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European Union Aviation Safety Agency

EASA's Commitment to the European Rotorcraft Community

Stefano Fico – Head of Department General Aviation and Rotorcraft

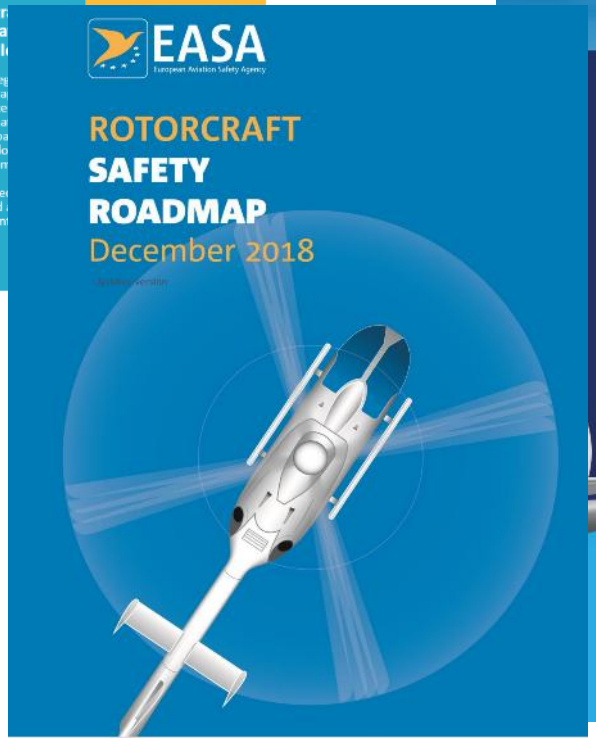
Swiss Helicopter Association Autumn Meeting – 23.10.2026

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SPD 2026-2028

SAFE	GLOBAL	GREEN	INNOVATIVE	RESILIENT
Maintain a safe, resilient aviation ecosystem Ensure that European safety and oversight standards effectively mitigate all risks affecting safety. Approve safe products that perform as expected in the system as part of a competitive industry. Promote a human-centered approach to maintaining safety.	**Enhance global standards and interoperability** Work with authorities worldwide to align safety and environmental standards and build competences to match the challenges of a changing aviation system. Leverage our international footprint and trusted status to partner with key international regulators on simplifying and harmonising applicable rules and approaches.	**Achieve net zero emissions in aviation by 2050** Team up with stakeholders to enable the technical, operational and fuelling capabilities required to pave the way for net zero aviation and mitigate non-CO2 emissions. Coordinate technical competences in the field of environmental sustainability.	**Integr innova technol** Develop reg frameworks, a and compete ensure the avia can keep pa technolo advancem Enable a unifie harmonised management	



EPAS 2026 (and 2027)



EASA Strategic Priorities for Rotorcraft

- Assess the preliminary results of **Rotorcraft Safety Roadmap** and decide its future;
- Better support **the R.COMM** to increase its efficiency towards stakeholders mainly operators
- **Strengthen partnership EHA-EASA** and other main associations.
- **Better Work together** (***"Safety Together: Turning Priorities into Action"****)
  - With stakeholders;
  - With bilateral partners;
  - Across domains to ensure stable support.
- **Rulemaking updates and the "Simplification Programme"**
  - EPAS is under revision and the Simplification programme is being prepared;

EASA **theme of EASA Annual Safety conference 2026*

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Rulemaking and Simplification

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The 8 simplification tasks in the coming EPAS 2027



RMT.0706
AR/OR













RMT.0768
Light
Sport
Aircraft





RMT.0770
Airworthi
ness









RMT.0772
Maintenance
licences









RMT.0771
Aircrew









RMT.0774
Air
operations













RMT.0773
Aerodromes













RMT.0753
Information
security





Burden stems from six recurring, cross-cutting issues

A **Insufficient proportionality**

Uniform requirements applied regardless of scale or risk level

B **Inefficient certification & approval processes**

Extended timelines, iterative review cycles, unclear expectations

C **Lack of clarity & stability of rules**

Frequent changes and divergent interpretations across authorities

D **Excessive documentation burden**

Duplicate submissions and overly detailed manual requirements

E **Limited digitalisation**

Largely manual processes; fragmented and incompatible IT tools

F **Inconsistent implementation & oversight**

Inconsistent interpretation of requirements; limited mutual recognition

[EASA Rule Simplification Programme - Making regulation smarter for a safer Future | EASA]

