

Participants:			
R.COM industry participants	Tim Fauchon	EHA	R.COMM Industry Chairman
	Oliver Dismore	EHA	
	Vincent Lassus	ASD	
	Thierry Couderc	EHA	
	Joan Serra	GAMA	
	Mike Deer	ASD	
	Stefan Becker	EHAC	
	Benoit Gadefait	ASD	
	Estelle Laurendeau	ASD	
	Thierry Vandendorpe	ASD	
	Robert Haas	ASD	
	Yann Guerin	ASD	
	Stéphane Petit	ASD	
	Olivier Jeunehomme	ASD	
	Jerome Stehle	ASD	
	Francesco Pisanti	ASD	
	Alessia Clerici	ASD	
	Braghioli Marco	ASD	
	Labre Thierry	ASD	
	Jim Evans	ASD	
	Andy Evans	ASD	
	Lee Carslake	ASD	
	Andreas Hjert	ASD	
	Sylvain Richard	ASD	
	Jorge Garcia Saceda	ASD	
	Kurt Dahlmann	ASD	
	Todd Tetzlaff	ASD	
	Brendan Corrigan	ASD	
	Carlos Rios	ASD	
	Flora Stavropoulou	ASD	
	Frank Liemandt	ASD	
NAA observers	Salvatore Cabibbo	NAA	Italy
	Antonio Almeida Reis	NAA	Portugal
	Mats Bernelind	NAA	Sweden
	Tor Egil Disen	NAA	Norway
	Stefania Attili	NAA	Italy
	Alexandre Antunes	NAA	France
	Fernando Bernal	NAA	Spain
EASA Participants and presenters (including part-time participants)	Anca Palote		
	Erika Ternert		
	Michel Masson		
	Prokopis Batzanopoulos		
	Giovanni Cima		
	Micaela Verissimo		
	Marco Dioli		
Jan Loncke			
Guests / Observer			

MoM Distribution:
R.COMM Minutes of Meeting are not public. R.COMM 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. – Rules of Procedure of the EASA Stakeholders Advisory Body issue 3, 13 April 2023

MoM prepared by	Jan Loncke	July 2025
MoM reviewed by	Tim Fauchon, R.COM Industry Chairman	July 2025
MoM approved by	R.COMM Members	

NEXT R.COMM PLENARY SESSIONS

	Ref. new SAB structure – R-CSTG before R.COMM plenary*	
4-5/11/2025	EASA, Cologne	Hybrid mode
3-4/02/2026	LH, Italy	In person (+ hybrid mode)
9-10/06/2026	EASA, Cologne	Hybrid mode
*Keep in mind that the SAB R-CSTG meeting will be scheduled prior to the start of the R.COMM plenary session. ESAG-R meetings as well as certain SAB AG meetings are typically held the day before (or after) R.COMM plenary sessions.		

AGENDA

Item ref.	Topics for Discussion
1	Welcome, introduction, validation of the MoM of previous RCOMM plenary session and review of actions
2	R-CSTG feedback to R.COMM plenary
3	Part-IS implementation update (including SAB/EC exchanges etc.)
4	AG.015 Flight Standards coordination for Rotorcraft – Reporting
5	AG.008 Certification codes for Rotorcraft – Reporting WPI progress (Manufacturers)
6	AG.017 Aviation Safety for Rotorcraft – Reporting ESPN-R reporting

Item ref.	Topics for Discussion
7	Planning of future meetings
8	AG.017 Aviation Safety for Rotorcraft – Reporting ESAG-R reporting
9	Helicopter turnover report Potential development of proxy accident rate data
10	Pre-flight risk assessment in training by AH
11	SAB platform explanation
12	AOB & R.CSTG generated items <ul style="list-style-type: none"> - IIMC WPI.063 update & call for Rotorcraft Research & Innovation proposals - CMPA definition issues & survey
13	Wrap Up, and Closure of the Meeting

