



## European Powered Flying Union

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### EPFU News Flash No. 147, October 2025

#### Dear Friends

Once again I'm writing this text from the far side of the world (Australia).

Find the organisers excellent official report on this year's Electrify-In event held in Switzerland. All interested parties may directly contact René if more information is needed.

Another topic I would like to address: someone has sent an E-mail in my name to René asking for money. René forwarded this message to me, to find out if I was the author of the E-mail. I say now that I WILL NOT ask any money or other favours through email or any other channels from anybody. Especially if the E-mail address is shady as it was in this particular case. It is possible that someone has gotten my name and possibly my home address from a recent News Flash as it is in the page header. Although as for my understanding the address itself is not used in this case and the address is anyways publicly available if you know where to look. So be aware of fake news as well as of fake requests.

In addition, many thanks to René and Martin for composing the current relevant aviation topics.

Stay safe – on land, in air and on-line!

Antti

#### Ninth edition: Successful Electrify-In Switzerland

The organisers write: This year's Electrify-In Switzerland, which took place at the Swiss Air Force base at Bern Airport over the weekend, was once again a success. The event focused on sustainable aviation and was attended by hundreds of interested visitors from Switzerland and abroad.

Airport manager Andreas Seitz was delighted to host the Electrify-In Switzerland once again and thanked the organisers for their commitment. In her opening speech, Bernese State Councillor Astrid Bärtschi encouraged the pioneers to continue their research. The future cannot be predicted, she said, it must be created.

Rolf Stuber (CEO of Smartflyer AG and Axel Doffey (European Sales Manager of H55 SA) had a surprise in store. They signed a cooperation agreement in front of around 100 invited guests in the federal hangar. According to the agreement, H55 will supply the batteries for Smartflyer's SF-1 hybrid electric aircraft. As the battery is one of the core systems of the SF-1, the collaboration represents a decisive step forward for the aircraft manufacturer from the Grenchen area (LSZG, addition by René Meier). The aircraft will thus benefit from improved performance and additional operational flexibility.



In memoriam - "MAU",  
the cat.





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Innovative solutions and exciting discussions

In the hangar at the federal base, various national and international development teams presented their projects, technologies and achievements, including 1Comet, AlpinAirPlanes, Milan Aircraft, AeroDelft, Electra Solar GmbH, Smartflyer AG, SWISS, Fly Green 24, NEO3D and Electra. The latter is a project for a 9-seater aircraft with a hybrid drive. No fewer than eight engines and a special wing and tail design ensure that it can take off and land on an area the size of a football pitch. Several Swiss companies are also involved in the project from the USA.

Discussions about the goal of clean aviation

The fly-in was accompanied by a varied symposium: interesting presentations on the propulsion technology of future aircraft, the sustainability gap in general aviation, sustainable aviation fuels in the Swiss Air Force and CO2 reduction at SWISS International Airlines. During the eTalk panel discussion, guests debated how future aircraft will be powered: will it be hydrogen, batteries or synthetic fuels? The simplest answer today is probably 'it depends on the case'.

Longest flight: 238 km from Memmingen (Germany) to Belp

The highlight of the Electrify-In Switzerland was the eTrophy award ceremony. Awards were presented to pilots who flew the longest distance to Berne using purely electric, hybrid or glider power.

Winners in the 'Electric' category:

1. Thibaut Wanders 238 km
2. Erik Fonseka 81 km
3. Pascal Moser 57 km

Winner in the 'Hybrid' category:

1. Jean-Baptiste Loiselet 47 km

Winners in the 'Glider' category:

1. Ueli Messmer 85 km
2. Benjamin Brenckle 35 km

The prizes were sponsored by the company 'Waterjet'. Photos are available for download, with source attribution. please, at

<https://electrify-in.ch/galerie-presse/>

Thank you for your support and interest in the future of aviation. We're already looking forward to EFIS '26 with its many ideas, projects, and discussions!