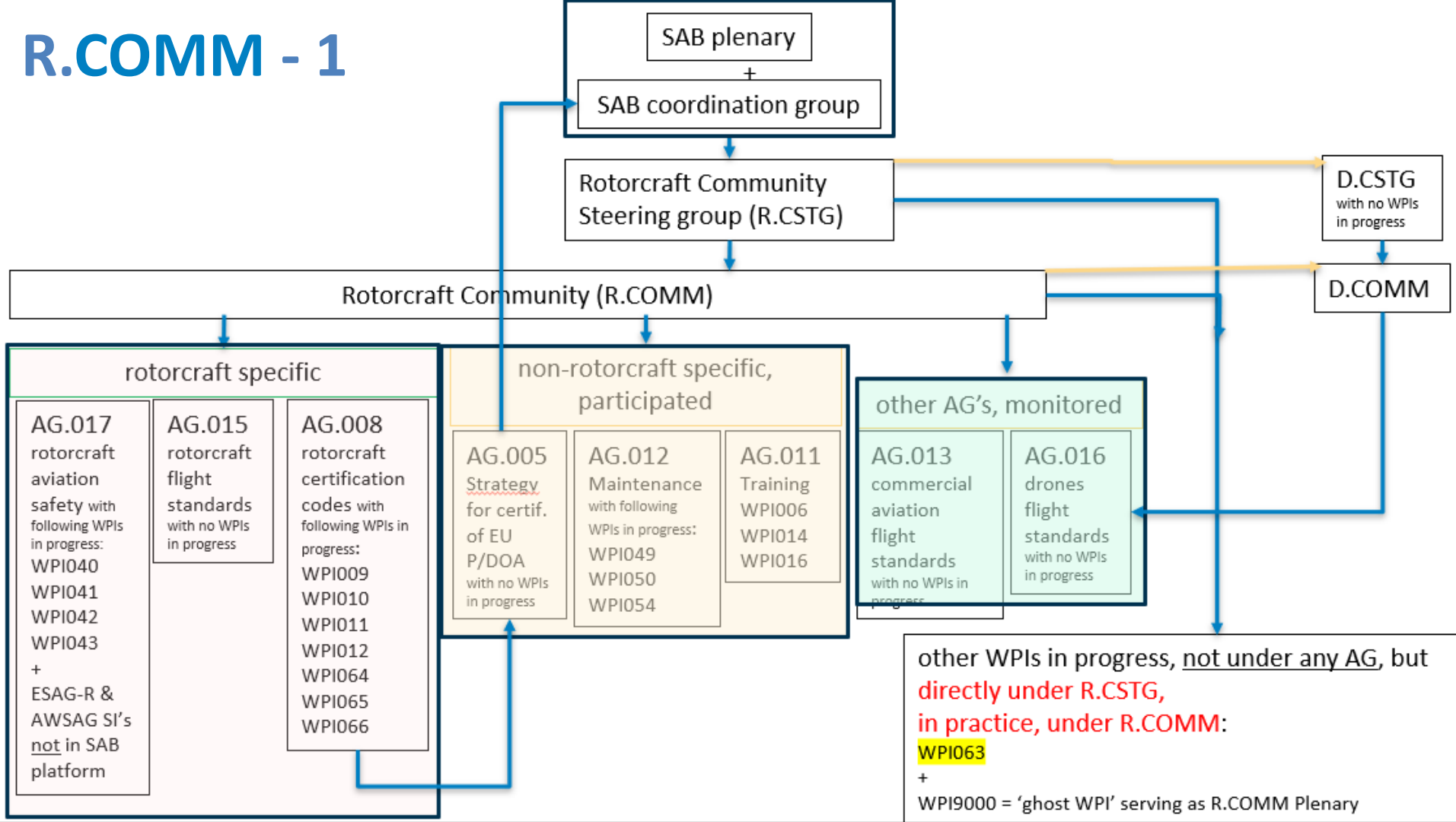
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Initiatives for Rotorcraft R.COMM; European Rotors; Rotorcraft Symsposium