1. Welcome, Introduction and Review of actions
Status update on action points. The table with action points is at the end of this MoM. (*)Old closed action points are not retained in this MoM.
Action 21 continuous call for additional participants in support of ESAG-R
Action 28 FAQ Part 26: kept in list as reminder.
Action 32: After several R.COM(M) plenary meetings no pilot feedback has been received on the use of HTAWS in onshore operations.
Action 39: to keep EASA ED.1 informed about any event that could be supported by ESPN-R: permanently ongoing.
Action 44: the call for experts willing to work on exposure – flight time vs incidents/accidents is kept open, since more volunteers are needed. R.COMM insisted EASA should force NCAs to collect and provide detailed operational data (# flights, flight time & sectors, kind of operations, etc.) Anca Palote SM1 will come back on the topic to indicate what metadata is to be provided.
Action 52: the call for nominees to work in ESAG-R group on eVTOL & UAS issues is kept open, because of lack of volunteers. Stefan Becker and Oliver Dismore EHA will provide (a) nominee(s). Joan Serra GAMA proposed a cross-WG together with drones.
Action 62: The action on SIPI scoring methodology remains open. Safety issue prioritisation (SIPI) is a structured approach allowing safety issues to be risk-classified in a consistent manner, regardless of the operational domains they belong to, and regardless of the source of the safety intelligence. Anca Palote SM1 will provide an update next R.COMM.
Action 63: Yann Guerin & Stephane Petit (AH) demonstrated the AH Training Centre risk assessment matrix during this R.COMM #26. The action is closed.
Action 64: CONOPS text on the use of hybrid technology is expected to be ready by November 2025.
Action 66: André van Niekerk, CHC Norway has accepted to represent the rotorcraft community to follow up the activities in SAB AG.015-Flight Standards Coordination for Rotorcraft and all other SAB activities (e.g. AG.013-Flight Standards Coordination for Commercial Aviation, AG.014-Flight Standards Coordination for GA, AG.016-Flight Standards Coordination for Drones, etc.) that may have an impact on helicopter operations.
Action 67: RMT.0750 on the regular update of the use of airspace and requirements on aircraft equipment is likely to be postponed. ToR are not made yet. The envisaged topics are to correct some inconsistencies resulting from the transposition of (EC)1079/2012 on voice channel spacing and (EC)1207/2011 on performance and interoperability of surveillance. Technical content is not intended to be altered. The action is closed.
Action 68: SAB platform issues have been gathered and forwarded to stakeholder management. NCA's have received information and were offered help with issues through last AIR OPS TeB and HEG meetings. The SAB Exec Secretary accepted to provide explanation during this R.COMM #26. The action is closed.
During the R.COMM plenary of 24-25/06/2025, 5 new action points were added to the list. Ref. the end of this MoM.
2. R-CSTG feedback to R.COMM plenary
R.COMM Chair Tim Fauchon provided feedback on the different SAB Activity Groups.

3. Part IS implementation update

Oliver Dismore, EHA, stated that there is no postponement foreseen in implementation time. EASA is working on soft law. Provisions will be included for exemptions, e.g. for A-to-A operations, for A-to-B operations in a geographically limited area. Derogations will be considered on a case-by-case basis to be accepted by the NCA's.

GAMA has prepared a draft paper to support the request for such exemptions with the aim to standardise the process for applying for a derogation. The paper was sent to all R.COMM members on 24/06/2025 by mail and uploaded on the SAB collaboration platform as [attachment to MoM-R.COMM-250624 GAMA prepared paper on Part IS Compliance Outcomes 4.4 v2.1.](#)

4. AG.015 Flight Standards coordination for Rotorcraft - WPI progress reporting (operators)

Oliver Dismore, EHA reported on AG.015 subjects.

André van Niekerk, CHC Norway, took the task to follow-up non-rotorcraft related activity groups and RMT's, especially the ones on Commercial Air Transport with (large) aeroplanes to monitor whether rotorcraft might be impacted, and then report feedback to R.COMM.

Andreas Hjert, EHA, raised several topics:

- He pointed out the lack of standardisation and significant differences existing between different countries (even between Scandinavian countries) related to interpretation of Part FCL and AIR OPS training/checking requirements, & compliance with OSD. The R.COMM requested EASA to focus on standardisation on the subject. Since standardisation is under EASA remit, R.COMM requested that the issue be raised in the Helicopter Expert Group (HEG) that resorts under AIR OPS TeB and AIR CREW TeB.

