



Welcome to the ADSE Airworthiness Newsletter of January 2025.

Welcome to January 2025! This month's newsletter is going to be great, the greatest you have ever read. Some say this is by far the best newsletter of 2025 up to now.

January marks one year since the tragic JAL516 accident. It serves as a solemn reminder of why safety is the best, and why we must continue striving to improve standards across the board while improving on our green deal.

So in this month, you learn about France that secured an authorization to promote cleaner operations at aerodromes, about the European Commission that unveiled a label and published new amendments to continuing airworthiness regulations, about EASA that published a report and a plan and about the FAA that has published a roadmap.

Let's Make the Aviation industry Great Again in 2025 with -as always- Safety First!

Eelco Bakker

ADSE Airworthiness Newsletter



News on European level.

- France requested and obtained an interesting authorisation from the Council: To apply **reduced rates of taxation to electricity directly supplied to stationary aircraft at aerodromes** open to public air traffic. This Decision shall apply from 1 January 2025 until 31 December 2028. According to France the reduced rates of taxation that it intends to apply, have the objective to promote further the deployment and use of electricity supplied through the electricity grid. The use of such electricity is considered to be an environmentally less harmful way to meet the electricity needs of stationary aircraft at aerodromes open to public air traffic than the use by those aircraft of fossil fuels for internal power generation.



News on European Commission Level

- The commission [published](#) implementing Regulation (EU) 2025/111 amending the regulation for continuing airworthiness (Regulation (EU) No 1321/2014) as regards **continuing airworthiness for electric- and hybrid-propulsion aircraft** and other non-conventional aircraft. The current continuing airworthiness regulation sets rules for aircraft maintenance and design but focuses on traditional aircraft types like airplanes, helicopters, sailplanes, balloons, and airships. However, newer types of aircraft, like drones or electric air taxis (called "new air mobility aircraft"), don't fit into these categories, causing confusion about how the rules apply to them. The regulation also assumes aircraft use traditional engines like piston or turbine engines, which doesn't reflect advancements like electric or hybrid engines. These gaps need to be addressed to ensure smooth adoption of new technologies, particularly for smaller electric aircraft and their maintenance licenses.
Additionally, the definition of "complex aircraft" needs updating so simpler tilt-rotors face less stringent requirements, similar to simpler airplanes or helicopters.
- The Commission [published](#) Implementing Regulation (EU) 2024/3170 which establishes a **voluntary environmental labelling scheme**, called the Flight Emissions Label, to measure and communicate the greenhouse gas emissions of flights, enabling consumers to make informed transport choices. It outlines a harmonized methodology for estimating flight emissions based on primary data, ensures transparency and accuracy, and sets rules for the issuance, display, and verification of labels to encourage sustainable practices among aircraft operators.
It will not be alphabetical labels (like energy labels), but actual estimations of the amount of CO2 emissions compared to other flights on that same route ([example label](#)).



News on EASA Level

- EASA [published](#) NPA 2024-08 regarding enabling **electronic personnel licensing** in Europe. It consists of 6 separate NPA parts of which the first one is the explanatory note ([NPA 2024-08A](#)). The others concern specific regulations, of which the [NPA 2024-08\(D\) document is for continuing airworthiness](#). The other parts are for aircrew ([NPA 2024-08B](#)), ATC ([NPA 2024-08C](#)), sailplanes ([NPA 2024-08E](#)) and balloons ([NPA 2024-08F](#))
- EASA [published](#) a new certification consultation (proposed MoC to SC E-19), regarding "**Overspeed and Containment Demonstration**". Closing date of consultation: 01/03/2025.
- EASA [published](#) a new certification consultation (proposed MoC to SC E-19), regarding "**Endurance and Durability Demonstration (A)**". Closing date of consultation: 01/03/2025.
- EASA has been [notified](#) that two modules of a Radio altimeter (ERT-160) had undergone **non-compliant repairs**. A maintenance organisation and the manufacturer declared these specific parts as unsalvageable and thus unapproved and should not re-enter the component supply system.
- EASA [published](#) their Certification Procedure "**Airworthiness of type design**" (ref PR.CERT.00001), including the panel responsibilities per CS-2X paragraph.
- EASA [published](#) some practical information on **aircraft evacuations** on their "EASA Light" website.
- EASA [published](#) their **European Plan for Aviation Safety (EPAS) 2025**. Most subjects in the document are about already started projects, however the following information is a summary of what I can extract from the document regarding design, production and maintenance:

- There is an ongoing effort to ensure that development errors are minimized.
- A concept for the certification of non-installed equipment (NIE) is under development.
- EASA is working on improving the management of repetitive defects, which can be difficult to identify.
- Introducing a systematic approach to human-centered design for maintenance is seen as a way to reduce maintenance errors due to shortcomings in design and maintenance instructions
- EASA's mandate has expanded to address security with a negative impact on safety
- Furthermore, there is an overall emphasis on data-driven decision making to improve aviation safety
- EASA [published](#) their **European Aviation Environmental Report 2025**. Some summarised information that I can extract from the document regarding design, production and maintenance:
 - Pressure to design aircraft that meet or exceed increasingly stringent noise and emissions standards. This will drive innovation in areas like engine technology, aerodynamics, and the use of lighter materials.
 - Growing demand for aircraft that are compatible with SAF, necessitating design considerations for fuel systems and engine compatibility.
 - Need to incorporate climate resilience in aircraft design, considering the projected increase in extreme weather events
 - Pressure to reduce emissions and waste from production and maintenance facilities.
 - Alliance for Zero Emission Aviation (AZEA) predict that around 5000 electric and hydrogen aircraft (excluding urban air mobility and helicopters) will be delivered to European operators by 2050, potentially leading to a 12% reduction in short- and medium-haul CO2 emissions.



News from the FAA

- The FAA [published](#) a **Hydrogen-Fueled Aircraft Safety and Certification Roadmap**. This FAA roadmap outlines the technical challenges, safety hazards, and regulatory gaps associated with hydrogen adoption, emphasizing collaboration with industry and a strategy to ensure safety, certification, and compliance with evolving standards (thanks Evert for the info!).



Upcoming EASA events

- EASA published the presentations and videos of the **EASA Part 21 Workshop 2024** (thanks Jenny for the info!).
 - [Video playlist](#)
 - [Plenary PPT presentations](#)
 - [Side meeting PPT presentations](#)
- 04 – 05 Feb 2025: [Hybrid event](#): **EASA Fatigue Risk Management Conference** (Madrid)
- 18 – 19 Feb 2025: [On-site event](#): **Rotorcraft Structures Workshop** (Cologne)



Other NEWS

- The CAA-UK [published](#) guidance on **Suspect Unapproved Parts** (SUPs) via CAP3037 V2.
- The CAA-UK has been [notified](#) by BAE SYSTEMS (OPERATIONS) LTD of their intention to **surrender the HS (Hawker Siddeley) 748 Type Certificate**. The surrender is expected to occur in the second quarter of 2025. The TC can be transferred to any interested party. If the TC will be surrendered, the aircraft is not allowed to fly any longer in the UK. All other Authorities will then swiftly follow (e.g. EASA (TC: EASA.A.397) and FAA etc). This surrender excludes the HS-748 that were licence-produced in India by Hindustan Aeronautics (the HAL-748).

Thank you for your attention. If you have news or want a company ad here, please contact us at airworthiness@adse.eu

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"In theory, there is no difference between theory and practice"