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R.COMM - 1


SAB plenary
+
SAB coordination group
Rotorcraft Community Steering group (R.CSTG)
D.CSTG
with no WPIs in progress
Rotorcraft Community (R.COMM)
D.COMM
rotorcraft specific
AG.017
rotorcraft aviation safety with following WPIs in progress:
WPI040
WPI041
WPI042
WPI043
+
ESAG-R & AWSAG SI's not in SAB platform
AG.015
rotorcraft flight standards
with no WPIs in progress
AG.008
rotorcraft certification codes with following WPIs in progress:
WPI009
WPI010
WPI011
WPI012
WPI064
WPI065
WPI066
non-rotorcraft specific, participated
AG.005
Strategy for certif. of EU P/DOA
with no WPIs in progress
AG.012
Maintenance
with following WPIs in progress:
WPI049
WPI050
WPI054
AG.011
Training
WPI006
WPI014
WPI016
other AG's, monitored
AG.013
commercial aviation flight standards
with no WPIs in progress
AG.016
drones flight standards
with no WPIs in progress
other WPIs in progress, not under any AG, but
directly under R.CSTG,
in practice, under R.COMM:
WPI063
+
WPI9000 = 'ghost WPI' serving as R.COMM Plenary

R.COMM - 2

Role of the R.COMM

- Coordination and coherence of stakeholders inputs
- Advise on priorities, safety issues, technical discussions

Composition

- OEM, Operators, EASA, EHA, associations
- **We need your support!!!**

Future of the R.COMM

- Strengthen its role, increase efficiency, increase supports from stakeholders;
- Effective participation to helicopter events

R.COMM – 3

EASA rulemaking updates:
- AIR OPS
- AIR CREW
- AIRW

EASA safety data updates
- ESAG-R
- Data collection

EASA Safety Promotion

+ ESPN-R



R.COMM highlights/topics:
- Part 26
- Restricted icing
- Hybrids
- HV-diagram
- PC2
- SEH IFR
- Simplification
- ad hoc items (NVIS tr&ch, medical class, rating-issues, …)

- Review & evaluate SI's
- Accident (rate) data evaluation

- Steer, contribute, endorse campaigns

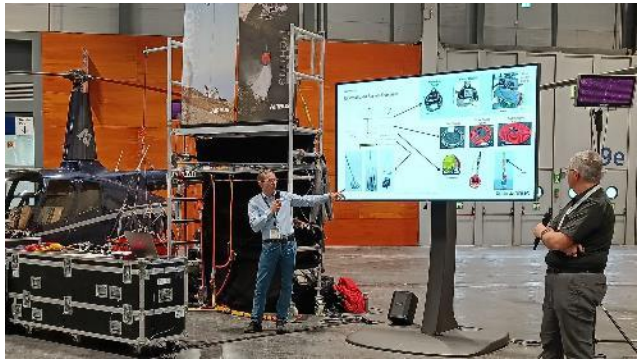
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EASA Rotorcraft Symposium and European Rotors

EUREXPO Lyon, 30/11– 3/12, Lyon, France

- EASA Rotorcraft Symposium
  - Certification focus in the morning
  - Operational focus in the afternoon
  - Additional strategic topics
- European Rotors
  - EASA working with European Rotors and EHA to support the full European Rotors event programme and align topics and themes
  - EASA/ ESPN-R leading with the Rotor Safety Zone to bring safety to life





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Thank you for your attention

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Back up slides

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Outlooks for Rotorcraft – Certification

Recent Rulemaking.

- CS-26 Amdt. 5 [2 Dec 2024]
  including requirements for Helicopter Crash-Resistant Fuel System.
- CS-27 Amdt. 9 / CS-29 Amdt. 10 [17 Dec 2021]
  Rotorcraft chip detection systems and occupant safety in the event of a bird strike
- CS-27 Amdt. 10 / CS-29 Amdt. 11 [27 Jan 2023]
  Regular update, including the Enhancement of the safety assessment processes for rotorcraft designs (RMT.0712 on CS 27.1309 and CS 29.1309)
- CS-29 Amdt. 12 [26 Nov 2024]
  Reduction in accidents caused by failures of critical rotor and rotor drive components through improved vibration health monitoring systems (RMT.0712 on AMC and GM to 29.1465)