AH pointed to 'inconsistencies' between FCL.725 and OSD FCD : suggested solution to include in appendix 9 "*... unless otherwise foreseen in OSD*".

- It was suggested that NVIS should be extended to SPO and other than CAT operations.

- He also suggested to allow the NVIS part of a line check to be performed in FSTD (currently line checks should be done in the aircraft). Context: There is sometimes limited opportunity to do line checks due to weather or in northern countries during the summertime when there is no or almost no night. ENAC expressed their concern about the use of some 'inappropriate' FSTDs in that case.

- Current requirement for NVIS trainers is to be TRI or FI, whereas apparently there are well-experienced pilots available not being (anymore) TRI or FI who could provide very valuable NVIS training but are not allowed to do so under present rules.

- MCC instruction experience requirement is relatively (too) high for rotorcraft as compared with fixed wing leading to situations that r/c pilots do their MCC in fixed wing simulators because that's cheaper, there are more devices and more instructors available.

- FCL.710 differences training : the weight restriction for helicopters is questioned, especially in the case of legacy a/c as B205.

Thierry Vandendorpe, AH, suggested that these training/checking related topics should be dealt with in AG.011 Training.

Oliver Dismore took the action #69 to contact EASA/FS3 & FS2 on the above subjects since AG.015 is not active yet.

5. AG.008 Certification codes for Rotorcraft – WPI progress (Manufacturers)

Joan Serra, GAMA, provided an overview of ongoing work under AG.008. (Ref. presentation on SharePoint) Regarding the WPI's that are transversal over certification and flight standards, it is important that FS2 joins the discussion, since Flight Standards are concerned. That is the case for the discussion regarding PC2 under WPI065 and the hybridization of rotorcraft systems under WP066, with a link to RMT.0318.

Action #70 on EASA to inform Flight Standards department.

<p>WPI065 Compliance methods for PC2 operational concepts: Was discussed at length in the AG.008 meeting 23/06/2025.</p>
<p>WPI066 Hybridisation of rotorcraft systems: Estelle Lauendeau, AH, presented the draft CONOPS that was produced by the main European OEMs LH & AH. The focus is on enhanced safety and enhanced performance. Enhanced safety is related to safer landing options following a primary engine failure. Whereas enhanced performance is based on the availability of a power boost in normal operations during demanding manoeuvres and the potential to reduce exposure during critical take-off and landing phases. The draft CONOPS also suggested the need for an additional certification category (Category H, for Hybrid), potentially based on Cat B with a subset of Cat A requirements.</p> <p>During the R.COMM plenary, Enstrom Helicopters showed their willingness to step in the activities that were started by LH & AH. Bell Helicopters is following the CONOPS drafting process without actively participating in the writing.</p> <p>The CONOPS text is estimated to be finished by November 2025.</p> <p>Thierry Vandendorp, AH, requested EASA to anticipate foreseeing provisions in next EPAS 2026-2028 to re-open RMT.0318. He also requested a time frame for the actual work to be done in RMT.0318 to accommodate operations with helicopters powered by hybrid systems.</p> <p>Action #71 on EASA to inform Flight Standards Department.</p>
<p>Restricted icing: AH is collecting operational data with the support of some, mainly Norwegian and Suisse HEMS, operators. A meeting is scheduled in July with operators to determine affected mission profiles, required changes to regulations, to work on a CONOPS for the intended operation. Operators not yet involved, but wishing to contribute are invited to contact Robert Haas (AH).</p> <p>Jan Loncke (EASA) mentioned that any proposals coming out of the activity should be supported by all the industry (all OEM's & operators).</p> <p>Andreas Hjert confirmed that several EHA HEMS Working Group members have clearly expressed that they are willing to provide assistance and resources to the OEMs and as needed to assist in a rulemaking task on this subject, as subject matter experts and through contributing to research projects or providing scenarios.</p>
<p>CRFS: Implementation issues were reported regarding older types and the types used by small operators shifting their operations from one country or continent to another because of seasonal activities.</p>
<p>Part-26/CS26: Marco Dioli, EASA announced that together with Joan Serra, GAMA, a webinar will be organized on 03/07/2025 because of the apparent need to provide additional information and clarification on the implementation of Part 26 requirements affecting helicopter offshore operations. A separate invite will be sent out by GAMA.</p>
<p>GAMA requested EASA CT5 to provide a status update on RMT progress during each R.COMM plenary.</p> <p>Action #72 on EASA to always reserve a slot for providing regulatory updates to the different departments involved.</p>

