



European Powered Flying Union

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EPFU News Flash No. 162, October 2026

Dear Friends

The long and largely beautiful summer is coming to an end, and cooler weather—and, hopefully for many regions—is on the way. An article from Norway included in this issue addresses this topic. A major focus of this issue is electric flight: For a while, I feared that progress had all but stalled. I was wrong—things have really picked up. Given the fuel prices also discussed in this issue, this is a welcome development.

Happy flying, beware of fog and ice patches!

René, your Technical Officer, with Martin Ryff, heavily contributing to this edition.

Air traffic does not stop at national borders, neither should innovation

From SESAR Joint Undertaking: “Avinor joined the SESAR Joint Undertaking as a member in June this year. In this interview, Abraham Foss, President and CEO of Avinor, and Jan Gunnar Pedersen, Director of Air Navigation Services, explain why cross-border collaboration matters in aviation innovation and how Avinor’s operational environment can help support the development of a more digital, connected and sustainable European sky.”



For the complete interview please go to

<https://www.sesarju.eu/news/air-traffic-does-not-stop-national-borders-neither-should-innovation>

Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations published between 1/9/2026 and 30/9/2026. Title or text parts in bold characters means that the texts are at least partially important for our community:

Public Consultations by EASA: None.

ToR: None.

Notice of Proposed Amendment:

NPA 2026-03 **Regular update of CS-25**. EASA writes: “This NPA proposes amendments to the Certification Specifications and Acceptable Means of Compliance for Large Aeroplanes (CS-25) 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 also addresses several safety recommendations.”



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7/9/2026 is the publication date. Comment period ends on 7/12/2026. Interested parties may go to

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2026-03>

Focused Consultations: None.

Agency Decision:

ED Decision 2026/009/R Regular update of CS-E — CS-E Amendment 9,

Published 25/9/2026, please go to the CRD just below, if interested in the topic, which are

- turbine-engine transient over-temperature, over-speed and over-torque limit approval;
- turbine-engine medium bird strike and ingestion — additional integrity assessment;
- deletion of references to CS-34;
- safety analysis for turbine engines;
- vibration and endurance tests of piston engines installed on rotorcraft;
- propeller blade pitch control system components as part of engine type design;
- engine control system development errors;
- turbine-engine thrust or power rating achieved during the endurance test;
- editorial corrections.

The address bringing you to the Decision:

<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2026009r>

Comment Response Documents

CRD 2025-08 Regular update of CS-E

Published 25/9/2026. You may find what contributed to the Certification Specifications CS-E Amendment 9 published by EASA, contained in this edition in a dedicated text block. The direct «link»:

<https://www.easa.europa.eu/en/document-library/comment-response-documents/crd-2025-08>

CRD 2025-01 Take-off performance parameters and position errors — large aeroplanes

Published 22/9/2026, this CRD comes in four parts:

- CRD 2025-01 (A) — Explanatory Note [pdf]
- CRD 2025-01 (B) — Proposed amendment to CS-25[pdf]
- CRD 2025-01 (C) — Proposed amendment to Commission Regulation (EU) 2015/640 [pdf]
- CRD 2025-01 (D) — Proposed amendment to CS-26

For the full set of information please go to

<https://www.easa.europa.eu/en/document-library/comment-response-documents/crd-2025-01>



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Opinions:

Opinion No 06/2026 Regular update of Regulations (EU) 2019/947 and (EU) 2019/945 — **Security**

18/9/2026. This Opinion puts forward amendments to Implementing Regulation (EU) 2019/947 and Delegated Regulation (EU) 2019/945 with a view to enhancing the **security of UAS operations**, in response to the European Commission's Action Plan on Drone and Counter Drone Security of 11/2/2026

The «link»

https://www.easa.europa.eu/en/document-library/opinions/opinion-no-062026?utm_campaign=d-20260919&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_opinion

Opinion No 07/2026 Take-off performance parameters and position errors — **large aeroplanes**

22/9/21026 EASA writes: "This Opinion proposes amendments to Regulation (EU) 2015/640 on additional airworthiness requirements for a given type of operations in order to mandate the installation of a take-off performance monitoring system (TOPMS) on large aeroplanes used in commercial air transport and produced on or after a certain date (6 years after the date of entry into force of the proposed implementing regulation amending Regulation (EU) 2015/640, and in particular its Annex I (Part-26))."