**Next edition: Electrify-In 2026 is planned to take place from 11 – 13 September 2026, again at Bern.**

### What makes aviation safe?

9/9/2025 A quick guide to the European Union Aviation Safety Agency was published by the Agency. We think this publication is first of all aimed at the general public, not necessarily at aviation specialists. The "link":

<https://www.easa.europa.eu/en/document-library/general-publications/what-makes-aviation-safe>





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## EASA Class and Type Rating and Endorsement lists

Published a few weeks ago you will find here below the electronic address to this updated list. The Agency writes: "Three separate EASA class type rating & Endorsement Lists are published by the Agency, one for Helicopters, one for Aeroplanes. and one for airships. These lists constitute the class and type of aircraft categorisations in accordance with FCL.010 (category of aircraft, class of aeroplane, and type of aircraft), FCL.700 and GM1 FCL.700 of Annex I of Commission Regulation (EU) No 1178/2011 of 3 November 2011 ('Part-FCL'), as amended." For the full set of texts please go to



<https://www.easa.europa.eu/en/document-library/product-certification/typeratings-and-licence-endorsement-lists>

**Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations published between 1/9/2025 and 30/9/2025. Titles or text parts in bold characters means that the texts are at least partially important for our community:**

### ToR:

24/9/2025 ToR RMT.0757 Air-pocket design feature and occupant underwater escape. This rulemaking task concerns the update of CS-27 and CS-29 with regard to helicopter ditching requirements. This is the "link":

<https://www.easa.europa.eu/en/document-library/terms-of-reference-and-rulemaking-group-compositions/tor-rmt0757>

**Public Consultations by EASA:** None.

### Notices of Proposed Amendment:

#### Repetition

**NPA 2025-03 Environmental protection requirements for products not covered by ICAO Annex 16 | Noise requirements for vertical take-off and landing (VTOL)-capable aircraft (VCA)** (, published 22/8/2025 (RMT.0733). This NPA comes in three parts, A, B, and C. It proposes:

- to create a delegated act to include detailed noise requirements applicable to (VCA) and a decision on the related acceptable means of compliance (AMC) and guidance material (GM); and
- to amend Annex I (Part 21) to Commission Regulation (EU) No 748/2012 for consistent implementation of the proposed new delegated act, and the related AMC and GM.

The proposed regulatory material is expected:

- to ensure that new VCA are designed to minimise noise;
- to provide a level playing field for manufacturers;
- to provide certified noise levels for reference to the competent authorities responsible for land-use planning and for granting VCA operational authorisations;
- and to maintain a high level of environmental protection in Europe.



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**Comment period ends on 25/11/2025.** Please comment individually.

For all three parts of this NPA please go to

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2025-03>

**Repetition: NPA 2025-02(A) Alignment of Regulation (EU) No 748/2012 and Regulation (EU) No 1321/2014 with Regulation (EU) 2018/1139 Certification and continuing airworthiness of noninstalled equipment (RMT.0727, Subtask 3)**

The Agency writes: “This NPA puts forward amendments to Regulation (EU) No 748/2012 (the Initial Airworthiness Regulation) and Regulation (EU) No 1321/2014 (the Continuing Airworthiness Regulation), together with their associated acceptable means of compliance (AMC) and guidance material (GM), in order to align them with Regulation (EU) 2018/1139 (the Basic Regulation) in respect of the certification and continuing airworthiness of noninstalled equipment (NIE).

The aim of the proposed regulatory material is to clarify the processes applicable for the initial certification and continuing airworthiness of NIE. This will allow the stakeholders concerned to apply to the maximum extent possible the existing certification and continuing airworthiness processes, thus reaping the full benefits of applying well-established industry processes. When and if relevant, in order to increase efficiency, simplifications are proposed with regard to the exemption from the requirement for capability demonstration for the production of NIE that consists of software applications only to allow for adaptations to the specificities of NIE.”

Description of the issue by the Agency, first paragraph: “EASA currently lacks a regulatory means to approve NIE since the concept of NIE is not currently reflected in Part 21 of Regulation (EU) No 748/2012 nor is it reflected in Regulation (EU) No 1321/2014, which only refers to the continuing airworthiness of components installed on aircraft. This means that EASA does not have a formal process to approve NIE in case there is a need to address a safety issue with a particular article that is carried on board the aircraft by the operator. In addition, the current regulations do not include any provisions regarding how and by whom such NIE should be maintained and controlled on board the aircraft.”

