



European Powered Flying Union

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EPFU News Flash No. 153, April 2026

Dear Readers

Spring has arrived in the lower-lying areas of the Alps. Further up, snow is still falling, but the flying season has begun; the usual check flights are taking place in the flying groups, and our Annual General Meeting in Vienna is just around the corner.

On the evening of 1 April, there will be a remote board meeting. The results will be communicated to you separately via the distribution list for 'News Flash No 153'.

Happy flying to all of you all over Europe!

René

From our President:

The annual general meeting is fast approaching! I hope to see many of you there!

Not much has happened in general aviation since the last news flash. The same cannot be said for commercial aviation. "Sandbox" airlines are going through a difficult period due to the situation in Iran. I personally witnessed an attack on Russian soil and saw the anti-aircraft fire and explosions at the Ust-Luga oil refinery from the cockpit just a week ago, and now Ukrainian drones are also falling into lakes and (fortunately) in remote areas in Finland.

Although the situation in Iran has no direct impact on general aviation, it could affect us all to some extent at some point. At the very least in terms of fuel prices and perhaps, if the situation escalates, in terms of fuel availability. We will monitor the situation closely and keep our members informed if it takes an undesirable turn, as fuel is essential to our operations.

Check out René's latest posts and take care of yourselves. We are living through some very challenging times.

Antti

The Leading Show for General Aviation April 22 - 25, 2026

This brings you to the website:

<https://www.aero-expo.com/>

The chapters are

Trade Show & Branches//Conferences//Exhibit//Visit//Media & Press



Spring in a Park, found in the Internet





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As regards the Conferences the organisers write: “With its extensive conference and lecture programme of more than 270 workshops, presentations, industry panels and keynotes, the conference programme reflects the diversity of the entire trade fair.”

Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations published between 1/3/2026 and 31/3/2026. Title or text parts in bold characters means that the texts are at least partially important for our community:

ToR:

ToR RMT.0751 Protection of aerodrome surroundings

published on 23/3/2026. EASA writes: “The protection of aerodrome surroundings ensures that aerodromes are safeguarded against human activities and developments that cause an unacceptable risk to aircraft operations in the vicinity of aerodromes. It encompasses the monitoring and control of obstacles, as well as of hazards related to human activities and land use, such as – but not limited to – wildlife hazard management around aerodromes, protection from laser emissions, 5G interference, glint/glare from reflective surfaces, hazardous, confusing and misleading lights, obstacle-induced turbulence, gaseous emissions and operation of drones....” For the full text and for ToR RMT.0751 please go to

<https://www.easa.europa.eu/en/document-library/terms-of-reference-and-rulemaking-group-compositions/tor-rmt0751>

ToR RMT.0766 Safe operation of large aeroplanes in supercooled large drop icing conditions
Published on 4/3/2026. It is not directly addressing our operations, it may be of interest to some of our readers. Here we go for all texts:

<https://www.easa.europa.eu/en/document-library/terms-of-reference-and-rulemaking-group-compositions/tor-rmt0766>

ToR RMT.0761 Revision of Regulation (EU) 2018/1048 (the ‘PBN IR’)

Published on 4/3/2026, EASA writes: “After the completion of Best Intervention Strategy BIS-44 ‘Safe Operations in a PBN Environment’, EASA has confirmed, with the support of several stakeholders, the impact of the restrictions to fly conventional navigation, as well and the need to further support the implementation of contingency measures. Following the BIS recommendation, the objectives of this rulemaking task are to amend Regulation (EU) 2018/1048:

- to address the negative effects resulting from the restrictions to fly conventional navigation, particularly, ILS CAT I procedures; and
- to further support the implementation of contingency measures.

Moreover, to ensure regulatory consistency with Regulation (EU) No 965/2012 and its Acceptable Means of Compliance (AMC) and Guidance Material (GM), this rulemaking task will address the conflicts detected in the BIS-44 report, including those related to the selection of destination alternate aerodromes.

