



European Powered Flying Union

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EPFU News Flash No. 150, January 2026

Dear Readers

Happy New Year, everyone!

I hope you had a wonderful holiday and are well rested, because a new year awaits us with new challenges. I don't know what they will be yet, but we will face them together and I am sure we will overcome any obstacles that come our way.



Best wishes for happy flying!

We are trying to create a new website for the EPFU, but the project is encountering some technical difficulties. This is something we are trying to resolve at the moment, and I am sure we will succeed. When that will happen is another matter, but we will keep you informed through our channels when the site is ready. For today: René and Martin have compiled quite a lot of information covering many aeronautical aspects. Happy reading.

Stay safe and healthy!

Antti, your President

European Plan for Aviation Safety (EPAS) 2026

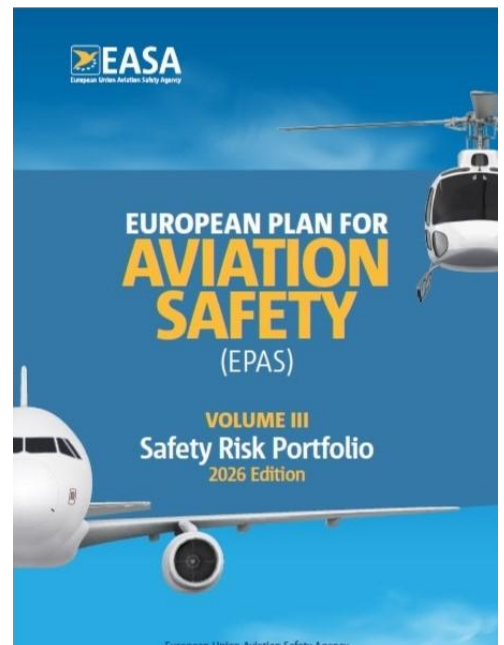
18/12/2025 The European Plan for Aviation Safety (EPAS) outlines the strategic priorities for aviation safety and environmental protection, the primary safety risks and other issues affecting the European aviation safety system, and the necessary measures to mitigate them. It comes in 3 volumes (plus an addendum to Volume I):

New Strategic Priorities in Volume I

EPAS Actions (Volume II) – 31 actions completed, 15 new actions added

Safety Risk Portfolio (Volume III) includes 2 new Safety Issues

Cover page of Volume III



Here you find related basic texts:

<https://www.easa.europa.eu/en/domains/safety-management/european-plan-aviation-safety>

And here you get access to the 2026 edition:

<https://www.easa.europa.eu/en/document-library/general-publications/european-plan-aviation-safety-epas-2026>



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EASA publishes a new revision of Easy Access Rules for Air Operations

19/12/2024 The European Union Aviation Safety Agency (EASA) has public-shed Revision 23 from December 2025 of the Easy Access Rules for Air Operations (EAR for Air OPS), incorporating the following regulatory material:



- Regulation (EU) 2025/24 on requirements for aircraft operators related to ground handling (GH) activities;
- Regulation (EU) 2025/133 on non-commercial operations conducted in visual flight rules conditions with gyroplanes;
- Corrigendum to Regulation (EU) 2024/1111;
- EASA Executive Director (ED) Decision 2025/002/R on various improvements of the Air Operations regulatory framework;
- EASA ED Decision 2025/008/R supporting the implementation of the new EU safety regulations on GH at aerodromes subject to the EU Treaties; and
- EASA ED Decision 2025/010/R illustrating the means to show compliance with the operational requirements applicable to manned vertical take-off and landing (VTOL)-capable aircraft (VCA).

For the full set of texts please go to

<https://www.easa.europa.eu/en/newsroom-and-events/news/easa-publishes-new-revision-easy-access-rules-air-operations>

Ana Vieira da Mata elected as new Chair of EASA Management Board

10/12/2025 Ana Vieira da Mata has been elected as the new Chair of EASA's Management Board (MB). The MB brings together representatives of the Member States and the European Commission and is responsible for the definition of the Agency's priorities, the establishment of the budget and for monitoring the Agency's operations. EPFU says: Congratulations and best wishes!



