



European Powered Flying Union

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EPFU News Flash No. 141, April 2025

Dear Friends

I hope you have been well. The AGM preparations are in full motion. So this is a friendly reminder to mark the date in your calendar and to register for the event.

As for the Avgas topic I found this article dated 12/3/2025 stating:

“The European Chemical Agency (ECHA) has recommended authorising the production of Avgas 100LL with the highly toxic additive tetraethyl lead (TEL) until 2032. Experience shows that the EU Commission will follow this step. This will give the aviation industry more time to develop a lead-free alternative for piston engines that currently rely on Avgas 100LL. However, this decision is not without controversy.”

Unfortunately the article is behind a paywall so I wasn't able to dig deeper into to the topic. If this really is the case we have more time to adapt to TEL-free world. The article link:

<https://pilot-hub.com/en/extended-production-of-avgas-100ll-with-tel-in-europe-a-decision-with-far-reaching-consequences/>

I'll have to dig deeper into this topic to distribute more information. If any of you dear readers should have access to the link above via your subscription I'd be thankful if you could share the info. It is vital to get all the information available and to distribute received facts via our channels. Thank you in advance!

As regards the 2025AGM more information from the local organiser is printed just below. I sincerely looking forward to meeting you at Grenchen (LSZG).

Your President.

EPFU 2025 Annual General Meeting Adjustments

will be held as planned at Grenchen (LSZG) starting in the evening of **Friday 25/4/2025, ending on Sunday 27/4/2025** around noon. Just below you will find all relevant information. For details on train services to/from Grenchen you may contact me or go to

<https://www.sbb.ch/en>



Future of Avgas is still unclear in near future.



For precise weather information:

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

And as second source:

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



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This is the programme, state of the art as per today, 31st March 2025. Slight adjustment still may occur, the organisers influence on local weather conditions is very restricted...

One thing is for sure: you are **not required to send any credit card number** to the airporthotel, this was a incorrect piece of information contained in one of the forms copied from past times...

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, workshops and presentations as requested by participants

A parallel "Ladies Sightseeing Programme at Grenchen" is prepared.

Please let me as organiser know your intentions via

rene.meier2540@bluewin.ch

This is Habsburg Castle:



12.15 h lunch will be served at the Airporthotel

13.30 h you will get all relevant information as regards the follow-on programme

13.45 h we visit Grenchen Airport

15.30 h we leave Grenchen Airport for the Habsburg

17.00 h the guided tour at the Habsburg starts. You will get in-depth information on the history of the starting point of the Habsburg Empire.

18.15 h Apéro and the dinner at the castle

21.30 h departure to Grenchen

22.30 h arrival at the airporthotel

Sunday, 27/4/2025

Breakfast at airporthotel, individual departures.

Opportunities to book a flight on the Pilatus P-3 training aircraft formerly operated by the Swiss Air Force, piloted by Andy Bourquin, president of the Motorflugverband of Switzerland. (CHF 10.00/EUR 10.45 per minute + landing fee and charges CHF 35.00/CHF 36.70, all these quotations for information only).

Interested? Contact rene.meier2540@bluewin.ch

This is the aircraft:

Length 8,75 meters

Wingspan 10.40 meters

Height 3.05 meters

Empty weight 1190 kg

MTOM 1530 kg

Engine: Lycoming GO-435-C2A2, 240 hp/180 kW



Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations published between 1/3/2025 and 31/3/2025. Titles or text parts in bold characters means that the texts are at least partially important for our community:



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ToR: None.

Focused Consultation: None.

Public Consultations: None of relevance to our community.

Notices of Proposed Amendment: None.

Agency Decisions: None.

Opinions: None.

Comment Response Documents (CRD): None.

Consultation:

6/3/2025 Environmental Protection Technical Specifications for gyroplanes. EASA writes: "EASA has received applications for the certification of gyroplanes for which there are no applicable requirements in the EASA's regulatory framework for their noise certification (i.e. the current applicable noise requirements in Volume I of Annex 16 to the Chicago Convention as implemented in Article 9 of Regulation (EU) 2018/1139 (Basic Regulation) do not contain requirements for gyroplanes). **Comment period ends on 11/4/2025.** For the full set of information please go to

<https://www.easa.europa.eu/en/document-library/product-certification-consultations/environmental-protection-technical>

EU Regulations:

7/3/2025 Regulations (EU) No 2025/20, 2025/21, 2025/22, 2025/23, 2025/24. Various aspects of Groundhandling Services are dealt with in these 5 publications. We have to take an in-depth look at all documents to find out what Regulations cover our requirements. More information will be published later, if required.

21/3/2025 Commission Implementing Regulation (EU) 2025/520 on Performance-based Navigation (PBN) for Oceanic Operations, therefore not directly for our community. Interested parties may go to

https://www.easa.europa.eu/en/document-library/regulations/commission-implementing-regulation-eu-2025520?utm_campaign=d-20250326&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_regulation

EU Decisions: None of relevance to our community.

CEI 2025.01 — Direct Accreditation of Qualified Entities: FSTD and Flight Test

17/3/2025, published on the Agency's website. EASA has published a new call for expression of interest (CEI) to be accredited as qualified entity. Qualified Entities are an essential building block in the Agency's outsourcing strategy of certification





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and oversight tasks. This publication may be of interest to Flight Training Organisations (FTOs). For more information please go to

<https://www.easa.europa.eu/en/newsroom-and-events/news/cei-202501-direct-accreditation-qualified-entities-fstd-and-flight-test>

Schiphol Newsroom, Special News from Schiphol Airport

Martin Ryff found this here:

30/3/2025 Polderbaan Runway fully open again as of 31 March (update 30 March). Joint statement on behalf of the Integral Safety Management System (ISMS), in which the aviation sector cooperates on safe aviation. This is the message:

« **Currently no safety risk due to glare from solar panels.** » That really is a new aspect.

This is an official press release of 3/3/2025:

«As of Tuesday 4 March, the Polderbaan Runway at Schiphol is temporarily not available for landing traffic between 10:00 and 12:00 in sunny weather. Air Traffic Control the Netherlands (LVNL), KLM, easyJet and Schiphol, brought together under the Integral Safety Management System (ISMS), are compelled to take this measure in order to guarantee air traffic safety.

The solar panels below the approach route to the Polderbaan Runway are outside the landing area but due to glare when the sun shines, they are hindering visibility for pilots. The position of the sun means that this effect occurs in the morning. Pilots have made several reports about this recently.»

For more information please go to

<https://news.schiphol.com/aviation-sector-takes-temporary-measure-against-glare-from-solar-panels/>

Your Technical Officers question: does this risk exist at other aerodromes? There may be similar intentions elsewhere... And: in our phraseologie Polderbaan means RWY 18R-36L, if I got it correctly.

Murphy's Law COMPLETE, compiled by Arthur Bloch

“Rule of Defactualization”, found on page no. 143: “Information deteriorates upward through bureaucracies.”

European Powered Flying Union

Best wishes, kind regards,

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