



# European Powered Flying Union

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## EPFU News Flash No. 152, March 2026

### Dear Readers

In less than 6 weeks we meet in Vienna for our Annual General Meeting. I am looking forward to seeing you.

Manfred Kunschitz, our treasurer, prepared all important aspects in order to obtain a fruitful event with positive outcomes. Many thanks today already. At a Board Meeting at Zürich Airport on Wednesday 4/3/2026 we shall continue our preparations.

Please read Manfred's message below and follow the intents!

Kindest regards

René (Technical Officer)

### IMPORTANT

#### **A message from our treasurer, originally sent to you on 22/2/2026, 15:14 VIE/LOWW LT**

Dear Members,

Looking to the calendar, two issues still can be modified and/or amended on the Agenda for the Annual General Meeting (AGM) of the EPFU on 11th of April 2026 in Vienna.

#### **5 Elections**

The Position of the PRESIDENT and the SECRETARY GENERAL are due for (re)election. For the time being the acting President stated to stand for re-election, so does the acting Secretary General who confirmed that he will be present at the AGM.

If you wish to nominate someone representing your organisation on the board, please submit your nominations in due time (official deadline is 10th of March).

#### **8 Any other business, contributions from guests and Members**

Most likely we'll have a Vice-President of EAS presenting news around EAS' global business. Please submit topics you like to have on the agenda and/or you like to present to the General Meeting.

Finally, please urgently submit your registrations for the meeting, as I cannot guarantee accommodation beyond 20th of February, you find the registration form attached to my original message.

Thank you and best regards,

Manfred (Treasurer)



Schönbrunn Castle, Vienna,  
a view from the garden.



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## Flight Competency-Based Training and Assessment (CBTA) Resilience at scale through one integrated training ecosystem



Found recently, and copied, from Boeing: Train for resilience — not just the test

“The aviation industry is undergoing a paradigm shift in how pilots are trained, evaluated, and supported throughout their careers. At the forefront of this transformation are Competency-Based Training and Assessment (CBTA) and Evidence-Based Training (EBT) — two complementary frameworks designed to move beyond legacy, task-based instruction and toward a data-driven approach to developing resilient pilots.

CBTA focuses on observable, measurable competencies that reflect real-world performance. EBT leverages operational data to prioritize relevant successful scenarios, determined from data analysis that represents operational risk. Together, they offer a holistic and adaptive training environment. For airlines, regulators, and training organizations, understanding how these methodologies work independently and in tandem is essential for building a more agile and safety-focused aviation workforce. “

The idea is not new; we discussed it years ago when we contributed to Part-FCL, but Boeing's presentation provides a good overview:

<https://services.boeing.com/training-solutions/flight-training/flight-competency-based-training-and-assessment>

**Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations published between 1/2/2026 and 28/2/2026. Title or text parts in bold characters means that the texts are at least partially important for our community:**

**ToR:** None

**Public Consultations by EASA:** None

**Notices of Proposed Amendment:**

### Repetition

10/11/2025 NPA 2025-07 Detailed specifications and associated acceptable means of compliance and guidance material | **Artificial intelligence trustworthiness**. This NPA comes in two parts, A and B. For the texts please go to

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

The deadline for comments has been extended until 10/3/2026.



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## 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;
- 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:

2/2/2026 ED Decision 2026/001/R New air mobility | Continuing airworthiness rules for electric- and hybrid-propulsion aircraft and other non-conventional aircraft (RMT.0731). This update, together with the requirements of Part-66, **shall form the basis for the development and approval of Part-66 type-rating training courses for new air mobility aircraft.** In other words, it is Issue 2 of the Certification Specifications and Guidance Material for Maintenance Certifying Staff Data (CS-MCSD) .For all texts please go to

<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2026001r>



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3/2/2026 ED Decision 2026/002/R New air mobility | Continuing airworthiness rules for electric- and hybrid-propulsion aircraft and other non-conventional aircraft (RMT.0731). These are the titles of the texts published in the framework of this Decision:

- Amendments to the AMC and GM to Commission Regulation (EU) No 1321/2014 and to its annexes
- AMC & GM to the articles to Commission Regulation (EU) No 1321/2014 — Issue 1, Amendment 4
- AMC & GM to Part-M — Issue 2, Amendment 9
- AMC & GM to Part-145 — Issue 2, Amendment 8
- AMC & GM to Part-66 — Issue 2, Amendment 9
- AMC & GM to Part-147 — Issue 2, Amendment 4
- AMC & GM to Part-ML — Issue 1, Amendment 3
- AMC & GM to Part-CAO — Issue 1, Amendment 5

To get access to all these texts please go to

<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2026002r>

## Opinion:

**6/2/2026 Opinion No 02/2026 Development of harmonised and updated FTL rules for CAT with aeroplanes used in emergency medical services (AEMS), air taxi and single-pilot operations** (RMT.0346, 0429, 0493). Affected parties: Air operators conducting emergency medical service, air taxi and single-pilot commercial air transport operations with aeroplanes, and their aircrew members, Member States, and their national competent authorities. For all related texts please go to

[https://www.easa.europa.eu/en/document-library/opinions/opinion-no-022026?utm\\_campaign=d-20260207&utm\\_term=pro&mtm\\_source=notifications&mtm\\_medium=email&utm\\_content=title&mtm\\_placement=content&mtm\\_group=easa\\_opinion](https://www.easa.europa.eu/en/document-library/opinions/opinion-no-022026?utm_campaign=d-20260207&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_opinion)

## Comment Response Documents:

**6/2/2026 CRD 2017-17 Development of harmonised and updated FTL rules for CAT with aeroplanes used in emergency medical services (AEMS), air taxi and single-pilot operations** (NPA 2017-17, NPA 2024-106) See also Opinion No 02/2026 above. The CRD comes in two parts:

CRD 1: Air Taxi and AEMS  
CRD 2: HEMS

For the comments sent to EASA please go to

<https://www.easa.europa.eu/en/document-library/comment-response-documents/crd-2017-17>

## EU Consultations/"Have your say":

5/2/2026 **Review of EU rules on alternative fuels infrastructure.** The Commission writes: "EU rules on



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alternative fuels infrastructure create a common framework for the deployment of alternative fuels infrastructure in the EU. They must be reviewed by the end of 2026. This review will address among others the appropriateness of the targets for road recharging and refuelling infrastructure as well as the payment and price transparency provisions and a possible extension of the scope of the provisions regarding shore side electricity supply in maritime ports.” **We shall have to check if aviation is included.** For more information please go to

[https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/16672-Review-of-EU-rules-on-alternative-fuels-infrastructure\\_en](https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/16672-Review-of-EU-rules-on-alternative-fuels-infrastructure_en)

## EU Regulations:

3/2/2026 Commission Regulation (EU) 2026/247 of 2 February 2026 amending Regulation (EC) No 300/2008 of the European Parliament and of the Council as regards specifications for **national quality control programmes in the field of civil aviation security. For the full text please go to**

<http://data.europa.eu/eli/reg/2026/247/oj>

**Judgment of the Court of 16 October 2025 in Case E-1/25 – Valair AG v Amt für Volkswirtschaft (Amt für Hochbau und Raumplanung (AHR)) (Air transport – Regulation (EC) No 1008/2008 – The conditions for the issue of an operating licence – Articles 3 and 4 – Harmonisation)**



Published on 5/2/2026. For more information please go to

<http://data.europa.eu/eli/C/2026/831/oj>

**Commission Implementing Decision (EU) 2026/298 of 6 February 2026 amending Implementing Decision (EU) 2024/3136 and updating the appointments of certain members and alternates of the Network Management Board and of the European Aviation Crisis Coordination Cell**

Published on 9/2/2026. For more information please go to

[http://data.europa.eu/eli/dec\\_impl/2026/298/oj](http://data.europa.eu/eli/dec_impl/2026/298/oj)

**Corrigendum to Commission Delegated Regulation (EU) 2025/20** of 19 December 2024 supplementing Regulation (EU) 2018/1139 of the European Parliament and of the Council by laying down requirements for the **safe provision of ground handling services and for organisations providing them**) Published on 10/2/2026, if interested please go to

[http://data.europa.eu/eli/reg\\_del/2025/20/corrigendum/2026-02-10/oj](http://data.europa.eu/eli/reg_del/2025/20/corrigendum/2026-02-10/oj)

**Corrigendum to Commission Implementing Regulation (EU) 2025/23** of 19 December 2024 laying down rules for the application of Regulation (EU) 2018/1139 of the European Parliament and of the Council, as regards requirements for **the oversight of ground handling services and organisations providing them** Published on 10/2/2026, if interested please go to

[http://data.europa.eu/eli/reg\\_impl/2025/23/corrigendum/2026-02-10/oj](http://data.europa.eu/eli/reg_impl/2025/23/corrigendum/2026-02-10/oj)



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## EASA Class and Type Rating and Endorsement lists

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. This has been updated by 12/2/2026:



### EASA Class and Type Rating & License Endorsement List – Aeroplanes

For all related publications please go to

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

## 2025 Aviation Fuels Reference Prices for ReFuelEU Aviation

26/2/2026 From the Agency: “The ReFuelEU Aviation Regulation (Regulation (EU) 2023/2405, “RFEUA”) establishes under Article 13 that EASA is required to annually prepare and publish a technical report, starting in 2025. The technical report shall contain various elements, including information on the prices of sustainable aviation fuels (SAF) and other RFEUA eligible aviation fuels in the European Union (EU).



The “2025 Aviation Fuels Reference Prices for ReFuelEU Aviation” briefing note presents the 2025 reference prices for the aviation fuels subcategories eligible under RFEUA as well as conventional aviation fuels (CAF). This briefing note serves as a pre-publication of the RFEUA aviation fuels reference prices that will be included in the annual EASA technical report, which is due for publication in Q3 every year.” Interested parties may go to

<https://www.easa.europa.eu/en/document-library/general-publications/2025-aviation-fuels-reference-prices-refueleu-aviation>

## Part-IS, of relevance to General Aviation?

Searching as carefully as possible, we found Frequently Asked Questions (FAQ) covering the topic. Here is the electronic address to the tool prepared by the Agency:

<https://www.easa.europa.eu/en/the-agency/faqs/information-security-part>



Looking at these FAQs, the conclusion is easy to reach, but most likely, any implementation will not be easy. All stakeholders should concentrate their efforts on obtaining an appropriate set of regulations that are fit for purpose and easy to adopt in a manner appropriate to our needs.

In the end, we think we should obtain a “Part-IS Light” for small organizations within a reasonably short timeframe. We believe that overly complex regulations are not required to protect our operations. We



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have to bear in mind that we share common airspace.

Today's FAQ: How do we as EPFU within Europe Air Sports get on board?

### New vacancy published: Certification Expert - Aviation Fuels

Published on 4/2/2026, a task that may be of interest: Title:  
Certification Expert - Aviation Fuels

**Closing Date: 16/03/2026 at 23:59 CET**

<https://www.easa.europa.eu/en/newsroom-and-events/news/new-vacancy-published-certification-expert-aviation-fuels>



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

On page 191 we read Jaffe's Percept: "There are some things which are impossible to know – but it is impossible to know these things."

## European Powered Flying Union

Best wishes, kind regards

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