Automatic Dependent Surveillance — Light (ADS-L)

From various sources: EASA updates ADS-L specifications to enable safe integration of drones. Here you get access to the Agency's official website covering the topic:

<https://www.easa.europa.eu/en/the-agency/faqs/automatic-dependent-surveillance-light-ads-l>



Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations published between 1/12/2025 and 31/12/2025. Titles or text



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parts in bold characters means that the texts are at least partially important for our community:

ToR:

01/12/2025 ToR RMT.0748 Regular update of the AMC & GM associated with the U-space regulatory framework. For all details please go to

<https://www.easa.europa.eu/en/document-library/terms-of-reference-and-rulemaking-group-compositions/tor-rmt0748>

Public Consultations by EASA: None of relevance to our community.

Notices of Proposed Amendment:

Repetition

NPA 2025-04 New air mobility | Rules for air operations with airships (AsOP)

10/10/2025 Not directly applicable to our community, but their operation takes place in our common airspace. **Comment period ends on 10/1/2026.** For all details please go to

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2025-04>

Repetition

NPA 2025-05 Regular update of the ATM/ANS rules

13/10/2025 The amendments proposed with this NPA concern mainly provisions in Annex V (Part-MET), Annex I (Part-DEFINITIONS), Annex II (Part-ATM/ANS.AR), Annex III (Part-ATM/ANS.OR) and Annex IV (Part-ATS). This NPA also proposes amendments to Appendix 5 'REQUIREMENTS REGARDING SERVICES IN AIR NAVIGATION' to Commission Implementing Regulation (EU) No 923/2012 concerning 'Special air-report of volcanic activity form (model VAR)' for regulatory consistency. **Comment period ends on 13/1/2026.** For more information please go to

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2025-05>

Repetition

NPA 2025-06 Regular update of the AMC and GM associated with the conformity assessment framework for ATM/ANS equipment

24/10/2025 The proposed amendments are expected to ensure the efficient and harmonised implementation of the regulatory framework for assessing the conformity of ATM/ANS equipment. The objective is to ensure that the AMC and GM remain fit for purpose and support affected stakeholders with its implementation. **Comment period ends on 23/1/2026.** For all details please go to

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2025-06>

Repetition

NPA 2025-07 Detailed specifications and associated acceptable means of compliance and guidance material | Artificial intelligence trustworthiness



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10/11/2025 This NPA proposes a new set of detailed specifications on artificial intelligence (AI) trustworthiness for the safe use of AI in aviation in response to Regulation (EU) 2024/1689 (the Artificial Intelligence Act) Chapter III, Section 2. **Comment period ends on 10/2/2026.** For inputs please go to

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2025-07>

Repetition

NPA 2025-08 Regular update of CS-E

17/11/2025 This NPA proposes to amend the Certification Specifications and Acceptable Means of Compliance for Engines (CS-E) in order to reflect the state of the art and best practices, based on the selection of non-complex, non-controversial, and mature subjects. It covers turbine engines. **Comment period ends on 17/2/2026.** If interested in the topic please go to

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2025-08>

Repetition

NPA 2025-09 Regular update of the Standardised European Rules of the Air (SERA) | Implementation of flight and flow — information for a collaborative environment services (RMT.0476)

19/11/2025 **NPA 2025-09** is divided in four parts: (A), (B), (C) and (D).

