)
- 22-23/11/2022 in the afternoon (preferably in person in Cologne; COVID-rules permitting)
- participation via webex (in case of physical meeting) will remain possible

7. Regulatory update

A heads-up is given on airworthiness related rulemaking tasks by Carl Garvie (ref. presentation in attachment) :

- Good news : the planning for this year is 'lighter' because a lot of deliverables were completed last year (ref. slide 2)
- Plan for this year : ref. slide 3
- Deliverables accomplished in 2021 : ref. slide 4;
- Most recent :
 - o in particular today (16/02/2022) the EC started on the Opinion 1/2022 of RMT.0120 Helicopter Ditching
 - o on 14/02/2022 the NPA 2022-01 (RMT.0128) came out with the regular update on CS27 & CS29
- status RMT.0709 (hoist) : currently work on going with the comments made on the NPA
 - o Stefan Becker (REGA) is happy with the present evolution
- status RMT.0710 (survivability) : it is anticipated that the NPA may come out sooner than expected
 - o Gilles Bruniaux (AH) : mentions that US congress is working on (striving for) retro-activity (retro-applicability) for 'old' aircraft (the Neguse amendment). Kyle Martin (GAMA) will check with his counterparts in the USA.
 - o Michael Deer (BELL) asks if there will be a chance to see and discuss the text of the draft NPA before it being publicly published. David Solar replies/agrees that it should be possible to have a discussion on the draft text between the OEMs and EASA prior to publication.
- status RMT.0711 (VHM systems) : NPA release anticipated for March 2022
- status RMT.0712 (safety assessment r/c designs) : currently work on going with the comments made
- status RMT.0724 (FCOM) : slow progress in the working group working toward NPA

- o There was a question/remark from Michael Deer about issues with the FAA. The issues were further developed in the GAMA presentation (next on the agenda).

Cited issues :

- modernisation of CS27/29
- CARP & co-operation between authorities
- SEIs
- hoist : EASA is doing its job, moving forward; M. Deer agreed FAA is not following (acting slowly in the rotorcraft airworthiness section)

David Solar said he was happy to re-open the CARP if EASA had counterparts that were the right people capable of making things happen.

Michael Deer took the action that GAMA will endeavour to have the FAA more committed to the CARP.

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8. (placeholder) industry slot on airworthiness – slot taken by GAMA

GAMA ASD presentation (ref. slides)

- wrt RMT.0709 (hoist) : the creation of an ETSO is welcomed, yet, GAMA warns for dis-harmonisation. David Solar mentions that certain things were misunderstood by industry, therefore it takes some more time to make things crystal clear in the CRD
- wrt RMT.0710 (survivability) : GAMA mentions that AH had some concerns
- wrt RMT.0712 (safety assessment r/c designs) : GAMA has submitted its comments
- wrt RMT.0724 (FCOM) : GAMA is in the working group and monitoring
- wrt modernization of CS27/29 : GAMA has a reason for concern wrt the engagement of FAA (ref. also previous point)
- GAMA notes a difference in speed between EASA (faster) and FAA
- correction for the slide of GAMA on RMT.0120 : the **opinion** (01/2022) is out, not the decision !

other points mentioned:

- ongoing work on restricted icing
- loads under fire
- white papers under final review :
 - o HV diagram concept
 - o PC1 & PC2
- white papers being drafted :
 - o CS 29.1 flight manual limitations versus operations
 - o modernisation of CS27/29
 - o methods of testing transmissions : on a test-rig vs on the r/c

other by GAMA monitored items :

- o RCOM reorganisation
- o seat certification
- o onshore HTAWS
- o VAST safety rating scheme

Clement asks if GAMA is working on new projects, e.g. e-VTOL ? Reply : there are different working groups within GAMA, some that deal with subjects like e-VTOL

Star-rating scheme (workstream safety rating in the Rotorcraft Safety Roadmap)

RCOM Industry Chairman Tim Fauchon asks about the status on the star-rating.

Reply :

activities are moving slowly.

There are currently 2 sub-working groups : 1 for small helicopters and 1 for offshore helicopters.

The rating scheme will be based on, take into account, the kind of operation.

All OEMs are engaged.

EHA will join as well, as per Christian Muller.

Clement mentions that it will be a joined project supported by both FAA & EASA.

HEMS is not included in the scheme for now. Because of its special features within the small helicopter segment.

