



# European Powered Flying Union

Antti Kääriäinen, President  
Liesontie 569  
FI-16900 Lammi  
Finland

Phone: +358 44 252 1012  
E-Mail: antti.kääriäinen@blueskies.fi

## EPFU News Flash No. 139, February 2025

### Dear Friends

This is the strangest winter we have ever had here in Finland. Normally we have snow and frost at -20 to -30°C, and now we have temperatures just above 0°C and rain. Nevertheless, I greet you all! I hope you have marked the upcoming Annual General Meeting on your calendars. As mentioned in previous Newsflashes and again in this letter, I hope to see you all in Switzerland. More information will follow as we get it. As I write this, I am sitting in a hotel room, where else but Sydney, and will soon be on my way back to Europe. I can't say for sure if I'll be able to attend the AGM in person, but I'll do my best to make it happen.



Sydney Opera House, picture via Internet

As usual, here is René's summary and comments. Martin also contributed to this News Flash.

### EPFU 2025 Annual General Meeting

will be held at Grenchen (LSZG) starting in the evening of **Friday 25/4/2025, ending on Sunday 27/4/2025** around noon. All relevant information will follow shortly.



For precise weather information:

And as second source:

<https://metar-taf.com/LSZG>

<https://fliegen.roundshot.com/#/>

This is the provisional programme, state of the art as per today, composed by your Technical Officer, in his responsibility:

Friday, 25 /4/2025

Board Meeting in the afternoon

Arrival at Grenchen (LSZG) during the afternoon, registration at the Airporthotel

19.00 h Welcome reception, "Apéro riche"

Saturday, 26/4/2025

09.00 h Annual General Meeting at the airporthotel, presentations as requested by participants

In parallel a "Ladies Programme" will be offered.

In the afternoon we shall have a transfer to the "Habsburg", the historical starting point of the Empire.

There will be an intermediate stop at an interesting place. More details will follow, at the moment of compiling this News Flash not all required timetables and opening hours are available.

Sunday, 27/4/2025

Breakfast at the Airporthotel, individual departures.

As per our statutes our members are invited to send us the points you may wish to include in the agenda of the Annual General Meeting as well as topics of interest to be presented by specialised speakers.



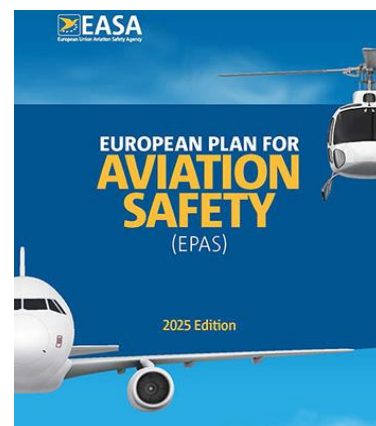
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## European Plan for Aviation Safety (EPAS) 2025 14th edition

21/1/2025 The Agency published the EPAS mentioned above. EASA writes: “The European Plan for Aviation Safety (EPAS) outlines the strategic priorities for aviation safety and environmental protection, the primary safety risks and other issues affecting the European aviation safety system, and the necessary measures to mitigate them. Designed as the Regional Aviation Safety Plan for EASA Member States, the EPAS reinforces safety management at regional, State, and industry levels. The release of the 2025 edition underscores EASA’s unwavering commitment to advancing aviation safety in Europe.



Based on the ‘Strategic Priorities’ (Volume I) for the reference period 2023 – 2025 (which have been reviewed and confirmed valid), the 2025 edition of EPAS contains updated ‘EPAS Actions’ (Volume II) and updated ‘Safety Risk Portfolios’ (Volume III).” The entire document consists of 8 downloadable parts. Please go to

<https://www.easa.europa.eu/en/document-library/general-publications/european-plan-aviation-safety-epas-2025#group-easa-downloads>

**Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations published between 1/1/2025 and 31/1/2025. Titles or text parts in bold characters means that the texts are at least partially important for our community:**

**ToR:** None.

**Focused Consultation:** None:

**Public Consultation:** None of direct relevance to us.

**Notices of Proposed Amendment:** None.

**Agency Decision:**

21/1/2025 ED Decision 2025/001/R Regular update of the air operations rules — ICAO alignment AMC and GM to Part-ORO — Issue 2, Amendment 25  
AMC and GM to Part-CAT — Issue 2, Amendment 24

This Decision improves the alignment between the EU air operations regulatory framework and the relevant International Civil Aviation Organization (ICAO) Standards and Recommended Practices (SARPs) and Documents related to the ICAO Universal Safety Oversight Audit Programme (USOAP), by introducing non-controversial amendments to the acceptable means of compliance and guidance material to Commission Regulation (EU) No 965/2012.