<p>6. AG.017 Rotorcraft Aviation Safety - ESPN-R reporting</p>
<p>ESPN-R coordinator Michel Masson, EASA, presented an update on ongoing safety promotion work (ref. presentation on SharePoint)</p>
<p>Tim Fauchon, R.COMM chairman, asked if VAST could be used more actively in safety promotion activities. Interaction with VAST was confirmed by Michel Masson. Tim Fauchon suggested to use VAST for the promotion of new insights acquired through recent research on unintended/unanticipated yaw or LTE.</p> <p>Thierry Couderc, EHA, stated that safety promotion material provided by EASA, or other organisations, are not frequently consulted or used by the industry.</p> <p>Andy Evans stated that VAST might not be the best option. Based on his experience, he proposed consideration whether to publish dedicated articles in renowned professional publications from specialised aviation press. Michel Masson mentioned that EASA teamed up with 'Pilots Who Ask Why', because the EASA publications through traditional communication channels seemed to reach a limited public.</p>

Mike Deer, ASD, enquired about whether EASA would publish anything related to FAA SAIB 2025-05 regarding fuel starvation risks while performing sideward pulling sling operations. Jan Loncke, EASA, replied that EASA is aware of the SAIB and would report back to the R.COMM. Post-meeting note from Jan Loncke: EASA acknowledged the FAA bulletin and republished it on the EASA Safety Publications Tool [here](#) on 27/06/2025.

Thierry Couderc, EHA, questioned the added value to safety promotion regarding the envisaged cooperation with Corentin Larose to produce safety promotion videos.

Michel Masson replied that EASA maintains control over the messages branded EASA.

7. Planning of future meetings

Next meetings:

At EASA, Cologne, in hybrid mode:

- 3/11/2025 AM: SAB AG meetings
- 3/11/2025 PM: ESAG-R meeting
- 4/11/2025 9:00 – 10:00: R-CSTG
- 4/11/2025 10:30 – 17:00: R.COMM
- 5/11/2025 9:00 – 13:30: R.COMM

At LH, Milano, Italy, in person (venue address will be communicated later)

- 02/02/2026 AM: SAG AG meetings
- 02/02/2026 PM: ESAG-R meeting
- 03/02/2026 9:00 – 10:00: R-CSTG
- 03/02/2026 10:30 – 17:00: R.COMM
- 04/02/2026 9:00 – 13:30: R.COMM

The airport closest to the LH venues is [Milano Malpensa](#) airport.

Leonardo Helicopters has negotiated a special rate with [hotel Dolce Inn Malpensa](#). The hotel is located close to both venue addresses Vergiate and Sesto Calende.

Please use the form sent to you on Monday 25/08/2025 by a separate mail and reply directly to the hotel if you wish to stay at that hotel.

In addition, do not forget to also inform LH of your intent to join the meetings in person to facilitate entry formalities at the LH sites.

The information needed by LH from those who intend to join the meetings :

- **First Name & Name**
- **Organisation**
- **Email address**

Please send the required information to Marina Guariento marina.guariento@leonardo.com & Martina Aldasio Pozzi Martina.AldasioPozzi@leonardo.com and cc Jan Loncke jan.loncke@easa.europa.eu.

At EASA, Cologne, in hybrid mode:

- 8/06/2026 AM: SAB AG meetings
- 8/06/2026 PM: ESAG-R meeting
- 9/06/2026 9:00 – 10:00: R-CSTG
- 9/06/2026 10:30 – 17:00: R.COMM
- 10/06/2026 9:00 – 13:30: R.COMM

ESAG-R meetings are preferably joined in person.

