



European Powered Flying Union

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Dear Friends

Greetings from Sydney!

Once again, many thanks to our technical advisor René, who has been working particularly hard on the EASA and EU regulations. As usual, you will find the topics listed below.

Martin has also found some interesting articles on various aviation topics. I was surprised to learn that Antwerp has banned flights using AVGAS 100LL for environmental reasons. The articles and the airport's flight announcement can be found under the links. As not all texts are in English, I used the browser to translate them. I achieved quite good results with this method. I can only recommend this method, at least if you are not a fluent German speaker.

I have added the links here so that you can find out for yourself.

<https://aopa.de/2025/05/14/falsch-verstandener-umweltschutz-in-antwerpen-und-ostende-flugplaetze-fuer-avgas-100ll-flugzeuge-derzeit-nicht-anfliegbar/>

<https://www.aopa.lu/2025/05/04/second-belgian-airport-bans-avgas-aopa-luxembourg-slams-unlawful-and-irresponsible-move/>

<https://www.antwerp-airport.com/flight-announcement-for-pilots-2/>

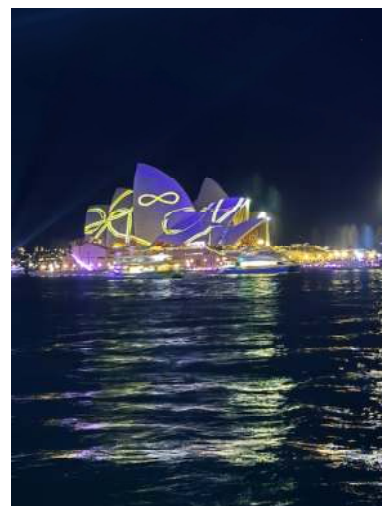
<https://www.aerotelegraph.com/business-aviation/businessjets-suchen-sich-kleinere-flughaefen-um-tankpflicht-zu-umgehen/nx1njzm>

<https://www.surveymonkey.com/r/JAATOSolutions>

Evolution of European Technical Standard Order Authorisation process

Online event, date: 23/06/2025, 09:00 – 17:00 CET (UTC +2) (RMT.0727)
Among others this event is important for type certificate (TC) or supplemental type certificate (STC) holders. To get all information please go to

<https://www.easa.europa.eu/en/newsroom-and-events/events/evolution-european-technical-standard-order-authorisation-process>



Iconic Sydney Opera House
here used as canvas for a
lightshow





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Repeal of CS-34, CS-36 and CS-CO2

Explanatory Note to ED Decision 2025/005/R

Publication date 27/5/2025, Repeal of

- CS-34 'Certification Specifications for Aircraft Engine Emissions and Fuel Venting',
- CS-36 'Certification Specifications for Aircraft Noise' and
- CS-CO2 'Certification Specifications, Acceptable Means of Compliance and Guidance Material for Aeroplane CO2 Emissions'

This Decision repeals CS-34, CS-36 and CS-CO2 based on the assessment of the contents of current CS-34, CS-36 and CS-CO2 and the applicable environmental protection requirements for the certification and declaration of design compliance.

The objective is to prevent the future use of and reference to CS-34, CS-36 and CS-CO2 and any potential confusion with the applicable environmental protection requirements referred to in the first subparagraph of Article 9(2) of Regulation (EU) 2018/1139.

Targeted entities: Design Organisation Approval (DOA) holders, nevertheless an interesting topic. See also:

[file:///C:/Users/Ren%C3%A9%20Meier/Downloads/explanatory_note_to_ed_decision_2025-005-r_%20\(1\).pdf](file:///C:/Users/Ren%C3%A9%20Meier/Downloads/explanatory_note_to_ed_decision_2025-005-r_%20(1).pdf)

Part-IS Implementation Workshop 2025

Hybrid event (partially online and partially on-site)

Organised by EASA.

