



## Welcome to the ADSE Airworthiness Newsletter of February 2025.

What a Month in Aviation! It has been a remarkable month filled with both bizar incidents/accidents and great advancements in aviation.

While recent accidents and incidents serve as learning opportunities for the industry, I await official investigation reports before getting into speculation of causes (although it is sometimes tempting to do a couch-based root-cause analysis).

On the **innovation** front, we've witnessed some fascinating developments:

- [Boom Supersonic XB-1](#) successfully broke the sound barrier without producing an audible boom at ground level. This was achieved through precise flight envelope design, speed control, and leveraging atmospheric sound refraction—an impressive technological feat if you ask me! Watch or skip through the full [2 hour video here](#).
- Safran has certified the first [SC E-19 compliant electric engine](#) (ENGINEUS 100). While the Pipistrel E-811 was an earlier entrant in the electric aviation market for LSA and VLA engines, Safran's engine marks a significant step forward for larger aircraft. However, this Safran engine is not yet certified for lightning direct effects (DO-160 Section 23), hail, or bird impact—challenges that may be addressed at the aircraft certification level..

- [Spirit AeroSystems](#), formally known as Boeing Wichita, is set to rejoin Boeing after shareholder approval, though the company also supplies major components to Airbus. This could lead to restructuring, potentially separating Airbus-related production from the Spirit AeroSystems operations—an intriguing development to watch.

On another note—though I initially said we'd wait for official reports before commenting—there's emerging concern over a “Load Reduction Device (LRD)” installed on LEAP-1B engines. Reports suggest that its activation may cause cabin smoke due to engine oil release from the fan bearing, linked to the location of bleed valves for air conditioning and absence of (a pilot) procedure to shut down bleed in case of the activation of the LRD. Notably, pilots were not previously informed of this system, which is primarily installed on Boeing 737 MAX aircraft. Read the [NTSB preliminary report here](#), or check out a (sensationalized but accurate) video on the topic [here](#) by @MentourPilot.

As always, stay safe and healthy!

Eelco Bakker

## ADSE Airworthiness Newsletter



### News on European Commission Level

- The European Commission is amending Regulation (EU) No 1321/2014 with the [Implementing Regulation \(EU\) 2025/111](#). Regulation (EU) No 1321/2014 sets requirements for aircraft continuing airworthiness, including personnel qualifications, but does not account for emerging **new air mobility aircraft and alternative power plants**, creating regulatory gaps. To address this, amendments will extend relevant requirements and alleviations to non-conventional aircraft, adjust definitions for complex motor-powered aircraft, and ensure a smooth transition for small electric aeroplanes.

Most notable changes:

- Replacement of the term “complex motor-powered aircraft” to **include now the category “non-conventional aircraft”, while at the same time ditching the term “tilt-rotor aircraft”** (which was in the regulation since the beginning). With this change, the term “complex motor-powered aircraft” in the continuing airworthiness realm now differs from the description in both the basic regulation (2018/1139, still referring to the explanation in the old basic regulation (216/2008)) and the description in the initial airworthiness regulation (748/2012).
- The explanations of aeroplane, rotorcraft, helicopter and non-conventional aircraft are revised. Most notably: The **helicopter is now a sub category of a rotorcraft** and the term non-conventional aircraft is introduced.
  - “aeroplane” means *an engine-driven fixed-wing aircraft heavier than air that is supported in flight by the dynamic reaction of the air against its wings;*
  - “rotorcraft” means *a power-driven, heavier-than-air aircraft that depends principally for its support in flight on the lift generated by up to two rotors;*

- “helicopter” means *a type of rotorcraft supported in flight chiefly by the reactions of the air on up to two power-driven rotors on substantially vertical axes*;
- “non-conventional aircraft” means *an aircraft other than an aeroplane, helicopter, sailplane, balloon or airship.*’;
- Electric Engines are added as a B4 rating for maintenance.
- The “C23 Other” rating has been added to component maintenance.
- The B4 rating has NOT been added to Part 66 and Part 147. This means that no Maintenance Licence can be obtained for B4 - Electric engines (!!).
- The European Commission published [Implementing Regulation 2025/133](#) to add the wording “**gyroplanes**” to the operational regulations 965/2012 and replaced the term “helicopter” by the term “rotorcraft”. Gyroplanes are explained as being: “*a type of rotorcraft supported in flight by the reactions of the air on up to two rotors which rotate freely on substantially vertical axes.*”. This explanation by the way does not explain the way of propulsion of a gyroplane. A gyroplane now also falls under the term rotorcraft and is therefore at the same level as a helicopter.  
A gyroplane **pilot license** category is introduced via [Implementing Regulation 2025/134](#).



## News on EASA Level

- EASA [published](#) a new Terms of Reference (ToR) to kickstart the generation of AMC and GM for Part **Information Security** and an update of the Part-IS regulation itself. According to EASA, this rulemaking task is planned to address miscellaneous non-controversial topics and identified issues to ensure that these Regulations, and the associated AMC and GM remain fit for purpose by providing the needed level of guidance, cost-effective and can be implemented by the affected stakeholders.
- EASA [published](#) a proposed Special Condition regarding “**Detachable cabin attendant seat mounted on a monument, or a partition**”. Closing date of consultation 07/03/2025
- EASA [published](#) new AMC and GM amendments for the Operational Regulations. Among other things, the amendment also introduces **flight crew licensing for electrically powered aeroplanes**. With all the new electric aircraft coming, this is a crucial step for actually operating those aircraft.
- EASA [published](#) a new Part 21 Subpart G production organisation approval (**POA**) **compliance check list**.
- EASA [published](#) a new Part 21 Subpart G production organisation exposition (**POE**) **compliance check list**
- EASA [published](#) their Work Instruction on the **Certification Process** for TCs, RTCs, STCs, Changes, Repairs, and ETSO Authorisations
- EASA [published](#) a Safety Information Bulletin (SIB 2025-01) to highlight the risks associated with out-of-specification aviation turbine fuels, particularly **synthetic aviation turbine fuel (SATF)** and synthetic blending components (SBC). While not mandatory, the recommendations emphasize rigorous quality assurance by mainly the operators, auditing of suppliers, adherence to fuel standards, and increased oversight to mitigate the risks of contaminated or substandard fuel, especially at the moment of blending.
- EASA [published](#) their 2024 **Aviation Fuels Reference Prices** for ReFuelEU Aviation. The 2024 mean market prices were:

- Conventional Aviation Fuel: € 734 /tonne
- Sustainable Aviation Fuel: € 2085 /tonne
- Synthetic Aviation Fuel: € 7695 /tonne



## Upcoming EASA events

- 2025 March 16 Webinar: **Composite Initiatives** involving EASA and Introduction to CMH17 updates.
- 2025 March 19 Hybrid event: Research project SAMPLE-IV | Final dissemination event (**engine emissions sampling** and measurement requirements)
- 2025 June 10-12 On-site event: 2025 EASA-FAA International **Aviation Safety Conference**

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