8. AG.017 Rotorcraft Aviation Safety - ESAG-R reporting

Anca Palote, EASA SM1, presented the ongoing work. (ref. presentation on SharePoint)

There is a significant rise in maintenance related events/incidents reporting. So far it is unknown whether that is due to more maintenance related events or if the reporting culture has improved.

It was again mentioned that safety relevant data should be based on data relative to flight time, numbers of flights, numbers of take-offs & landings, rotations, sectors flown, kind of operation, etc.

Although Art. 72 of the Basic Regulation states that EASA must collect such data, there are still issues to overcome. As of 2026 the implementation of a new tool made available by EASA should bring improvement. Thierry Couderc, EHA, pointed to differences between aviation administrations of different countries in the way they collect operational data. He stated that it is a big concern of harmonisation.

Questions were asked about the relationship between Rotorcraft Safety Roadmap and EPAS. EPAS is a regulatory obligation, whereas RSR was an industry driven initiative where EASA took a role to streamline objectives and activities through several workstreams. So far it has not been decided how to continue with the RSR. All options are still open, from doing nothing, over reviewing the original roadmap, to setting new objectives.

EPAS Vol. III has received an updated structure. It contains definitions and links safety issues and safety topics to specific tasks (RMT's, MST's, SPT's). Michel Masson, EASA ED.1, stated that all issues are already being treated extensively and warned to not re-invent the wheel for what is already ongoing. Anca mentioned that the R.COMM has the possibility to comment on the restructuring of the EPAS.

For SI-8027 focus remains on autorotation. The R.COMM suggested that research should be done:

- on the effect of the kind of rotor system high inertia rotor systems, usually in older or heavier types versus low inertia rotor systems, usually found in lighter, smaller types frequently used for training
- on the effect of low time flight instructors versus highly experienced FI's, and if there is a relationship with the kind of rotor system.

Data shows that 50 % of the incidents happen during practice autorotations.

Involvement of the light, small helicopter branch is required in the discussion that will continue in the SI-8027 working group. Aim is to come up with a proposal to EASA FS2 & FS3 to change EU regulatory requirements.

9. Pre-flight risk assessment in training by AH

In the context of ESAG-R SI-8027 Inadequate handling of simulated technical failures and abnormal procedures during a training flight, AH was asked to show the pre-training flight risk assessment tool applied by AH Training Academy Marignane. Stéphane Petit and Yann Guerin (AH) showed how the tool is used.

Ticking the boxes is just the starting point. The actual assessment is done during the following discussion between instructor and trainee. There is always a subjective part in the assessment.

The tool takes several parameters into account, e.g. experience of trainee, environment, actual weather, type of training & manoeuvres, etc.

10. SAB platform explanation

Flora Stavropoulou, SAB Executive Secretary, had foreseen to provide an explanation on the SAB platform structure and how to use it.

The R.COMM members raised the access issues they face. There was no time left to explain how to use the platform, as was initially foreseen.

Flora agreed to come back on the subjects she intended to explain in a future R.COMM. This would allow her to solve access issues in the meantime, before showing how to use the platform effectively.

Take-aways:

- For those having already an account, and having to reset their password, change the password. Upon reception of the auto-reply, do NOT use the link provided in that mail to enter the platform. Instead the following link is to be used: [here](#).
- When encountering password reset issues, contact am-support@easa.europa.eu.
- If after password reset, and using the link provided here above, there are still access issues, make screenshots of the generated error and mail to sab.execsec@asd-europe.org.
- If you've never had an account, you need to contact sab.execsec@asd-europe.org. Note that your association representative will need to help you with your profile. Also, your association or organisation will have to confirm your request.

Please note that the SAB Executive Secretary is not able to provide IT support as such. Issues made known to the SAB Executive Secretary will be transferred by her to EASA (IT).

Action #73 on R.COMM: to escalate the SAB collaboration platform issues encountered by R.COMM members and observers to the SAB Plenary.