For all details please go to

<https://www.easa.europa.eu/en/document-library/opinions/opinion-no-072026>

EU Consultations/"Have your say".

European Air Traffic Management (ATM) Master Plan – Common Project Two supporting its implementation

Common projects implement **interoperable air traffic management (ATM) functionalities** across the European ATM network. Using Single European Sky ATM Research (SESAR) solutions, they increase automation, cyber-secure data sharing and connectivity. Built on the 2014 Pilot Common Project, Common Project 1 requires ATM modernisation be deployed at European level, with final deadlines on 31 December 2027. Common Project 2 is now needed to boost efficiency, digitalisation and network interoperability.

https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/19279-European-Air-Traffic-Management-ATM-Master-Plan-Common-Project-Two-supporting-its-implementation_en

Aviation – accreditation of qualified entities for certification and oversight (rules and procedures)

Qualified Entities have been a key issue for several years now. Please make use of the opportunity to make your voice being heard. The feedback period ends on 21/10/2026. For all details, registration included, please go to

https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/19354-Aviation-accreditation-of-qualified-entities-for-certification-and-oversight-rules-and-procedures_en



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EU Regulations:

Commission Implementing Regulation (EU) 2026/1821 of 27 July 2026 amending Implementing Regulation (EU) 2015/1018 laying down a list classifying occurrences in civil aviation to be mandatorily reported, as regards **Unmanned Aircraft Systems (UAS), U-space occurrences, part-IS occurrences, and the removal of certain aviation security occurrences from mandatory reporting requirements**

7/9/2026 is the publication date, and this is the “link” bringing you to the text:

https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=OJ:L_202601821

Commission Implementing Regulation (EU) 2026/2031 of 11 September 2026 amending Implementing Regulation (EU) 2017/373 as regards requirements for activities contracted by service providers (in the ATM sector)

14/9/2026 is the publication date, interested parties may go to:

https://eur-lex.europa.eu/eli/reg_impl/2026/2031/oj/eng

EASA Prepares for More AI in the Cockpit

Regulator is moving toward domain-specific requirements as cockpit, safety and certification AI systems are demonstrated in Cologne.

10/9/2026, Matt Ryan, AVweb’s view on the topic. For more please go to

<https://avweb.com/aviation-news/easa-prepares-for-more-ai-in-cockpit/>



Wayfarer Tests Retractable Electric Propellers on Cessna 182

NASA-backed program used a one-third-scale 182 demonstrator to test a blown-wing retrofit.

10/9/2026, Matt Ryan: “Wayfarer Aircraft has completed flight testing of a retractable distributed electric propulsion system designed to improve short-field performance on existing aircraft. The company tested its Waylift system on a one-third-scale Cessna 182 as part of a NASA-backed research program.

System Stows for Cruise

Waylift places multiple electric propellers along the wing to blow air over the wing during takeoff and landing, increasing lift at low speeds. The propellers retract into the wing for cruise flight. Wayfarer said in a company release that testing produced four times the lift of the unmodified aircraft and required 40% less thrust than typical distributed electric propulsion systems at equivalent lift.” For more:

<https://avweb.com/aviation-news/wayfarer-electric-propellers-cessna-182/>





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NTSB: Third of FAA DCA Safety Responses 'Unacceptable'

Board says 11 of 33 FAA responses fall short, including its position on requiring ADS-B In.

15/9/2026, by Matt Ryan: The National Transportation Safety Board said Monday that the FAA's responses to 11 of 33 safety recommendations stemming from the 2025 midair collision near DCA in Washington, D.C., are "unacceptable." According to a new report, the board told Reuters those responses failed to adequately address safety concerns identified after the collision between a PSA Airlines CRJ700 operating as American Airlines Flight 5342 and a U.S. Army Black Hawk helicopter. For the full text please go to

<https://avweb.com/aviation-news/ntsb-faa-dca-responses-unacceptable/>



Joby Flies Autonomous Caravan Coast-to-Coast

Converted Cessna Caravan flew 3,199 miles without control inputs from its onboard safety pilot.

18/9/2026, by Matt Ryan: "Joby Aviation says a converted Cessna Caravan equipped with its autonomous flight system has completed a 3,199-mile trip across the U.S. without any control inputs from a safety pilot onboard the aircraft. According to a company release, the eastbound flight began at Buchanan Field Airport in Concord, California, and ended at Dare County Regional Airport in North Carolina's Outer Banks." For the full text please go to

<https://avweb.com/aviation-news/joby-flies-autonomous-caravan-coast-coast/>



Legacy Citations Lose Single-Pilot Exemptions

NBAA and Citation Jet Pilots are questioning the agency's decision and asking the FAA to release the data behind it.

