

Stakeholder Advisory Body

European Aviation Safety Agency

Task Force on SAB restructure

Sector review of EASA proposal and priorities

Sector name: R.COM

Part 1: Sector comments against the 4 elements proposed by EASA

The 4 elements listed below were [presented](#) by EASA at the SAB 2020-3 Plenary on 12/11/20.

Please provide your sector recommendations in achieving each of these objectives.

EASA element	Sector recommendations
MAB & SAB agreed Work Programme to structure the technical AB work and streamline which topics are dealt by which group.	<p>Currently, the MAB and SAB do not pass work/topics down for the R.COM to consider so the reality is one-way traffic of the R.COM passing its views upwards and sideways to other communities. Instead, EASA and industry do and these refine and inform the overall work programme.</p> <p>The R.COM also pulls contributions to its programme from the EASA rotorcraft safety roadmap and holds its own SAGs to identify emerging safety risks and hazards and already incorporates the NAAs, as observers.</p> <p>According to the specificities of the VTOL flight domain, procedures & operations, and to the specific air safety threats of the sector, the R.COM needs to continue to develop and deliver its own program.</p>
Flexibility to address specific, ad-hoc or transversal topics, but degree of permanence where required (also ensured by	The R.COM coordinates with CAS.COM and attempted to coordinate with the GA.COM (both committees have similar safety roadmaps in progress and coordination is left to

<p>continuity of experts and topics).</p>	<p>EASA).</p> <p>If EASA forms a UAS.COM this committee would very much like to engage and coordinate with it as there is much scope for convergence/overlap and particularly in the future fields of e-VTOL and urban air mobility.</p> <p>Currently, we have full freedom to raise topics with EASA and regular meetings have ensured continuity of the work to ensure activities come to completion through relevant engagement by members and consequent ‘ownership’ of issues.</p>
<p>Increased reliance on digital meetings and tools, but face-to-face meetings will be kept to maintain the benefits of networking.</p>	<p>During the pandemic, the R.COM has continued with its quarterly meetings via digital platforms and committee discussions have also been conducted digitally. It aims to return to face-to-face meetings as soon as practicable, to ensure efficient and active participation. One-off meetings will still be held digitally to pursue certain subjects.</p> <p>To assist in this, EASA needs to improve its collaborative tool/filing system/search engine. The login to the CRT database needs to be enhanced in order to offer better /simpler procedures compatible with multi-platform connection.</p>
<p>Re-focused SAB composition: discussions with non-EASA MS stakeholders focused on their specific regulatory environment.</p>	<p>It is not up to the R.COM to comment on the SAB composition. However, the R.COM plans to continue to invite the non-EASA MS stakeholders, both NAA and industry, to participate in meetings and particular projects in the interest of improving safety across the sector through global input.</p>

Part 2: Top 4 Sector Objectives

Please identify the top 4 objectives for your sector with a description of what the sector would like to see from the revised SAB structure.

Objective	Title	Description
1	Rotorcraft Safety Roadmap	To significantly improve the safety of European rotorcraft, with a more specific target of a 50% safety improvement over the next 10 years. The conduct of this aim cannot always be realistically grouped with the air safety promotion of the other sectors of aviation due to the very specific characteristics of rotorcraft; the "swiss-tool" like tasking that they provide and the contrasting scale of perceived impact of issues across domains. Coordination across all the domains to ensure harmony and consistency with any workstreams and to allow the rotorcraft sector an appropriate 'voice' in their development.
2	Reduced regulatory burden on small operators	We need to see the outcome of the study that EASA has conducted on this subject, to be considered by the SAB and any recommendations supported for implementation by EASA and MS
3	Coordinated inclusion of the UAS into the airspace	There needs to be an electronic conspicuity and UTM architecture that works across the whole of EASA's domain. The SAB should be leading this work with a Transversal Group that is considering the needs of all sectors.
4	Increased collaboration of safety promotion globally	We request the support of the SAB to further the activities of the ESPN-R: to coordinate any use of products/campaigns created with any other sectors; to obtain funding from EASA and the NAAs for this work, and to encourage MAB members to reinforce the messages at national levels; to encourage industry and OEMs in the global efforts, where they contribute with expertise and specialist participation in order to attain the targets of the Rotorcraft Safety Roadmap, which at its core has a reduction of fatal accident cases and increase in survivability.