11. AOB & R.CSTG generated items

CMPA definition (issues & survey)

Giovanni Cima (& Micaela Verissimo), EASA FS2 provided extra info on the ongoing survey on Complex Motor-Powered Aircraft. The intent is to collect data in preparation of the rulemaking impact assessment. General comment from R.COMM members : the survey is too large and not useful for, does not consider rotorcraft. The survey structure does not allow swift navigation through the survey.

Thierry Vandendorpe (AH) indicated that there is an interest to change the boundaries of CMPA versus non-CMPA because of the new technologies (full electric aeroplanes, eVTOLS, hybrids) being developed. Therefor a review of the definitions, considering the increased mass, is to be considered. He expressed his concern that a change of the CMPA definition might be driven by statistics from fixed wing aircraft data only.

Stefan Becker, EHAC, asked if there is a change anticipated at ICAO level.

Micaela Verissimo mentioned:

- that there is coordination with EASA CT(2) regarding hybrids and the increased mass issue
- that coordination at ICAO level has started (together with CT)
- but that ICAO did not start with helicopters

Oliver Dismore questioned what the conclusions in the BIS or impact assessment regarding helicopters will be since there are no questions in the survey related to helicopters. The R.COMM requested a specific questionnaire on helicopters.

Considering the current rotorcraft fleet, the mass criteria is the only helicopter relevant parameter.

Giovanni Cima thanked the R.COMM and took note of the difficulties and the concerns expressed by the rotorcraft community, which were partly known but were better defined in the R.COMM plenary meeting.

Post-meeting note:

Giovanni Cima confirmed that there were already some responses in the survey tool, stemming from rotorcraft operators. He also stated that access to the CMPA survey was extended by one week, until 04/07/2025, to give some more margin to the rotorcraft community to raise their voice.

He also wanted to highlight that even if the survey is considered mostly “fixed wing oriented”, it’s important to reply at least on some of the queries, but also to express any negative feedback if it is felt that rotorcraft are not well addressed.

IIMC WPI.063 update

Oliver Dismore, EHA, mentioned the 5 pillars to be addressed in the WPI:

- Human factors, led by Capt. Rick London
- Training in prevention, to be led by AG011 Training
- Training in recovery, to be led by AG011 Training

- Technical mitigations, to be led by AG008 Rotorcraft certification codes
- Cross-cutting regulatory aspects

He confirmed having received feedback from Francesco Gaetani and Ascanio Russo, EASA FS3 on the paper revision date 7 April 2025.

The latest revision is dated July 2025, added as attachment to this MoM and available on the SAB platform [here](#).

Call for **Rotorcraft Research & Innovation** proposals

The R.COMM called for research on the following topics:

- New technologies in support to prevent & recover from IIMC
- RADALT frequency versus 5G in the specific off-aerodrome rotorcraft context, e.g. in HEMS operations where PinS approaches and low level IFR routes are in place
- Research in the context of autorotations and engine-off landings:
 - o on the effect of rotorcraft systems (and their inherent inertia), specifically for small helicopters most frequently used for training,
 - o reaction time,
 - o low time Flight instructors, and
 - o on the handling qualities of these helicopters
- PED's in rotorcraft. EASA guidance/advice was published, focused on fixed wing operations. Jim Evans, HeliOffshore, mentioned that IOGP put out a safety notice pointing out the change in UK CAA rules pertaining the carriage of PED's on offshore flights as of 01/07/2025. Info leaflet, guidance and video can be found [here](#).
- Availability of in-flight real-time weather information: free of charge in certain countries versus only available to subscribers in other countries (this is also a point of interest in the context of WPI063 IIMC)