28/9/2026, by Matt Ryan. For more details please go to

https://avweb.com/aviation-news/citations-lose-single-pilot-exemption/?utm_source=omeda&utm_medium=email&utm_campaign=Email-News0-AVW-260929-Daily&oly_enc_id=9917B3481278F8D



Full-Service 100LL Average Reaches \$7.69

Fuel-price data show wide regional differences, with Alaska averaging more than \$11 per gallon. (1 USG is 3.785 litres...)

25/9/2026, Matt Ryan. For more details please go to

<https://avweb.com/aviation-news/full-service-100ll-average-reaches-7-9/>





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EASA.E.079 — Diesel Jet S.r.l. TDA CR series engines

Here comes a Type Certificate Data Sheet (TCDS) for Diesel type engine from Italy, perhaps an alternative power source for many light aircraft.

This the link to the TCDS



https://www.easa.europa.eu/en/document-library/type-certificates/engine-cs-e/easae079-diesel-jet-srl-tda-cr-series-engines?utm_campaign=d-20260922&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_type_certificate

EASA CS-E Amendment 9, Regular update of CS-E

25/9/2026 CS-E applies to a wide range of engines. For precise information please go to

<https://www.easa.europa.eu/en/document-library/certification-specifications/cs-e-amendment-9>



Dew Point Spread and Radiation Fog

Published in September 2026 GA Newsletter Norway
“Sikkerhetsbrev fra Luftfartstilsynet” ✈ September 2026
Article author: Hans Edvard Sunde, Flight OPS Inspector, CAA Norway
Promoted by Thomas Hytten, Flight OPS inspector, CAA Norway
Republished with permission in the EASA Community General Aviation to support aviation safety

“In autumn, we often experience warm days with abundant sunshine and temperatures that can feel almost like summer. At night, however, when there is no incoming solar radiation, heat is radiated from the Earth's surface into space. In this context, radiation refers to the loss of heat from the Earth's surface during the night.” For more information please go to

<https://www.easa.europa.eu/community/topics/dew-point-spread-and-radiation-fog>



Report

10th Electrify-In, Bern Airport, Electrify-In Switzerland in Bern-Belp, Switzerland:

Sorrrrrrry for the wrong ICAO code in the last edition. LSZB is of course correct, furthermore, it is nearer to LSZG than LFSB

Here comes the report, transmitted by Martin Ryff:

This years's Electrify-In took place on 11 – 13 September at Bern-Belp Airport (LSZB).

Its mission is to promote e-mobility in aviation and help shape the future of this industry in the long term.





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At the same time, the organizing team acts as ambassadors for the third era of aviation – from piston engines and jet engines to electric engines, alternative propulsion systems and the use of Sustainable Aviation Fuel (SAF).

The event created a platform to present new technologies and developments, make them tangible for the public and impart knowledge. Demonstration flights make it possible to show quiet and virtually emission-free flying in the sky. In the static exhibition, innovative development teams present their aircraft and give an opportunity to exchange ideas. The fly-in focuses on aircraft in the hybrid, electric and self-launching glider categories.

The following companies gave presentations about their projects:

- Milan Aircraft Ltd – A fully electric, clean-sheet design based on current battery technology, <https://www.milan-aircraft.com/en/>
- AeroDelft – A team of students promoting liquid hydrogen as a sustainable alternative to conventional fuels, <https://aerodelft.nl/>
- smartflyer AG – A hybrid-electric clean-sheet design with a modular nose for rapid switching between energy sources. First test flights are planned in 2027, <https://www.smartflyer.ch/>
- CELLSIUS – A not-for-profit association of Eidgenössische Technische Hochschule Zürich (ETHZ) (Switzerland) students promoting zero-emission propulsion options, <https://www.cellsius.aero/>
- Electric 131 Bücker Jungmann – A biplane designed in 1934, featuring bespoke avionics and next-generation high-performance batteries, <https://www.e131.ch/>
- Unicorn Aviation – Developer of advanced electronic fuel injection (EFI) systems for aircraft engines, <https://unicorn-aviation.com>
- levitate aero – An aerial data-as-a-service offering on an LTA platform with 10 hours' flight time, born in Switzerland, <https://levitate.aero/service/industries>
- Electra EL9 – An Ultra-Short Hybrid Aircraft with 150m landing and take-off roll for 9 passengers (plus 50 lbs baggage each) with a maximal range of 450 km at a cruise speed of 175 kts. Demonstrations planned in 2027 in Norway, <https://electra.aero/contact>

