EHA

European Helicopter Association

Newsletter

17 September 2026

In this week's news...

- **Simplification – EASA responds:** Following industry concerns, EASA has committed to greater transparency, targeted expert involvement and impact assessment as its regulatory simplification programme moves into delivery.
- **CS-27 certification flexibility:** EASA is consulting on an alternative approach to rotor-drive endurance testing that could provide manufacturers with greater flexibility while maintaining the required safety outcome.
- **Helicopter training – Madrid to Lyon:** EHA's CBTA/EBT project has taken an important step forward with Entrol and industry partners. The emerging model uses continuous evidence of competence to drive targeted training and will be demonstrated at EUROPEAN ROTORS.
- **HEMS FTL enters political scrutiny:** New European flight and duty-time rules for HEMS, air taxi and single-pilot operations have moved into EU scrutiny. EHA will continue pressing for a proportionate and operationally workable outcome.
- **GNSS interference:** Jamming and spoofing present particular risks to low-level, offshore, HEMS and SAR operations. We highlight what helicopter crews need to consider.
- **ATM/ANS contracting:** New EU requirements tighten the framework for contracted air-navigation services, with potential implications for specialist and remote operations.







EASA & Regulatory Matters

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EASA & Regulatory Matters

Read the latest regulatory tracker version here

EASA Consults on Alternative CS-27 Rotor Drive Endurance Testing

EASA is consulting on an Equivalent Safety Finding offering greater flexibility in demonstrating compliance with CS 27.923 for small rotorcraft.

Instead of conducting rotor drive endurance testing solely with the aircraft secured on the ground, applicants could use representative prototype flight testing, supported by analysis and post-flight inspections. They would need to demonstrate that loads, operating conditions and degradation mechanisms are representative of, or more conservative than, the prescribed test.

The proposal could simplify certification while maintaining the intended safety objective.

Consultation closes: **7 October 2026.**

EASA Responds on Industry Involvement in Rule Simplification

Our regular readers will recall that we were concerned over the lack of involvement in the rules simplification effort. EASA has now responded to those concerns, reaffirming that simplification is a strategic priority intended to improve safety, competitiveness and proportionality.

The Agency highlights the more than 3,200 stakeholder proposals already received, but accepts that continued engagement is essential to turn these into practical, workable solutions. Rather than relying routinely on traditional Rulemaking Groups, EASA proposes a more flexible approach using JSB consultation on Terms of Reference, expert “sprints”, targeted workshops and formal consultation.

Importantly, EASA accepts calls for greater transparency over prioritisation and commits to dedicated JSB sessions. Each simplification task will also undergo impact assessment covering safety, proportionality and administrative burden. EASA confirms that its wider rulemaking programme is being reset so resources focus on justified priorities and genuine simplification. EASA Response

Commission Implementing Regulation (EU) 2026/2031

The European Commission has amended the rules governing contracted activities within ATM/ANS. Core air-navigation services may now only be contracted to appropriately certified or declared organisations, while non-certified providers are limited to ancillary activities. External personnel and equipment must also remain under the operational control of the certified service provider. For rotorcraft operators, the impact is largely indirect but potentially relevant where specialist, offshore or remote operations depend upon locally contracted aviation services and supporting infrastructure. 2026/2031

In other news

GNSS Interference - Why it Matters for Helicopters

For helicopter operators, GNSS interference is more than an en-route navigation issue. Low-level operations, confined areas, offshore routes and time-critical HEMS or SAR missions can leave crews particularly exposed when satellite navigation becomes unreliable. Jamming can degrade or block GNSS reception, while spoofing can present convincing but false position, timing or navigation information. Crews should brief known risk areas, cross-check position against independent sources and be ready to revert to conventional navigation or ATC support. Any suspected interference should be reported promptly. Particular caution is required where corrupted GNSS data could also affect terrain-awareness or other dependent aircraft systems. See the latest from Skybrary.







Association news

From Madrid to Lyon – Building a New Approach to Helicopter Training

A highly productive working session with Entrol and EHA's project partners in Madrid has moved the helicopter CBTA/EBT project from an interesting concept towards a credible industry and regulatory proposition.

The ambition is significant: to move beyond periodic, event-based checking towards continuous evidence of competence, with assessment gathered throughout the year identifying where individual pilots actually need training. Weaknesses would trigger targeted training, followed by reassessment to demonstrate improvement.

Crucially, this is not about simply digitising today's system or selling another simulator solution. The project is developing a common training structure, competency taxonomy and reporting standard that operators could use through their own systems. Individual pilot information would remain within the training relationship, while properly de-identified aggregated data could help identify emerging risks and shape future training priorities.

The potential prize is better training, maintained or improved safety standards, and reduced travel, roster disruption and operational downtime.

The next milestone is EUROPEAN ROTORS in Lyon, where EHA and its partners plan to demonstrate the concept practically using an Entrol simulator. (EASA

The objective is clear: show the industry what helicopter EBT could look like, then build the evidence and regulatory pathway needed to make it possible.

Brussels news

HEMS Flight-Time Rules Move into EU Political Scrutiny

New European flight and duty-time limitations covering HEMS, air taxi and single-pilot commercial operations have moved into the EU political scrutiny process following publication of the Commission's delegated act.

For the helicopter community, this is an important milestone. Fatigue management is unquestionably a safety issue, but HEMS and other specialist rotorcraft operations have very different duty patterns, operating environments and mission demands from scheduled airline operations.

EHA has consistently argued that the resulting framework must therefore be evidence-based, operationally workable and proportionate, particularly for smaller operators.

Attention now moves to scrutiny of the Commission measure. EHA will continue monitoring the process closely, with particular focus on whether the final arrangements deliver genuine fatigue-risk mitigation without introducing disproportionate complexity or unintended operational consequences for Europe's specialist helicopter operators.

Forthcoming events

IIMC Working Group Meeting Sept. 29, EASA HQ, Cologne	**AirMed World Congress** Sept. 16-18, Munich	Part-IS Implementation Workshop 2026 Oct.7-8, EASA HQ,Cologne
BHA Safety Day Oct. 8, Cranfield, UK	**Innovative Air Mobility Implementation Forum** Oct. 27-28, EASA HQ, Cologne	**EUROPEAN ROTORS** Nov. 30 – Dec. 3, 2026, Lyon, France