Additionally, it will support harmonised procedures for service providers and aircraft operators to



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mitigate GNSS degradations, which may require amendments to the regulations and ED Decisions listed in the ToR RMT.0761.” For all related texts please go to

<https://www.easa.europa.eu/en/document-library/terms-of-reference-and-rulemaking-group-compositions/tor-rmt0761>

Public Consultations by EASA:

Please take a look at “Evaluation of the rules for commercial, small-size aeroplane operators under Part-CAT and Part-SPO” published further down in this edition.

Notices of Proposed Amendment:

Please note that the public consultation period of NPA 2025-12 (A) '**Regular Update of the Continuing Airworthiness Regulation — Explanatory Note**' has been extended **until 30 Apr 2026**.

Please note that the public consultation period of NPA 2025-12 (B) '**Regular Update of the Continuing Airworthiness Regulation — Proposed amendments to Regulation (EU) No 1321-2014**' has been extended **until 30 Apr 2026**.

Please note that the public consultation period of NPA 2025-12 (C) '**Regular Update of the Continuing Airworthiness Regulation — Proposed amendments to AMC-20**' has been extended **until 30 Apr 2026**.

The origin is Rulemaking Task RMT.0735. For more information please go to

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

Focused Consultation: None.

Agency Decisions: None.

Opinions: None.

Comment Response Documents: None.

EU Consultations/”Have your say”:

EU aviation strategy: The Commission writes: “EU industrial leadership in aviation brings high added value but faces increasing global pressure from competitors, the race for raw materials, the imperative to decarbonise, and ever more complex geopolitics. This threatens the EU single market and the entire value chain. Action is needed to bolster the EU’s excellence in aviation and aeronautics, secure its competitive position as it evolves throughout the green and digital transitions, tackle emerging threats and preserve strategic autonomy.” The adoption by the Commission is planned for the third quarter 2026. We shall keep you informed on intermediate materials when such are published. For more details you may go to

https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/17372-EU-aviation-strategy_en



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Review of EU rules on alternative fuels infrastructure: “EU rules on 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.”

“Alternative aviation fuels infrastructures” have not been found in the text. The enormous price differences are a main concern.

You may comment on this until 20/4/2026. 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

EU Regulations:

Commission Implementing Regulation (EU) 2026/449 of 27 February 2026 amending Implementing Regulation (EU) 2015/1998 as regards certain detailed measures for the implementation of the common basic standards on aviation security. Published on 2/3/2026 in the Official Journal, it contains dispositions important for our community:

The Annex to Implementing Regulation (EU) 2015/1998 is amended as follows:

(2) point 1.2.2.3 is replaced by the following:

“1.2.2.3. Access to security restricted areas may be granted to **private pilots, and where applicable accompanying crew**, performing non-commercial flights operated with an aircraft that has previously landed at the airport, in order to access it for the purposes of departing, or for the time strictly necessary to undertake operational maintenance of the aircraft. In order to be granted access:

- a) their pilot licence shall be checked prior to entry;
- b) their access is limited to the area where their aircraft is parked and the distances between the terminal or access point and the aircraft ;
- c) they shall be escorted when that is locally required for crew and passengers of general aviation operations.

Without prejudice to the obligations in points (b) and (c), a private pilot falling under the operational conditions described in this point may be granted access to security restricted areas where in possession of a valid airport identification card as referred to in point 1.2.2.2 (c) or a valid national identification card issued in accordance with the requirements laid down in points 1.2.3 and 11.2.6.”

For the full text please go to http://data.europa.eu/eli/reg_impl/2026/449/oj

Action Plan on Drone and Counter Drone Security

“Drones can play an important role in critical parts of the economy and



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society. They allow to reach inaccessible areas, to collect real-time data that are essential for agriculture, construction or energy, to carry out logistics and transport in more efficient ways.” This link brings you to the official text:

<https://digital-strategy.ec.europa.eu/en/policies/drone-security>

EU Commission Releases Action Plan For European Counter-UAS



16/2/2026 by Dronelife Editor Jim Magill: “The European Commission, the executive body of the EU, on February 11 issued an Action Plan on Drone and Counter Drone Security, calling for EU members to conduct a coordinated response campaign to counter the growing threats arising from maliciously operated drones.”