The objective is to facilitate the effective implementation of the ICAO SARPs by the European Union Aviation Safety Agency (EASA) and the EU Member States in the area of air operations.



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The decision is covering Part-CAT and Part-ORO, therefore not directly addressed to us. Interested parties may for the full text go to

<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2025001r>

**Opinion:** None.

**Comment Response Documents (CRD):** None.

## **EU Regulations:**

**Commission Implementing Regulation (EU) 2025/111 of 23 January 2025 amending Regulation (EU) No 1321/2014 as regards continuing airworthiness for electric- and hybrid-propulsion aircraft and other non-conventional aircraft**

24/1/2025 It contains new definitions and classifications covering aircraft and aircraft maintainers licences, as well as adjusted syllabi, considering technical progress and latest technology. It comes with 6 Annexes amending the Part indicated in parenthesis

Annex I (Part-M)  
Annex II (Part-145)  
Annex III (Part-66)  
Annex IV (Part-147)  
Annex Vb (Part-ML)  
Annex Vd (Part-CAO)

Those interested in these fields may go to

[https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L\\_202500111](https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202500111)

**Commission Implementing Regulation (EU) 2025/133 of 28 January 2025 amending Regulation (EU) No 965/2012 as regards non-commercial operations conducted in visual flight rules conditions with gyroplanes**

29/1/2025 The European Commission writes: "New types of gyroplanes with a maximum take-off mass exceeding 600 kg are coming into the European Union market. It is expected that these aircraft will be involved only in non-commercial operations conducted in visual flight rules (VFR) conditions. While these aircraft fall within the scope of Regulation (EU) 2018/1139, currently they are not included in Regulation (EU) No 965/2012. Regulation (EU) No 965/2012 should therefore be amended to ensure that there are suitable and appropriate European Union rules for the safe operation of gyroplanes, that ensure the uniform implementation of and compliance with the essential requirements referred to in Article 29 of Regulation (EU) 2018/1139."

A high number of relevant details are published, important for operators. We propose that interested parties take a look at the document, the "link" is:

[https://eur-lex.europa.eu/eli/reg\\_impl/2025/133/oj/eng](https://eur-lex.europa.eu/eli/reg_impl/2025/133/oj/eng)

**Commission Implementing Regulation (EU) 2025/134 of 28 January 2025 amending Regulation (EU) No 1178/2011 as regards the introduction of a gyroplane pilot licence**

29/1/2025 The European Commission writes: "The ongoing development of gyroplanes, that fall within the scope of Regulation (EU) 2018/1139 due to a maximum certificated take-off mass exceeding 600 kg, makes it necessary to include flight crew licensing requirements for gyroplane pilots in Regulation (EU) No 1178/2011. Since the



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development of a comprehensive framework for commercial gyroplane operation will take more time, for the time being such requirements should only address non-commercial pilot privileges. The new Union regulatory framework for gyroplane flight crew licensing should, where possible, consider standards and best practices established in national gyroplane licensing requirements and should also provide for credits for holders of national gyroplane pilot licences, when seeking a Union gyroplane pilot licence. To support the implementation of Union gyroplane flight crew licensing requirements and especially the qualification of the first Union gyroplane instructors, for a limited period of time and under certain conditions, it should be possible for applicants for a Union gyroplane pilot licence and associated ratings and certificates to receive credits on the basis of a credit report, provided that they hold, or have commenced training for the issue of, the relevant national gyroplane licence and associated ratings or certificates.”