Upcoming rulemaking:

- RMT.0128-2 Regular update of CS-27&29 (NPA)
- RMT.0752 Continued Integrity Verification Programme (NPA)

Outlooks for Rotorcraft – OPS + Aircrew

Opinion 01/2026 — Helicopter operations and crew qualifications

1. NVIS and HHO — Crew training and checking

Rule (IR/AMC/GM)	Title	Description of change / relevant EASA rationale
SPA.NVIS.130(f)	Crew requirements for NVIS operations	Training and checking by suitably qualified personnel under an approved and line checks: 12-month validity.
AMC1 SPA.NVIS.130(f)	Checking of NVIS crew members	Validity counted from end of checking month; checks in final three months retain original expiry-date basis.
SPA.HHO.130(f)	Crew requirements for HHO	Integrates HHO training into ORO.FC/ORO.TC, including helicopter/FSTD[...]; 12-month validity.
AMC1 SPA.HHO.130(f)	Checking of HHO crew members	Validity counted from end of checking month; final-three-month renewal retains original expiry-date basis.
AMC1 SPA.NVIS.140	Operations manual	Editorials.
GM1 SPA.NVIS.140	Concept of operations	Updates Basic Regulation reference to Regulation (EU) 2018/1139;

Upcoming for Rotorcraft – OPS + Aircrew (1)

Opinion 01/2026 — Helicopter operations and crew qualifications

2. Offshore operations — Safety equipment

Rule (IR/AMC/GM)	Title	Description of change / relevant EASA rationale
SPA.HOFO.110 (b)(3)	Flight crew survival suits	Approved survival suit appropriate to water temperature and rescue time; insulation sufficient but not excessive.
AMC1 SPA.HOFO.110(b)(3)	Flight crew survival suits	Suit criteria include water below 12°C, rescue time exceeding survival time, or night flight with water below 15°C.
SPA.HOFO.160(d)–(e)	Offshore situational awareness	CAT helicopters with MOPSC above 9 and CofA after specified two-year threshold: device increasing situational awareness on both sides; relevant equipment subject to airworthiness approval.
SPA.HOFO.165(a)–(b)	Life jackets and passenger survival suits	Approved life jackets are appropriate to water temperature and rescue time.
SPA.HOFO.165(c)	Emergency breathing systems	All persons carry EBS and receive instruction. Newly manufactured EBS after specified two-year threshold require applicable airworthiness approval.
SPA.HOFO.165(d)–(f)	Rafts, lighting and ELT	Editorials.
AMC2 SPA.HOFO.120	Offshore destination alternate	Adds guidance for alternate helideck more than 30 NM away to reduce common localized weather exposure. ICAO alignment.

Upcoming for Rotorcraft – OPS + Aircrew (2)

Opinion 01/2026 — Helicopter operations and crew qualifications

2. Offshore operations — Safety equipment

Rule (IR/AMC/GM)	Title	Description of change / relevant EASA rationale
SPA.HOFO.110 (b)(3)	Flight crew survival suits	Approved survival suit appropriate to water temperature and rescue time; insulation sufficient but not excessive.
AMC1 SPA.HOFO.110(b)(3)	Flight crew survival suits	Suit criteria include water below 12°C, rescue time exceeding survival time, or night flight with water below 15°C.
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Helicopter-related rulemaking proposals (1)

1. Helicopter-specific proposals

Rule (IR/AMC/GM)	Title / subject	Proposed change / rationale	MTL reference / status
AMC1 CAT.POL.H.305(b)	Performance approval and risk assessment	Clarify annual risk assessment, so continued approval remains justified.	Row 63 — Open; AMC, NPA2 proposed
CAT.POL.H.225 / AMC1 CAT.OP.MPA.105	Public Interest Sites (PIS)	Remove duplications and improve consistency between operations-manual requirements for PIS and other pre-surveyed operating sites.	Row 78 — Assessment pending
CAT.OP.MPA.137 / CAT.POL.H.420 / CAT.IDE.H.320	Overwater flights in Performance Class 3	Clarify coastal corridors, applicability of overwater provisions and safety implications of emergency flotation equipment.	Row 81 — Assessment pending
SPA.HOFO.165	Offshore flotation equipment	Review inconsistencies and possible discussion on SPO with non-complex helicopters	Row 88 — Open; IR, NPA3 proposed