This brings you to the full Dronelife text:

<https://dronelife.com/2026/02/16/eu-commission-releases-action-plan-for-european-counter-uas/>

Evaluation of the rules for commercial, small-size aeroplane operators under Part-CAT and Part-SPO

Published on 19/3/2026. EASA writes: “Evaluation of the rules for commercial, small-size aeroplane operators under Part-CAT and Part-SPO (MTOM below 5 700 kg): **This report evaluates the proportionality and administrative burden of the current regulatory framework for commercial operators of small aeroplanes under Part-CAT and Part-SPO.**



It finds that, while this framework remains essential for ensuring safety, **it imposes numerous information obligations that are often disproportionate to small-scale operations, resulting in an average of 1.5 Full Time Equivalent (FTE) of unnecessary administrative burden per operator each year.** To address possible inefficiencies, the report presents ten prioritised recommendations to harmonise definitions, simplify documentation, tailor safety-management requirements to the actual size and complexity of operators, and improve guidance and harmonisation across EASA Member States....” For all texts:

<https://www.easa.europa.eu/en/document-library/general-publications/evaluation-rules-commercial-small-size-aeroplane-operators>

Sunny Swift: Take-Off and Landing performance Issue 42, hints at the beginning of the season

Originally published at the end of January a repetition, because we never can to enough to maintain the highest possible safety lever. Here the address:

<https://www.easa.europa.eu/en/newsroom-and-events/news/sunny-swift-take-and-landing-performance>





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EASA updates Easy Access Rules for Air Operations including enhanced online version

Published on 27 /3/2026. The European Union Aviation Safety Agency (EASA) has published Revision 24 from March 2026 of the **Easy Access Rules for Air Operations** (EAR for Air OPS), available in PDF, machine-readable XML, and as an enhanced online publication. The new online publication of the EAR for Air OPS offers:



- optimised performance for quick access to EAR pages and links;
- permalinks to the latest version of all rule articles; and
- enhanced filters, search functions, as well as easy navigation for computers, tablets, mobile phones.

Revision 24 from March 2026 includes the following rules:

Commission Implementing Regulation (EU) 2025/2293 correcting Regulation (EU) No 965/2012;

EASA Executive Director (ED) **Decision 2025/020/R amending the Acceptable Means of Compliance and Guidance Material (AMC and GM) to Part-ORO and to Part-SPA**, regarding the management system, the alternative training and qualification programme (ATQP), and the flight data monitoring (FDM) programme; and

EASA Executive Director **Decision 2025/023/R amending the AMC and GM to Part-Definitions and Part-NCO, to support the implementation of Regulations (EU) 2025/133 and (EU) 2025/134** and facilitate compliance with the requirements regarding flight crew licensing for gyroplanes (in particular, pilot training) and non-commercial operations of gyroplanes conducted under visual flight rules by day and by night.

For all texts please go to

<https://www.easa.europa.eu/en/newsroom-and-events/news/easa-updates-easy-access-rules-air-operations-including-enhanced-online>

EASA allows 18-month transition for Part-IS, time to tame monster?

René's title of the article is probably a bit exaggerated, however remember how long it took to travel from Part-M to Part-ML. Last edition's text was:



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



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timeframe. We believe that overly complex regulations are not required to protect our operations. We 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?"

The following text is a combination of inputs received from Europe Air Sports (EAS), from PPL/IR and from IAOPA EUR, with many thanks. The Agency has indicated that organizations under its direct oversight will be granted an additional 18 months to complete the implementation of Part-IS (Information Security). The transition period is intended to support the development of Information Security Management Systems to a fully operational level.

The extension appears to apply only to organizations under EASA's direct responsibility. It is unclear whether National Aviation Authorities (NAAs) will adopt the same approach for flight schools and operators under their oversight. While this is a welcome and pragmatic step, uncertainty remains about its broader application, so the real scope still is unclear.

In addition, awareness of this flexibility is still limited, as communication from national authorities has been inconsistent. While the requirement is mostly a bureaucratic one, the required "information security management system (ISMS)" will represent most probably an unnecessary burden for our community, for smaller organisations. In our eyes bureaucratic requirements do little more than generate paperwork without mitigating real risk.