- **NPA 2025-09 (A) Explanatory Note**
- **NPA 2025-09 (B) Proposed amendments to Commission Implementing Regulation (EU) No 923/2012 and the related AMC and GM of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010**
- **NPA 2025-09 (C) Proposed amendments to Commission Implementing Regulation (EU) 2017/373 and the related AMC and GM of 1 March 2017 laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight, repealing Regulation (EC) No 482/2008, Implementing Regulations (EU) No 1034/2011, (EU) No 1035/2011 and (EU) 2016/1377 and amending Regulation (EU) No 677/2011,**
- **NPA 2025-09 (D) Proposed amendments to Commission Regulation (EU) No 965/2012 and the related AMC and GM laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council.**

Comment period ends on 19/2/2026. All downloads are here:

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2025-09>

New!

11/12/2025 NPA 2025-10 Regular update of the detailed specifications for **ATM/ANS ground equipment** — Update of detailed specifications DS-GE.CER/DEC and DS-GE.SoC used in the attestation of ATM/ANS ground equipment. This NPA consists of three parts, A, B, and C. **Comment period ends on 11/3/2026.** For all details please go to

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2025-10>



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New!

18/12/2025 NPA 2025-11 Alignment of **Part 21** with Regulation (EU) 2018/1139 — Review of the ETSO system in relation to the **demonstration of design capabilities**. **Expiration date for your comments: 30/04/2026**. For all details please go to

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2025-11>

New!

19/12/2025 NPA 2025-12 Regular Update of the Continuing Airworthiness Regulation. The proposed regulatory material is expected to improve the clarity and consistency of the rules and to facilitate their implementation by the affected stakeholders through amendments to:

- correct or clarify miscellaneous topics and identified issues of a non-controversial nature;
- address outstanding items from legacy rulemaking tasks (i.e. RMT.0096 and RMT.0217);
- keep the rules consistent with the latest ICAO Standard and Recommended Practices (SARPs);
- implement rulemaking actions decided as outcomes of the EU safety risk management (SRM) process,
- support the digitalisation of certain processes;
- delete obsolete provisions;
- simplify specific provisions (e.g. replacing the list of aircraft type ratings included in Appendix I to AMC to Part-66 with a web-based version on the EASA website).

Expiration date for comments: 31/03/2026. For the entire NPA please go to

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2025-12>

Focused Consultation: None.

Agency Decisions:

17/12/2025 New air mobility | Gyroplanes: non-commercial operations conducted under visual flight rules by day and by night, ED Decision 2025/023/R. For all details please go to

<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2025023r>

17/12/2025 New air mobility | Gyroplanes: Flight crew licensing for private pilot licenses, ED Decision 2025/022/R. For all details please go to

<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2025022r>

17/12/2025 Regular update of CS-MMEL, ED Decision 2025/021/R. The CRD is a few lines below. For all details please go to

<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2025021r>



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05/12/2025 Regular update of the air operations rules — Enhanced implementation of flight data monitoring (FDM) programmes, ED Decision 2025/020/R. For all details please go to

<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2025020r>

Opinion: None.

Comment Response Documents:

17/12/2025 Regular update of CS-MMEL, CRD 2024-07. See also ED Decision 2025/021/R above.

<https://www.easa.europa.eu/en/document-library/comment-response-documents/crd-2024-07>

EU Consultations: None of relevance.

EU Regulations:

14/11/2025 Commission Implementing Regulation (EU) 2025/2347 of 21 November 2025 on the **fees and charges** levied by the European Union Aviation Safety Agency, and repealing Implementing Regulation (EU) 2019/2153. For the full text:

https://eur-lex.europa.eu/eli/reg_impl/2025/2347/oj/eng

4/12/2025 Council Decision (EU) 2025/2474 of 17 October 2025 on the position to be taken on behalf of the European Union with regard to the decision of the Participants to the Sector Understanding on **Export Credits for Civil Aircraft** set out in Annex III to the Arrangement on Officially Supported Export Credits on the obligor risk classification in de minimis transactions **involving agricultural aircraft**. For all details:

https://eur-lex.europa.eu/legal-content/EN/PIN/?uri=OJ:L_202502475

9/12/2025 Commission Implementing Regulation (EU) 2025/2476 of 8 December 2025 amending Regulation (EC) No 474/2006 as regards the **list of air carriers banned** from operating or subject to operational restrictions within the Union. For the complete list please go to