Helicopter-related rulemaking proposals (2)

2. Other proposals relevant to helicopters

Rule (IR/AMC/GM)	Title / subject	Proposed change / rationale	MTL reference / status
GM1 ORO.GEN.130(b)	Fuel/energy schemes	Editorials proposed to improve understanding.	Row 40 — Open; AMC, NPA2
AMC1 / GM1 ORO.AOC.130	Flight Data Monitoring (FDM)	Editorial: Remove "Aeroplanes" from titles, as SPA.HOFO.145 refers to this material for helicopter offshore operations.	Row 49 — Open; AMC/GM, NPA2
SPA.HOFO (unspecified)	Offshore operations	Address outstanding offshore operational provisions associated with ICAO State Letter 2022/13. MTL notes AMC material already drafted.	Row 87 — Ongoing; NPA2
SPA.GEN.100	Specific approvals	Consider allowing Member States to omit non-applicable approval categories from forms or documents.	Row 89 — Open; NPA2
AMC1 NCC.IDE.H.120(a)(2) / NCC.IDE.H.125(a)(2)	Flight instruments	Correct editorial error in AMC concerning clocks displaying hours, minutes and seconds.	Row 101 — Open
NCO.IDE.H.195	Navigation by visual landmarks	Consider whether existing AMC material should be classified as GM.	Row 111 — Not assigned
Definitions (unspecified)	Helicopter specialised operations	Introduce definitions for HESLO, hoist and HEC cycles, and flight instruction.	Row 113 — Not assigned
CAT / NCC / SPO helicopter AWO AMC/GM	All-weather operations and GNSS interference	Update helicopter all-weather operations guidance related to jamming; MTL notes drafted material.	Row 121 — RMT/AMC

Potential side topics - RNP AR 0.1 operations

- Extension of RNP AR approvals below 0.3 is upcoming. Airworthiness approvals will be issued likely in Q1/2 2027. It is necessary though to ensure that also the operational frame is defined,
- Interest has been expressed by both OEM and NAAs in Sweden and Norway (in contact with EASA for a Sandbox approach). Switzerland is also working on the subject though it is not clear if such 0.1 approval will be issued under EASA or National regulations; last but not least the FLAG has been created as a European coordination group bringing together helicopter operators, manufacturers, ANSPs, NAAs, EUROCONTROL, EUSPA and EASA).
- it is agreed that the ongoing initiatives in the three countries need to be synchronized.
- EASA will reach out to the affected NAAs to make sure that we have an agreed way forward. Switzerland in particular since they are not involved in the sandbox

Potential side topics - Drones BVLOS

Background: On 30 November 2025, the Swiss Helicopter Association (SHA) published a position paper entitled: “Threat to aviation safety arising from FOCA's current authorization practices for BVLOS drone flights.”;

LTT (If topic is raised): EASA recognizes the importance of ensuring the safe coexistence of manned and unmanned aviation, particularly at low altitudes where helicopter operations may be exposed to additional collision risks. EASA is addressing these challenges through two complementary workstreams::

1. iConspicuity: Initially developed as a pillar of GA Flightpath 2030+, iConspicuity aims to improve electronic conspicuity and support the see-and-avoid principle through affordable and interoperable technologies while being compatible with U-Space airspace mandate in SERA.6005(c). One of its key elements is ADS-L, developed to standardize the existing uncertified technologies used in GA and guide their further evolution. The scope of iConspicuity is evolving beyond traditional GA (including rotorcraft), taking into account the needs of the wider aviation community, including ATM, security and unmanned aircraft. Further work aims to improve interoperability between electronic conspicuity solutions, considering the specific operational needs of low-level aviation.

2. U-space: Regulation (EU) 2021/664, 665 and 666 establish the regulatory framework for UAS operations within designated U-space airspace, including provisions supporting the safe coexistence of manned and unmanned aviation. U-space and ADS-L are complementary rather than competing concepts. ADS-L is already recognised as one possible means of meeting the electronic conspicuity requirements applicable to manned aircraft operating in U-space airspace. Further work on characterization of the real world performance at very low levels and on interoperability between electronic conspicuity technologies and U-space services can contribute to improved traffic awareness and collision-risk mitigation.