NPA 2025-02 comes in seven parts. For all seven chapters please go to

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2025-02>

NPA 2025-02(A) Alignment of Regulation (EU) No 748/2012 and Regulation (EU) No 1321/2014 with Regulation (EU) 2018/1139 (the Basic Regulation). Certification and continuing airworthiness of non-installed equipment (RMT.0727, Subtask 3), introduced above.

NPA 2025-02(B) Proposed amendments to Regulation (EU) No 748/2012, Initial Airworthiness

NPA 2025-02(C) Proposed amendments to Annex I (Part 21) to Regulation (EU) No 748/2012

NPA 2025-02(D) Proposed amendments to the AMC and GM to Annex I (Part 21) to Regulation (EU) No 748/2012

NPA 2025-02(E) Proposed amendments to Regulation (EU) No 1321/2014, Continuing Airworthiness

NPA 2025-02(F) Proposed amendments to the annexes to Regulation (EU) No 1321/2014

NPA 2025-02(G) Proposed amendments to the AMC and GM to Regulation (EU) No 1321/2014 and its annexes



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**Comment period ends on 7/10/2025. Please comment individually** by using the Agency's CRT as expressed in chapter 1.2 of NPA 2025-02(A), mid-page 3/20. Part-21, Part-ML, Part-M, Part-66, Part-145, Part-CAMO, and Part-CAO are affected by NPA 2025-02.

## Focused Consultation:

29/9/2025 NPA 2024-107 Regular update of the AMC & GM to Commission Implementing Regulation (EU) 2019/947 — **Operation of drones in the 'open' and 'specific' category** | AMC & GM to Commission Implementing Regulation (EU) 2019/947 — Issue 1, Amendment 3. For the full text please go to

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/focused-consultations/npa-2024-107>

## Agency Decisions:

15/9/2025 **ED Decision 2025/017/R, Regular update of CS-ETSO (RMT.0457)**. The electronic address is

<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2025017r>

EASA writes: "This Decision introduces new or updated standards for parts and appliances, taking into account the principles of efficiency and harmonisation. The objective is to maintain a high level of safety by harmonising with the corresponding Federal Aviation Administration (FAA) Technical Standard Orders (TSOs) and by ensuring the incorporation of the latest industry standards."

18 changes of different nature are proposed. You will find the list on page 1 of the electronic document. The Comment Response Document on the topic published in the appropriate section below contains more information.

24/9/2025 ED Decision 2025/007/R Development of requirements **for ground handling**  
Corrigendum to ED Decision 2025/007/R. This file includes Corrigendum I of 21/7/2025 and Corrigendum II of 24 /9/2025. It is not of direct relevance to our community. For the full set of texts interested parties may go to

[https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2025007r?utm\\_campaign=d-20250925&utm\\_term=pro&mtm\\_source=notifications&mtm\\_medium=email&utm\\_content=title&mtm\\_placement=content&mtm\\_group=easa\\_agency\\_decision](https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2025007r?utm_campaign=d-20250925&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_agency_decision)

29/9/2025 ED Decision 2025/018/R Regular update of the AMC and GM to Commission Implementing Regulation (EU) 2019/947 — **Operation of drones in the 'open' and 'specific' category** | AMC & GM to Commission Implementing Regulation (EU) 2019/947 — Issue 1, Amendment 3 For all details please go to

<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2025018r>

**30/9/2025 ED Decision 2025/019/R Amendment to Issue 4 of the AMC & GM to CS-23 (RMT.0687)**. It deals with structural durability of composite aircraft. This address brings you to all related documents:

<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2025019r>



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For the Amendment please go to

<https://www.easa.europa.eu/en/document-library/certification-specifications/amendment-issue-4-amc-gm-cs-23>

## Opinion:

25/9/2025 Opinion No 02/2025 Regular update of the air traffic management / air navigation services rules (RMT.0719-Subtask 4b). This Opinion is accompanied by 18 texts. The contents address a vast area of ATC topics. Interested parties may go to