For more information on the event please go to

<https://electrifly-in.ch/en/>

FAA Establishes Certification Basis For Electra EL9

Closure of the G-1 issue paper moves the nine-passenger hybrid-electric aircraft into compliance planning.

In r10/7/2026, Matt Ryan's text goes together with the last paragraph of the text just ahead. For more information please go to





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<https://avweb.com/aviation-news/faa-certification-basis-electra-el9/>

This is Electra EL9



Electra Tests Helicopter-Style IFR Procedures

EL2 flights explored how fixed-wing aircraft could use heliports, taxiways and other nontraditional landing areas.

25/9/2026, by Matt Ryan, for more details:

<https://avweb.com/aviation-news/electra-tests-helicopter-ifr-procedures/>



eFlyer 2 Completes First Flight

Bye Aerospace begins flight testing of its all-electric trainer following FAA approval earlier this month.

29/9/2026, Matt Ryan. "Bye Aerospace has completed the first flight of its full-scale eFlyer 2 prototype, beginning flight testing of the two-seat electric aircraft the company is developing for the flight training market. The aircraft flew from Centennial Airport near Denver on Sept. 17 with Chief Test Pilot Elliot Seguin at the controls. The flight came about a week after the FAA issued a special airworthiness certificate for the prototype and included an initial evaluation of handling qualities, aerodynamic characteristics and aircraft systems.

For the complete text please go to

<https://avweb.com/aviation-news/eflyer-2-completes-first-flight/>



Picture copied from AVweb, many thanks!

RISEN SV 916 Sets FAI Speed Record

Porto Aviation Group's Carbon Fiber Microlight Has Been Officially Ratified At 244.7 knots



A lightweight aircraft has added a remarkable number to the aviation record books. The RISEN SV 916 reached 453.20km/h, or 244.7kts, over a 15km straight course in Italy. Now officially ratified by the Fédération Aéronautique Internationale, the flight highlights how far modern microlight design can push performance. Piloted by Alberto Porto with Dominic Bonucchi aboard, the RISEN SV 916 established the current FAI world record in the RAL2T subclass of Class R microlights on October 16th, 2025, in Chiavenna, Italy. At its heart is the Rotax 916, paired with a full carbon fiber airframe designed around high performance without the mass typically associated with larger aircraft. For more information please go to

<https://www.aero-news.net/index.cfm?do=main.textpost&id=E221A922-DD45-47FE-BB7E-14C688E14B8A>



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Repetition

Part-IS Workshop 2026 –7-8/10/2026

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

Event 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>



Repetition

SAVE THE DATE — Innovative Air Mobility Implementation Forum 27/10 2026 to 28/10/2026

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>



Adjusted

EASA Annual Safety Conference 2026

Event dates: 18/11/2026 and 19/11/2026

Location: InterContinental Dublin
Simmons Court Road, Ballsbridge, D04 A9K8, Dublin, Ireland

EASA writes: “The theme for this year's conference is “Safety Together: Turning Priorities into Action”. The event is being held in conjunction with Ireland's EU presidency and in cooperation with the Irish Aviation Authority. The 1.5-day event will begin early in the afternoon on Wednesday November 18 and continue for the full day on Thursday November 19. There will be a moderate fee charged to cover the conference costs. A networking get-together, open to all participants, will be held on the evening of November 18.”

For more information, for the adjusted preliminary agenda and your eventual registration please go to

<https://www.easa.europa.eu/en/newsroom-and-events/events/registration-now-open-easa-annual-safety-conference-2026>





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Pilatus PC-12 PRO Safety Autoland Is Certified

24/9/2026, here comes the address of the media release and a video clip:

<https://www.pilatus-aircraft.com/en/news/pc-12-pro-safety-autoland-is-certified>

Murphy's Law COMPLETE, compiled by Arthur Bloch

Meyer's Law on page 149 says: "It is a simple task to make things complex, but a complex task to make them easy."

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Best wishes, kind regards

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