Here you find the texts we have to understand:

http://data.europa.eu/eli/reg_del/2022/1645/oj

http://data.europa.eu/eli/reg_impl/2023/203/2026-02-22

Together, we have to clear away the fog for the sake of our national powered flight organisations, being interested in international affairs or not, wanting to concentrate on future national topics. We shall have to fight for reasonable provisions regulating our segment of General Aviation. This fight will not be for free. It is not question of liking it. It is a question of proportionality and of wise rulemaking.

Save the Date: Part-IS Workshop 2026 – October 07-08

Related domains: Aerodromes Air Operations Air Traffic Management Aircraft & products Aircrew & Medical Cybersecurity International cooperation Rotorcraft & VTOL.

Location: EASA Headquarters, Konrad-Adenauer-Ufer 3, 50668 Köln

For more details please go to

<https://www.easa.europa.eu/en/newsroom-and-events/events/save-date-part-workshop-2026-october-07-08>





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SAVE THE DATE — Innovative Air Mobility Implementation Forum 27 Oct 2026 to 28 Oct 2026

Hybrid event (partially online and partially on-site). Description: “The European Union Aviation Safety Agency (EASA) is pleased to announce the second edition of the Innovative Air Mobility (IAM) Implementation Forum.



Following the strong engagement and fruitful exchanges of the inaugural event, this new edition will once again gather authorities, industry leaders, technical experts, and community representatives to discuss the evolving IAM, UAS and U-space regulatory implementation.”

For more information please go to

<https://www.easa.europa.eu/en/newsroom-and-events/events/save-date-innovative-air-mobility-implementation-forum>

New vacancies published: Structures Expert, Senior Military Advisor to the Executive Director and Certification Expert - Hydromechanical and Flight Control Systems

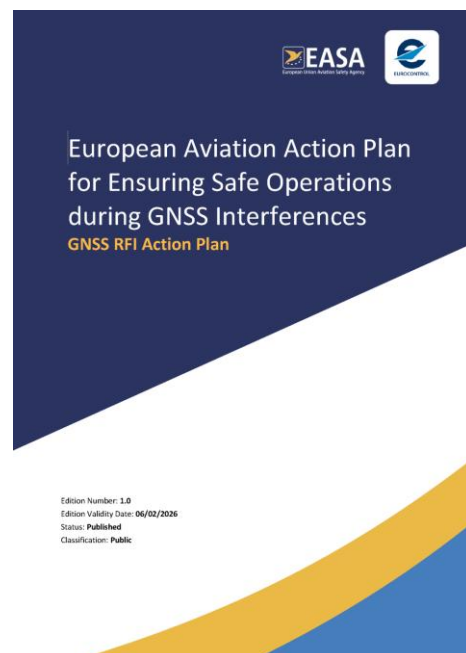
Published on 27/3/2026. For all relevant details please go to

<https://www.easa.europa.eu/en/newsroom-and-events/news/new-vacancies-published-structures-expert-senior-military-advisor>



EASA and EUROCONTROL publish joint Action Plan to ensure safe operations during GNSS interference events

Published on 25/3/2026. The European Union Aviation Safety Agency (EASA) and EUROCONTROL published a joint Action Plan designed to strengthen the safety and resilience of European aviation operations amid the growing challenge of Global Navigation Satellite System (GNSS) interference.



“While the potential threat to aviation safety from GNSS interference has so far been mitigated by short-term actions such as raising pilot awareness, it is clear that more needs to be done,” said Florian Guillermet, EASA Executive Director. “This Action Plan lays out and prioritises short, mid and longer-term actions and, importantly, also assigns roles to the various aviation actors. By working together with EUROCONTROL and pooling our expertise, we have been able to create a strong plan that will enable the wider sector to come



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together to counter this threat.”

For all texts please go to

<https://www.easa.europa.eu/en/newsroom-and-events/press-releases/easa-and-eurocontrol-publish-joint-action-plan-ensure-safe>

Murphy’s Law COMPLETE, compiled by Arthur Bloch

On page 53 we read Williams and Holland’s Law: “If enough data is collected anything may be proven by statistical methods.”

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Best wishes, kind regards

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