<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32025R2476&qid=1767113950394>

11/12/2025 Commission Implementing Decision (EU) 2025/2499 of 9 December 2025 amending Implementing Decision (EU) 2022/2191 as regards **harmonised standards for short range devices and mobile communication on board aircraft systems**. This Decision addresses technical details to be observed by the manufacturers. Interested operators may, for the full text and the Annex, go to

<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32025D2499&qid=1767114118912>

(A not so) Small plane lands itself safely with Autoland in 1st emergency use

Date not clear. A Beechcraft Super King Air landed itself safely at a Colorado airport in what marked the first-ever use of Garmin's Autoland system in an emergency situation, according to the company. For the entire article please go to



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<https://www.msn.com/en-us/travel/news/small-plane-lands-itself-safely-with-autoland-in-1st-emergency-use-company-says/ar-AA1SQPBD>

Willie Walsh, Head of IATA, Criticises the EU Mandates on SAF

He was asked in an interview: What do you think about moves towards net-zero CO2 and Europe's approach to regulation in this area? His answer:

"I have concerns about the SAF mandate, I do not believe that there will be enough SAF to meet the mandate, and mandating the use of something that doesn't exist makes no sense whatsoever. We need to shift the emphasis to help promote the production of SAF and we don't see enough efforts at European level to incentivise the production of SAF in the EU, **meaning airlines have to import SAF from the US.**

In terms of the cost of SAF the figures are eye-watering. \$4.7 trillion or \$174 billion per year on average. **The airline industry cannot afford to do this, it is just impossible. For an industry that this year made a collective net profit of \$30 billion, a \$174 billion additional yearly cost is just impossible.** So, this will ultimately have to be paid for by the consumer. We want to see measures that can be taken to reduce that cost to the consumer.

It's going to be critical that everybody plays their part to ensure that the wider aviation industry can achieve net zero in 2050, because **it's not going to be done solely by airlines** paying the significant premiums that are associated with that."

Here you find the full text of the interview:

<https://www.iata.org/en/pressroom/opinions/interview-with-willie-walsh-at-wings-of-change-europe/>

There are now 92 AAM infrastructure programmes planned

or underway in the USA, according to the latest North American Regional Report within the Global AAM/UAM Market Map service, which identifies details of every UAM/AAM route and infrastructure programme in the world, the sites where vertiports are planned, the routes where eVTOLs will fly and the partners in each programme. "There are 14 US states (see table one) where two or more vertiports are planned to be built in the next three years and a further 15 states where AAM strategizing has begun and/or at least one potential vertiport site has been identified," said Philip Butterworth-Hayes, author of the report. Here is the "link"

<https://www.urbanairmobilitynews.com/uam-infrastructure/there-are-now-92-us-cities-and-airports-planning-for-evtol-commercial-operations/>

Another source for more information:

<https://www.globalairmobilitymarket.com/vertiport-report/>

FAA Air Traffic Control modernization

From various sources: The Federal Aviation Administration (FAA) is undertaking a comprehensive modernization of the U.S. air traffic control (ATC) system to address critical safety, operational, and



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technological challenges. This initiative replaces decades-old infrastructure with state-of-the-art systems to meet both current and future aviation demands. For official FAA information please go to

<https://www.faa.gov/newsroom/us-transportation-secretary-sean-p-duffy-unveils-plan-build-brand-new-state-art-air>

Murphy's Law COMPLETE, compiled by Arthur Bloch

Destiny of airline passengers: on page 130, there is Luposchinsky's "Hurry-up and wait Principle":

If you are early, it will be cancelled.

If you knock yourself out to be on time, you will have to wait.

If you are late, you will be too late.

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Best wishes for perfect health and joyful flights, kind regards,

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