12. Wrap up, closure of the meeting

List of actions:			
Item	Action	Responsible	Status and target date
Meeting#18_Action21	ESAG-R: Request for the participation of additional participants with specific knowledge (as mentioned here above in the MoM) to the ESAG-R workgroup	all RCOM members	next RCOM plenary session – this Action point has been brought back to mind
Meeting#19_Action28	To prepare FAQs for operators (and NCAs) with explanation, guidance on how to implement Part 26	EASA	For next RCOM plenary session: RCOM members asked to prepare to explain what they expect. Item closed. FAQ will be drafted in the future. In meantime RCOMM will remain informed about the PART 26 status.
Meeting#19_Action32	Pilots to provide feedback on why HTAWS is not used onshore / why and when it produces false warnings.	Pilots	Next R.COMM plenary meeting. After x plenary meetings still nothing received !
Meeting#19_Action39	The rotorcraft community is kindly requested to always inform EASA Safety Department (mail to John Franklin, Michel Masson) of any intention to organise an event, so that EASA can have a look on how to support the event through ESPN-R.	all RCOM members	Permanently ongoing.
Meeting#21_Action 44	The creation of a group of experts working on exposure – flight time versus incidents/accidents.	- Anca Palote to follow-up ongoing work	Last call for experts, until next RCOMM Action remains open
Meeting#22_Action 52	2 nominees to be provided to work in ESAG-R group on eVTOL and UAS (incl. drones) issues	O. Dismore, EHA S. Becker, EHAC	By next RCOMM Kept open because of limited number of proposed candidates.
Meeting#24_Action 62	To clarify on the methodology applied for the SIPI scoring.	EASA, Anca Palote	Next R.COMM
Meeting#24_Action 63	The community is requested to share examples of pre-flight (& pre-landing) risk assessment matrix questions	All R.COMM members	Next R.COMM Demo was provided by AH during R.COMM#26 25/06/2025. Closed

List of actions:			
Item	Action	Responsible	Status and target date
Meeting#24_Action 64	This action point is a reminder for the action point that has been assigned to AG.008 (& AG.015). It is linked to action 55. David Solar requests a CONOPS text on the use of hybrid technology to be ready before ER2025.	AG.008 (& AG.015)	Before November 2025
Meeting#24_Action 65	To organize a R-CSTG meeting one month in advance of the scheduled R.COMM plenary to agree on the agenda.	R.COMM chair	1 month in advance of next R.COMM A meeting was organized & agenda was set. Closed
Meeting#25_Action 66	The industry (helicopter operators, specifically) is invited to provide a representative (representing R.COMM) to follow up the activities in SAB AG.015-Flight Standards Coordination for Rotorcraft) and all other SAB activities (e.g. AG.013-Flight Standards Coordination for Commercial Aviation, AG.014-Flight Standards Coordination for GA, AG.016-Flight Standards Coordination for Drones, etc.) that may have an impact on helicopter operations.	R.COMM members	Next R.COMM André van Niekerk, CHC Norway accepted. Closed
Meeting#25_Action 67	To find out the scope of RMT.0750 and to what extend rotorcraft (operations) are impacted	EASA, Jan Loncke	Next R.COMM Reply was given to R.COMM. [ref. attachment to MoM] Closed
Meeting#25_Action 68	SAB platform issues to be gathered and forwarded to Stakeholder management for a solution.	EASA, Jan Loncke	Next R.COMM Issues were gathered and forwarded to Stakeholder management. SAB Secretariat accepted to provide explanation during R.COMM #26 Closed

List of actions:			
Item	Action	Responsible	Status and target date
Meeting#26_Action 69	To contact/inform EASA Flight Standards department on: - differences in interpretation of training & checking requirements in Part FCL & AIROPS; lack of standardisation between MS NCA's - Inconsistencies in Part FCL & OSD	EHA, Oliver Dismore	Coming days
Meeting#26_Action 70	The R.COMM requested EASA Flight Standards (FS2) to participate in WPI065 (PC2) and WPI066 (hybrids).	EASA, Jan Loncke	To inform FS dept
Meeting#26_Action 71	The R.COMM requested EASA to foresee a change in the EPAS regarding RMT.0318 and a time schedule for the actual work to be done in RMT.0318.	EASA, Jan Loncke	To inform FS dept
Meeting#26_Action 72	EASA to always reserve a slot for providing regulatory updates to the different departments involved.	EASA, Jan Loncke	Next R.COMM
Meeting#26_Action 73	Escalation of the SAB collaboration platform issues encountered by R.COMM members and observers to the SAB Plenary.	EHA, Oliver Dismore	Next R.COMM

*Closed action points from previous meetings will be removed from the list in next MoM.