9. Safety Promotion session

ESPN-R Safety Promotion work by John Franklin & Michel Masson (ref. slides)

- John presents evolution of safety promotion :
 - o globally via close cooperation with VAST

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- on European level : ESPN-R
- John presents the new process for introducing and reviewing safety promotion material.
 - See the 5 steps in the slide
 - Gilles Bruniaux suggests that if good material is proposed by good people, then the material can move straight to step 3 'content review'.
 - John explains that the process is not a hard law but in theory it is better to follow all 5 steps..
- Michel Masson elaborates on the Linked-In groups (ref. slide)
- a discussion is held on the experiences & lessons learnt from the Vuichard video on IIMC and the webinar going with it
 - lesson learnt : the review process should be reviewed before 'going live'
 - at present there is no VAST endorsement procedure
 - at European level ESPN-R & RCOM will be engaged in the approval process for any promotion material to be delivered, in a review process as shown in slide 5 and explained by John Franklin
- Michel Masson presents the main topics for 2022 (ref. slide)
- Thierry Couderc points out the language issue : any material made in English only has limited (to no) success in some countries (France). Bernd Oswald pleads for an effort from the OEMs in order to mobilize their company translation services in order to support translations to other languages (e.g. French, German, Italian, ...)
- Unanticipated Yaw versus LTE : Bernd Oswald asks if there is any feedback on AH's initiative on their proposed unanticipated yaw definition. Clement Audard proposes to use this topic as the first topic to be discussed on the new available discussion platform in Sharepoint.
[Discussion Board - Subject \(europa.eu\)
https://wse.easa.europa.eu/case/eab-rcom-plenarymeetings/Lists/DiscussionBoard/AllItems.aspx](https://wse.easa.europa.eu/case/eab-rcom-plenarymeetings/Lists/DiscussionBoard/AllItems.aspx)
- Gilles Bruniaux wants a harmonised (FAA/EASA) action, not only EASA and he wants EASA to take the lead on that.
- John Franklin presents an overview of what is foreseen in 2022 under the 'Be Ready – Fly Safe' campaign (ref. slide)

Action: AH to upload the discussion paper on unanticipated yaw in Sharepoint

10. Priority subjects for European operators – presented by EHA Chairman

EHA presentation by Christian Muller on the EHA priorities for RCOM for this year and next year (ref. slides).

Chairman of RCOM-industry Tim Fauchon would like to see some content related to the engineering side of the rotorcraft community. His argument is that if a subject is cross domain (ops/engineering), it stands a better chance of getting into the EPAS.

Thierry Couderc UFH supports the points :

- cross border issues
- different interpretations by different NCAs

David Solar mentions that EASA is working on all those points as mentioned by EHA, for several years. He indicates that the RCOM is the ideal place to discuss such issues. And he asks for more concrete data, concrete examples of what the actual issues are that create extra burden, etc.

(the example used by Thierry Couderc was that during the tour de France, the burden has doubled when it comes to cross border operations, as compared to earlier years)

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Clement Audard mentions that from research side, also some more subjects might get into RCOM. The link with Horizon 2020 is mentioned. Clement suggests to invite the manager dealing with research. RCOM Industry Vice-Chairman Gilles Bruniaux supports the initiative.

Action: Clement/Eric/Jan to invite the EASA manager going over the research projects for a next RCOM plenary session.

11. AOB – day 2

Chairman of RCOM-industry Tim Fauchon mentions that at least 2 main OEM suffer from a lack of spare parts that are not delivered timely. Apparently extensions are being asked to NCA's because of lack of availability of spares. It may be that Covid has negatively affected the supply chain. As an example the supply of oil seems to be insufficient, since General Aviation picked up again.

12. Wrap Up, review of actions and Closure of the Meeting

The Chair closed the meeting and thanked presenters and participants for their contributions.

List of actions:			
Item	Action	Responsible	Status and target date
Meeting#16_Action1	EHA will investigate nominating a representative from the Offshore North see community.	EHA, name ?	
Meeting#16_Action2	EASA to organise a dedicated session to present the outcome of the Icing survey	CT2, VBR & JLO	
Meeting#16_Action3	Consider having a review loop for EPAS.	SMx, Regine ?	
Meeting#16_Action4	EASA to consider organising a dedicated workshop on virtual reality simulator (Roadmap action).	CT2, name ?	
Meeting#16_Action5	EASA to foresee a presentation at European rotors in the symposium or in a side conference webinar end of March 2022	CT2, name ?	
Meeting#16_Action6	AH to upload the discussion paper on unanticipated yaw in Sharepoint	AH, Bernd Oswald	
Meeting#16_Action7	EASA to invite the EASA manager going over the research projects for a next RCOM plenary session.	CT2, EBE, JLO (CAU)	

Commented [LJ4]: ?

Commented [LJ5R4]: @Eric : is this the HEMS webinar you are planning on 30/03/2022 ?