



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. 144, July 2025

Dear Friends

I continue to follow developments in the field of alternative propulsion systems for aircraft of all sizes with great interest. Unfortunately, I note how much momentum is being lost, at least in my view, as I read almost everywhere about delays in various projects. Interest remains strong in the light aircraft sector, but unfortunately the financial resources are still too scarce to help the ideas break through. We all realise that aircraft and road vehicles cannot be measured by the same yardstick, not only because there are no roadsides or hard shoulders in the air. However, I do have the impression that the allocation of subsidies from public sources is subject to overly rigid requirements and restrictive conditions as regards aviation. Fortunately, private investors are supporting a number of projects. But they too want a return on their investment in the not too distant future.

As we all know, the days of AVGAS 100LL are numbered. There are alternatives in terms of fuel. The use of piston engines that can be powered by jet fuel is also a possibility. Unfortunately, it took several years for this to work properly in my field, but we are now hopeful.

Nevertheless, I believe that only by joining forces can we all make progress with alternative propulsion systems. Aerodynamics may contribute to this.

The only question that remains is whether passengers will board a commercial aircraft that does not look like what they think an aircraft should look like. After all, birds do not have 'verticals'.

René



A stork, standard configuration

The age of the flying car is near

23/6/2025 PAL-V reaches historic milestone with EASA approval, from ADWWorld:

The long-standing dream of a flying car has taken a significant step toward becoming reality. The European Union Aviation Safety Agency (EASA) has issued a "No Technical Objection" (NTO) to PAL-V, the Dutch company behind the world's first certified FlyDrive vehicle.



PAL-V "Liberty" as described

This groundbreaking decision confirms that there are no known technical risks preventing full type certification. As a result, the commercial rollout of this pioneering mobility solution is closer than ever. "This is the first time ever we have issued a No Technical Objection for a FlyDrive vehicle in the Innovative Air Mobility sector," said Volker Arnsmeier, Senior Project Certification Manager for VTOLs at EASA. "It is a major step toward certifying the PAL-V Liberty, a unique dual-mode vehicle that represents a significant evolution in air and ground transportation." For all details please go to



European Powered Flying Union

Antti Kääriäinen, President
Liesontie 569
FI-16900 Lammi
Finland

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

https://www.adwworld.com/news/evtols-and-uas/the-age-of-the-flying-car-is-near?tid=TIDP13018148X8B46995F1A2D43CDAC10919418F3966CYI2&noactioncode=1&utm_term=&utm_content=ADW2025_NB_05_A_EN&utm_medium=email&utm_campaign=ADW_nieuwsbrief_2025&utm_source=RE_emailmarketing

The EASA Artificial Intelligence (AI) Days are back!

EASA writes: **Join us on 27 and 28/8/2025** at the EASA Premises in Cologne for a Conference about AI in aviation. The Conference will include among others:

- workshops on Rulemaking Task RMT.0742 on AI trustworthiness;
- presentations on AI assurance,
- presentations on human factors and ethics in AI; and
- discussion panels about human oversight over level 3 AI and AI-based operational tools.

Representatives from Boeing, Lufthansa, SESAR3, JARVIS, DARWIN and many more will join the Conference, so do not miss out on this unique opportunity. For more information and for a registration please go to

<https://www.easa.europa.eu/en/newsroom-and-events/events/easa-artificial-intelligence-days-2025>



2025 ANAC Technical Standard Order (TSO) Workshop

On-site event at the Hotel Golden Tulip, Av. São João, 2200 - Jardim das Colinas, **São José dos Campos** - SP, 12242-000, Brazil

The TSO Workshop is organised in turn by ANAC/EASA/FAA/TCCA. This year ANAC is hosting the 20th TSO Workshop in Sao Jose dos Campos, Brazil(1). Not just around the corner, to be held on **17 and 18/9/2025**. For all details:

<https://www.easa.europa.eu/en/newsroom-and-events/events/2025-anac-technical-standard-order-tso-workshop>



Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations published between 1/6/2025 and 30/6/2025. 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 Consultations: None.



European Powered Flying Union

Antti Kääriäinen, President
Liesontie 569
FI-16900 Lammi
Finland

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

Notices of Proposed Amendment: None.

Agency Decisions:

16/6/2025 Certification Specifications and Guidance Material for **Aerodrome Design** (CS-ADR-DSN) ED Decision 2025/004/R (RMT.0591). This Decision amends the Certification Specifications and the Guidance Material that contain provisions of operational nature that have already been transferred to the AMC & GM to Part-ADR.OPS of Regulation (EU) No 139/2014 (the Aerodrome Regulation) through ED Decision 2024/004/R. For all information please go to

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

16/6/2025 Certification Specifications and Guidance Material for **Aerodrome Design** (CS-ADR-DSN) ED Decision 2022/006/R (RMT.0591). This Decision amends the certification specifications (CS) and guidance material (GM) for the aerodrome design (CS-ADR-DSN) and transposes Amendment 15 to ICAO Annex 14, on Aerodrome Design and Operations. The changes are of non-controversial nature with a positive safety benefit and are not expected to induce significant efforts on the industry and national competent authorities. The main changes concern:

- the standardised naming of taxiways;
- location of holding bays, runway-holding positions, intermediate holding positions and road-holding positions;
- runway guard lights, no-entry bar, information signs.

For all details please go to

<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2022006r>

16/6/2025 CS-ADR-DSN — Issue 5 | **Runway safety** ED Decision 2021/004/R (RMT.0703). The objective of this Decision is to update the certification specifications (CSs) and guidance material (GM) for aerodrome design (CS-ADR-DSN) in line with the International Civil Aviation Organization (ICAO) developments and other technical improvements, and to maintain a high and uniform level of safety in terms of aerodrome design. For all details please go to

<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2021004r>

Opinion: None.

Comment Response Documents (CRD): None.

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

EU Regulations: None



European Powered Flying Union

Antti Kääriäinen, President
Liesontie 569
FI-16900 Lammi
Finland

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

Pipistrel's CEO on electric aviation and the new large NUUVA V300 cargo drone

From AeroTime, Miquel Ros, 26/6/2025

Interesting facts about Pipistrel's priorities can be found in this article:

<https://www.aerotime.aero/articles/pipistrels-ceo-on-electric-aviation-and-the-new-large-nuuva-v300-cargo-drone>



Pipistrel "Panthera"

Murphy's Law COMPLETE, compiled by Arthur Bloch

On page 249 we read Tilli's Organisational Principles: "If you file it you will know where it is but never need it. If you do not file it you will need it but never know where it is."

European Powered Flying Union

Best wishes, kind regards,

René Meier, Technical Officer
1/7/2025
CH-2540 Grenchen, Switzerland
Mobile +41 79 333 63 93
rene.meier2540@bluewin.ch

Distribution:

EPFU Members
EPFU Friends
Individual subscribers