Related domains:

Aerodromes Air Operations Air Traffic Management Aircraft & products Aircrew & Medical Cybersecurity International cooperation Rotorcraft & VTOL. Dates:

Day 1: 25/06/2025, 09:00 - 17:30 CET (UTC +2)

Day 2: 26/06/2025, 09:00 - 17:30 CET (UTC +2)



The on-site event is fully-booked already. For more information on an online participation please go to

<https://www.easa.europa.eu/en/newsroom-and-events/events/part-implementation-workshop-2025>

Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations published between 1/5/2025 and 31/5/2025. Titles or text parts in bold characters means that the texts are at least partially important for our community:

ToR: None.



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Focused Consultation: None.

Public Consultations: None.

Notices of Proposed Amendment: None.

Agency Decisions:

ED Decision 2025/011/ED, 12/5/2025, Establishment of Requirements for Agency-approved Training Courses in Accordance with Article 92(1)1 of Regulation (EU) No. 2018/1139. For the full text please go to

<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2025011ed>

ED Decision 2025/004/R, 19/5/2025 Certification Specifications and Guidance Material for Aerodrome Design (CS-ADR-DSN) (RMT.0591), for your information that it exists. Interested parties may go to

<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2025004r>

Opinion:

19/5/2025 **Opinion No 01/2025 Update of the flight simulation training device requirements.** This Opinion proposes amendments to Commission Regulation (EU) No 1178/2011 and Commission Regulation (EU) No 965/2012 with the objective of introducing:

- a new regulatory approach for qualification of flight simulation training devices (FSTDs), based on the FSTD capabilities and fidelity levels specified in the FSTD capability signature (FCS); and
- a task-to-tool concept for aeroplane and helicopter type rating training and operator recurrent training.

For all texts, there are quite many, please go to

<https://www.easa.europa.eu/en/document-library/opinions/opinion-no-012025#group-easa-downloads>

Comment Response Documents (CRD): None.

EU Consultations: ("Have your say"): None of relevance.

EU Regulations:

Commission Delegated Regulation (EU) 2025/870, 28/2/2025, OJ 5/5/2025, published on 5/5/2025 amending **Regulation (EU) 2018/1139** of the European Parliament and of the Council, as regards the references to the provisions of the Chicago Convention

The Commission has adopted

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Article 1



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In Article 9(2) of Regulation (EU) 2018/1139, the first subparagraph is replaced by the following:

‘As regards noise and emissions, those aircraft and their engines, propellers, parts and non-installed equipment shall comply with the environmental protection requirements contained in Amendment 14 to Volume I, in Amendment 11 to Volume II, and in Amendment 2 to Volume III, all as applicable on 1 January 2024, of Annex 16 to the Chicago Convention.’

Article 2

This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 28 February 2025.

...

For all details please go to

https://eur-lex.europa.eu/eli/reg_del/2025/870/oj/eng

Commission Notice on the publication of the details for the **calculation of the price difference between kerosene and relevant eligible aviation fuels** and for the allocation of allowances for the use of eligible fuels under the EU Emissions Trading System established by Directive 2003/87/EC, OJ C, C/2025/2934, published on 27/5/2025. A table containing interesting details on price/support calculations is included. For more details please go to

https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:C_202502934

Found in the evening of 31/5/2025: If you are interested in the consistency of the performance targets included in the draft performance of Union member pursuant to **Regulation (EC) No 549/2004** of the European Parliament and of the Council with the **Union-wide performance targets for the fourth reference period of the Single European Sky performance and charging scheme** please go to

https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202501049

Romania's figures are presented there. By replacing the four last digits from 1050 to 1064 you will get access to texts and figures covering other member states of the EU.

Not from/for our community, but interesting: Common safety methods for assessing the safety level and performance of railway operators at national and Union level



This proposed Regulation introduces safety methods for assessing the safety level and the safety performance of railway operators. It will enable and support railway operators, national safety authorities and the **European Agency for Railways** to improve the safety of the European rail system. These methods establish a harmonized assessment of safety levels and performance, promoting a



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structured process for understanding causes and consequences of accidents and incidents.

The nasty question of the day: Should the politically correct name of this agency not be «**European Union Railways Safety Agency**»?