Part-FCL, Part-MED, Part-ARA, Part-DTO have to be amended, the full text of the Regulation contains all details. To be fully informed please go to

<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32025R0134&qid=1738340185778>

### Sunny Swift: ADS-L: see and be seen, Issue 41

published by EASA on 24/1/2025, take a look at it. Here is the «link»:

[https://www.easa.europa.eu/en/newsroom-and-events/news/sunny-swift-ads-l-see-and-be-seen?utm\\_campaign=d-20250125&utm\\_term=pro&mtm\\_source=notifications&mtm\\_medium=email&utm\\_content=title&mtm\\_placement=content&mtm\\_group=easa\\_news#group-easa-related-content](https://www.easa.europa.eu/en/newsroom-and-events/news/sunny-swift-ads-l-see-and-be-seen?utm_campaign=d-20250125&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news#group-easa-related-content)



### Statement of revenue and expenditure for the 2024 financial year – European Union Aviation Safety Agency (EASA) – amending budget No 1

You will find figures in the presented texts and tables that might be of interest to you, published on 31/1/2025, the “link” is

<http://data.europa.eu/eli/C/2025/216/oj>



### Firmware Update Removes Geofencing From DJI Drones

China-based drone manufacturer DJI announced Monday that the latest firmware update to its “GEO” geofencing system **reclassifies Restricted Zones (aka No Fly Zones) as Enhanced Warning Zones. The change means that drone operators are now responsible for monitoring their aircraft to ensure they do not encroach on FAA-designated flight restriction areas**, as opposed to the automatic GPS-derived “fencing” that would not allow the drone to enter the restricted airspace.



DJI said the changes align with similar changes implemented last year in Europe and place “control back in the hands of the drone operators, in line with regulatory principles of the operator bearing final responsibility.”

**The firmware update comes a few days after the collision of a DJI drone with a “Super Scooper” water bomber battling wildfires in Los Angeles.** That investigation is ongoing, with the drone’s operators at risk



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of prosecution leading to heavy fines, prison time, or both. For the full text and for the comments please go to

<https://www.avweb.com/aviation-news/under-threat-of-u-s-ban-dji-takes-action/>

### EASA to launch direct accreditation of Qualified Entities

15/1/2025 EASA writes: “Qualified Entities are continuing to play a key role in the outsourcing strategy of the European Union Aviation Safety Agency (EASA).

EASA has therefore developed a streamlined system for the direct accreditation of Qualified Entities, designed to offer greater flexibility enabling faster and more efficient responses to the evolving needs of the Agency, National Competent Authorities and Industry.

We will launch calls for expression of interest (CEI), inviting eligible entities to apply for accreditation to carry out certain certification and oversight tasks on behalf of EASA....” For the full text please go to

<https://www.easa.europa.eu/en/newsroom-and-events/news/easa-launch-direct-accreditation-qualified-entities>



### European Aviation Environmental Report 2025: Turning goals into action is critical for future of aviation

14 /1/2025 The 4th edition of the European Aviation Environmental Report (EAER), compiled by the European Union Aviation Safety Agency (EASA) with support from the European Commission, European Environment Agency (EEA), and EUROCONTROL, was released today. For the full text please go to

<https://www.easa.europa.eu/en/newsroom-and-events/press-releases/european-aviation-environmental-report-2025-turning-goals-action>



### FAA study reveals hurricane-force levels of eVTOL downwash and outwash

By Dominic Perry, 10/1/2025, Flightglobal

Electric air taxis could generate downwash and outwash (DWOW) equivalent to a hurricane-force wind which surpass most of the air velocity safety thresholds” in published guidance, according to research carried out by the US Federal Aviation Administration (FAA).





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Released in late December, the report – Electric Vertical Takeoff and Landing (eVTOL) Downwash and Outwash Surveys – is intended to inform vertiport design as the regulator prepares for potentially widespread adoption of the novel aircraft in the coming years.



The FAA mentioned in that article study can be downloaded from these two addresses:

<https://www.airporttech.tc.faa.gov/Products/Airport-Safety-Papers-Publications/Airport-Safety-Detail/electric-vertical-takeoff-and-landing-evtol-downwash-and-outwash-survey>

<https://www.flightglobal.com/aerospace/faa-study-reveals-hurricane-force-levels-of-evtol-downwash-and-outwash/161342.article>

However, cash positions increasingly critical for US electric air taxi developers, wrote Howard Hardee in November 2024. His statement: “Amid a drier landscape for investment capital, US air taxi developers face a critical phase.”

We have to pay attention to all this anyway, your Technical Officer thinks...

### **Murphy’s Law COMPLETE, compiled by Arthur Bloch**

On page 53 we read as Maier’s Law: “If the facts do not conform to the theory, they must be disposed of.”

## **European Powered Flying Union**

Best wishes, kind regards,

René Meier, Technical Officer  
1/2/2025  
CH-2540 Grenchen, Switzerland  
Mobile +41 79 333 63 93  
[rene.meier2540@bluewin.ch](mailto:rene.meier2540@bluewin.ch)

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