[https://www.easa.europa.eu/en/document-library/opinions/opinion-no-022025?utm\\_campaign=d-20250926&utm\\_term=pro&utm\\_source=notifications&utm\\_medium=email&utm\\_content=title&utm\\_placement=content&utm\\_group=easa\\_opinion](https://www.easa.europa.eu/en/document-library/opinions/opinion-no-022025?utm_campaign=d-20250926&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_opinion)

## Comment Response Documents:

15/9/2025 **CRD 2024-03 Regular update of CS-ETSO** — CS-ETSO Amendment 18 (RMT.0457). This is the electronic address to the document published in two parts:

<https://www.easa.europa.eu/en/document-library/comment-response-documents/crd-2024-03>

RELATED NPA: 2024-03 (A) 'Explanatory Note' — RELATED ED DECISION: 2025/017/R — RMT.0457  
'Regular update of CS-ETSO — CS-ETSO Amendment 18' of 8/9/2025

RELATED NPA: 2024-03 (B) 'Proposed amendments' — RELATED ED DECISION: 2025/017/R — RMT.0457  
'Regular update of CS-ETSO — CS-ETSO Amendment 18' of 8/9/2025

25/9/2025 CRD 2023-08 Regular update of the air traffic management / air navigation services rules (RMT.0719). This CRD comes in four parts. The address to all four of them is

<https://www.easa.europa.eu/en/document-library/comment-response-documents/crd-2023-08>

## EU Consultations: ("Have your say"):

**Repetition.** The Commission would like to read our views on this proposal:

### Aviation – fitness check of EU airport legislation

The Commission is carrying out a fitness check of EU airport legislation to determine if it is still fit for purpose and delivering on its objectives. This fitness check will consider recent trends such as market consolidation, capacity challenges, labour shortages, increased competition from non-EU airlines/airports and the need to decarbonise. It will also assess the potential for simplification and burden reduction, especially should any inconsistencies or synergies be identified. The **consultation period ends on 28/10/2025**. Interested parties may go to

<https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/14193-Aviation-fitness-check-of->



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[EU-airport-legislation\\_en](#)

**EU Regulations:** None.

### Impact of Security Measures on Safety: Assessing Safety–Security Interdependencies

Online event, 9/10/2025, 14:00 - 16:30 CET

**Registration:** The webinar is open to aviation stakeholders from industry organisations and National Aviation Authorities.

All persons who wish to attend must use their professional E-mail addresses for registration purposes. **Registrations that are not clearly linked to an official E-mail address from an aviation-related organisation will be rejected.** The address for more information and for your registration:

<https://www.easa.europa.eu/en/newsroom-and-events/events/impact-security-measures-safety-assessing-safety-security>



### Impact of Security Measures on Safety: Certification, Licensing, and Setting the Standard in Safety - Where are the Security Impacts?

Online event, 16/10/2025, 14:00 - 16:30 CET

**Registration conditions as above.** The address for more information and for your registration:

<https://www.easa.europa.eu/en/newsroom-and-events/events/impact-security-measures-safety-certification-licensing-and-setting>



### Ramp (SAFA/SACA) Inspection Forum 2025

On-site event, 28/10/2025, 09:30 - 16:30 CET, at Eurocontrol's Brussels Headquarters.

Registration will remain open until Tuesday 7 October 2025, end of business hours. For all further information please go to

<https://www.easa.europa.eu/en/newsroom-and-events/events/ramp-safasaca-inspection-forum-2025>





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### Shell will not restart construction of Rotterdam biofuels plant

3/9/2025 Shell Nederland Raffinaderij B.V., a subsidiary of Shell plc, has decided not to restart construction of its planned biofuels facility at the Shell Energy and Chemicals Park in Rotterdam, which began in 2022. Following an



in-depth commercial and technical evaluation to reassess the project's competitiveness, Shell will no longer proceed with the project. This "link" brings you to the full text of the official message:

<https://www.shell.com/news-and-insights/newsroom/news-and-media-releases/2025/shell-not-restart-construction-rotterdam-biofuels-plant.html>

### Murphy's Law COMPLETE, compiled by Arthur Bloch

On page 63 there is the "Law of Communications", the statement: "The inevitable result of improved and enlarged communications between different levels in a hierarchy is a vastly increased area of misunderstanding."

## European Powered Flying Union

Best wishes, kind regards,

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