Order of the General Court of 25 February 2025 – ePURE and Pannonia Bio v Parliament and Council

12.5.2025 (Case T-45/24) (1)

(Action for annulment - Energy - Regulation (EU) 2023/2405 - **Obligation placed on aviation fuel suppliers to ensure that all aviation fuel made available to aircraft operators at each EU airport contains the minimum shares of sustainable aviation fuels** - Lack of individual concern - Inadmissibility)



Parties

Applicants: ePURE, de Europese Producenten Unie van Hernieuwbare Ethanol (Etterbeek, Belgium), Pannonia Bio Zrt. (Budapest, Hungary) (represented by: M.-S. Dibling and J. Pauwelyn, lawyers)

Defendants: European Parliament (represented by: E. Ni Chaoimh and I. Terwinghe, acting as Agents), Council of the European Union (represented by: N. Rouam, R. Liudvinavičiūtė and D. Bringuier, acting as Agents)

By their action under Article 263 TFEU, the applicants seek annulment of Article 3(8)(c) and Article 4(1), (4) and (5) of, and Annex I to, Regulation (EU) 2023/2405 of the European Parliament and of the Council of 18 October 2023 on ensuring a level playing field for sustainable air transport (ReFuelEU Aviation) (OJ L 2023/2405), inasmuch as they exclude biofuels produced from food and feed crops and from intermediate crops from the definition and/or minimum shares of sustainable aviation fuels and impose a minimum share for synthetic aviation fuels.

Operative part of the order:

1. **The action is dismissed as inadmissible.**
2. There is no longer any need to adjudicate on the applications to intervene of the European Commission, Renewable Fuels Association, Growth Energy, U. S. Grains Council and LanzaJet.
3. ePURE, de Europese Producenten Unie van Hernieuwbare Ethanol, and Pannonia Bio Zrt. shall bear their own costs and pay those incurred by the European Parliament and the Council of the European Union, with the exception of those relating to the applications to intervene..We think the applicants expected a different outcome...

CARE-o-SENE

Research for a green future: CARE-O-SENE – Catalyst Research for Sustainable Kerosene: Several ads we found in the web. “CARE-O-SENE connects seven major German and South African project partners. Together, we develop optimized catalysts for the production of green kerosene. CARE-O-SENE will play a key role in sustainably transforming industries such as aviation. The goal is to make the production of green kerosene as a fuel alternative economically more attractive.” If interested, this is the “link”:

<https://care-o-sene.com/en/?msclkid=647b25082f481dbde3204d26f2c8897b>

René not very confident, at least as regards language competence : in one of the ads one finds “...fuel...**for aircrafts**”, but we all know that “**aircraft**” never has a plural “s”. In another ad a cantilever wing single engine piston aircraft is pictured receiving fuel. The operators of these aircraft are in his eyes not the future main customers, however, one never knows...



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More information

Restrictions on drone operations

Our President found in "dronelife" that more and **more restrictions are imposed on drone operators**. Here comes some information covering the US states of Ohio and Florida:

<https://dronelife.com/2025/05/02/new-state-drone-laws-set-strict-operational-boundaries/>

EASA certification of Volocopter delayed until 2026

And in Airliners.de he spotted: Due to the insolvency proceedings, Volocopter is not seeking type certification from the EASA until next year. For the german text please go to

<https://www.airliners.de/easa-zulassung-volocopter-verzoegert-2026/80667>

The Concorde named 'Sierra Bravo'

has received historic monument status from the French government in a move designed to recognize the aircraft's significance to commercial supersonic flight. See also

www.aerotime.aero/articles/concorde-sierra-bravo-historic-monument-france

LMC...

Martin Ryff found an important compilation of information on air operations and other relevant topics, here as Last Minute Contribution (LMC), published under

SERA 2025 Updates: New Rules, Clearer Procedures, Safer Skies

accessible via

<https://www.easa.europa.eu/community/topics/changes-sera>

Murphy's Law COMPLETE, compiled by Arthur Bloch

On page 28 we read Murphy's Law of Thermodynamics: "Things get worse under pressure."

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Best wishes, kind regards,

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