



# European Powered Flying Union

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## EPFU News Flash No. 151, February 2026

### Dear Readers

The **2026 Annual General Meeting (AGM)** is approaching. It will be held at **Vienna**, starting in the evening of **Friday, 10/4/2026**, **ending at around noon of Sunday, 12/4/2026**, based on the decision taken at last year's AGM at Grenchen already.

### *General Meeting in Vienna on Saturday 11<sup>th</sup> of April*

Please fill in and submit the **registration form (already distributed by Manfred by separate email)** to [kuno@aon.at](mailto:kuno@aon.at) **latest by 20<sup>th</sup> of February**. From Manfreds separate email you will also find the presentation of last year's meeting (= minutes of the AGM 2025)

As for the meeting: we will have to (re)elect two board members: **PRESIDENT + SECRETARY GENERAL**. If you like to nominate a candidate, please also submit **nominations** to [kuno@aon.at](mailto:kuno@aon.at).

The technical topics you find in this edition have been compiled by Martin and René, many thanks.

We are looking forward to seeing you at Vienna.

Antti, your President, with the EPFU Board

### **EASA Part 21 Workshop and Certification Conference 2026**

Hybrid event (partially online and partially on-site)

Event dates

DAY 1: 10/3/2026

DAY 2: 11/3/2026

Start and end time to be defined. For more information:

<https://www.easa.europa.eu/en/newsroom-and-events/events/easa-part-21-workshop-and-certification-conference-2026>



A view on Vienna



Take a look at the event description for details, there are some...

**Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations published between 1/1/2026 and 31/1/2026. Titles or text parts in bold characters means that the texts are at least partially important for our community:**



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## ToR:

15/1/2026 **Group operations**. ToR RMT.0760. EASA writes: “The main objective of this rulemaking task is to review the requirements **applicable to group operations in the Air Operations Regulation** and ensure the safe integration of this business model in air operations.

It intends to introduce requirements to enhance cooperation between competent authorities involved in the certification, approval and oversight of operators that form part of a single airline business group. Furthermore, it intends to harmonise organisational requirements for operators, taking stock of similar requirements introduced by the ‘one CAMO’ concept in the continuing airworthiness field.

Affected stakeholders are AOC holders, national competent authorities (NCAs), aircrew. For our community it is not directly important. If Interested: for the entire document please go to

<https://www.easa.europa.eu/en/document-library/terms-of-reference-and-rulemaking-group-compositions/tor-rmt0760>

28/1/2026 ToR RMT.0754 Regular update to the **Detailed Technical Specifications for Part 21 Light** (DS-21LD). The detailed technical specifications DS-21LD provide design standards that are applicable to aircraft subject to declarations in accordance with Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012. Affected stakeholders are design organisations in the General Aviation domain. For the entire text please go to

<https://www.easa.europa.eu/en/document-library/terms-of-reference-and-rulemaking-group-compositions/tor-rmt0754>

**Public Consultations by EASA:** None.

## Notices of Proposed Amendment:

### Repetition

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

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>



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## 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>

## Repetition

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>

## Repetition

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>

## Repetition

**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;



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- 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:** None.

### Opinion:

**28/1/2026 Opinion No 01/2026 Regular update of the air operations rules.** Copied from EASA: “This Opinion proposes to amend the European Union (EU) regulatory framework for air operations with aeroplanes and helicopters to:

- introduce new requirements on the duties, responsibilities and training of operations control personnel (OCP), including assessment to ensure their continuous competence;
- align the EU legal framework with the International Civil Aviation Organization (ICAO) standards on **extended diversion time operations (EDTO)**, including the introduction of targeted amendments to the existing **extended range operations with two-engined aeroplanes (ETOPS)** provisions;
- introduce additional improvements to the requirements considering the lessons learnt from their implementation and standardisation inspections, taking into account ICAO Standards and Recommended Practices (SARPs) and applicable safety recommendations.

The proposed regulatory material is expected to maintain, and in some cases enhance, the level of safety while providing benefits to stakeholders in terms of efficiency and cost-effectiveness. The amendments are also expected to ensure alignment with ICAO. These proposals have low to very low economic impact, and no impact on environment.” It is a CAT centric text, probably of interest to our readers. Here you find the full text and a bunch of additional related documents:

<https://www.easa.europa.eu/en/document-library/opinions/opinion-no-012026>

**Comment Response Documents:** None.

### EU Consultations/“Have your say”:

29/1/2026 Evaluation of the Balanced Approach Regulation on noise at EU airports. The Balanced Approach Regulation establishes a process for Member States to **manage noise problems at EU**



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**airports.** Its aim is to provide a framework for noise management to increase the sustainability of air transport while ensuring that the economic impact of measures on all stakeholders are duly taken into account. The evaluation will assess whether the Regulation achieved its objective and whether it is still fit for purpose. Comment period ends on 26/2/2026. This is the electronic address:

[https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/14778-Evaluation-of-the-Balanced-Approach-Regulation-on-noise-at-EU-airports\\_en](https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/14778-Evaluation-of-the-Balanced-Approach-Regulation-on-noise-at-EU-airports_en)

### EU Regulations:

**19/1/2026 Commission Implementing Regulation (EU) 2026/100 of 15 January 2026 amending Regulations (EU) No 748/2012 and (EU) No 1321/2014 as regards the airworthiness review process, the airworthiness certificate and occurrence reporting, and correcting Regulation (EU) No 1321/2014.** At first glance Part-21, Part-M, Part-ML, Part-CAMO, Part-CAO, Part-66 are concerned. For the full text, not easily evaluated, please go to

[https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L\\_202600100](https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202600100)

**19/1/2026 Commission Delegated Regulation (EU) 2026/56 of 23 October 2025 amending Regulation (EU) No 748/2012 as regards certificate of airworthiness and restricted certificate of airworthiness.** Copied from the original text: “Due to the complex dependencies between Regulation (EU) No 748/2012 and Commission Regulation (EU) No 1321/2014 in relation to respectively airworthiness certificate and airworthiness review certificate, it is necessary to enhance the alignment between those two Regulations, particularly for aircraft transferred between Member States or imported into the Union.”

And: “In order to enhance the free movement of aircraft within the Union it is necessary to facilitate the process for issuing airworthiness certificates when aircraft are transferred between Member States and allow applicants to request an airworthiness certificate from the national competent authority of the Member State where they wish to register the aircraft.”

At first glance Part-21, Part 21L, Part-M, Part-ML, Part-CAMO, Part-CAO are concerned. However, also these texts are not easy to comprehend. Here comes the full set:

[https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L\\_202600056](https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202600056)

### Statement of revenue and expenditure for the 2025 financial year – European Union Aviation Safety Agency (EASA) – amending budget No 1



30.1.2026, this statement of revenue and expenditure consists of a lot of figures, of course... If interested in the details, please go to

<http://data.europa.eu/eli/C/2026/199/oj>



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### EASA and DJI (Da-Jiang Innovations Science and Technology Co.) collaborate to improve awareness of safe and legal drone operations



22/1/2026 A key requirement of the European Drone Rules is for drone operators to obtain up-to-date information on restrictions that might be in place where they intend to fly (known as “geo-awareness”) and for drone pilots to comply with this information during each flight. For the full text please go to

<https://www.easa.europa.eu/en/newsroom-and-events/news/easa-and-dji-collaborate-improve-awareness-safe-and-legal-drone-operations>



### A blow to U-space as Amazon pulls Italian drone delivery plans days before launch by Philip Butterworth-Hayes, UNMANNED AIRSPACE

2/2/2026 Just a few days before the launch of one of the European Union’s (EU) first operational European U-space areas – at San Salvo in Italy, which launched in January 1, 2026 – the main drone operator within the area, Amazon, reported it would be ceasing its drone delivery plans in Italy.

According to a statement to Unmanned Airspace from Amazon: “Following a strategic review, we have decided to stop our commercial drone delivery plans in Italy. Despite positive engagement and progress with Italian aerospace regulators, the broader business regulatory framework in the country does not, at this time, support our longer-term objectives for this program. Our drone delivery projects in the U.S. and UK continue positively, with test flights and commercial deliveries proving successful and well-received by customers. We look forward to announcing new launch locations in the U.S. and around the world very soon. Over the last 15 years, we’ve invested more than EUR25 billion in Italy and employed 19,000 people across 60 sites in the country. We remain committed to serving our customers in Italy and providing them with an excellent shopping experience.”

The announcement came as surprise to the National Civil Aviation Authority of Italy (ENAC), the body responsible for implementing U-space in San Salvo. According to Reuters “ENAC called the decision unexpected, saying in a statement on Saturday the move was motivated by company policy, linked to “recent financial events involving the Group”. For all details:

[https://www.unmannedairspace.info/uncategorized/a-blow-to-u-space-as-amazon-pulls-italian-drone-delivery-plans-days-before-launch/?utm\\_source=newsletter-%7Bemail\\_54%7D&utm\\_medium=email&utm\\_campaign=IQ-Defence\\_7-8-24\\_newsletter-%7Bemail\\_54%7D](https://www.unmannedairspace.info/uncategorized/a-blow-to-u-space-as-amazon-pulls-italian-drone-delivery-plans-days-before-launch/?utm_source=newsletter-%7Bemail_54%7D&utm_medium=email&utm_campaign=IQ-Defence_7-8-24_newsletter-%7Bemail_54%7D)

René’s short comment: Trees still do not grow to the sky

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

On page 137 we read Muench’s Law: “Nothing improves an innovation like lack of controls.” This provokes the printer apprentice’ question: “Less regulation>>>better results?”





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Best wishes, kind regards

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