



Welcome to the ADSE Airworthiness Newsletter of April 2025.

Welcome to the 75th edition of the ADSE Airworthiness Newsletter—a milestone I hadn't quite envisioned when we started this journey. Yet month after month, the world of airworthiness continues to offer new developments, challenges, and at times, eyebrow-raising surprises..

Let's begin with a quick rectification. In last month's cover story, I reported a near-miss between two aircraft near Rotterdam with a separation of 1500 ft. Turns out, the actual figure was just 250 ft—quite a difference when you're looking out the window! And way more concerning.

Meanwhile, the Civil Aviation Administration of China (CAAC) [has awarded](#) the world's first Air Operator Certificates (AOCs) for eVTOL aircraft. EHang and its partners can now officially begin commercial, passenger-carrying flights with their autonomous EH216-S air taxi. Starting in Guangzhou and Hefei, this marks a new chapter in low-altitude, urban air mobility. While some parts of the world debate tariffs and trade barriers, others are quietly building flying taxis and actually lifting off.

Speaking of unexpected developments: a recent accident [investigation](#) in South Africa uncovered an unusual root cause—a live penguin! A penguin, traveling in a cardboard box on a passenger's lap, slipped during takeoff and accidentally nudged the pilot's controls. The helicopter rolled and crashed meters from the helipad. Miraculously, all onboard—feathered and otherwise—were unharmed. A gentle reminder that even the most charming cargo must be properly secured.

Enjoy this month's issue—and as always, stay safe, stay secure, and stay airworthy!

Eelco Bakker

ADSE Airworthiness Newsletter



News on EASA Level

- EASA [issued](#) a “no technical objection” for the flying car of the Dutch company of [PAL-V](#). The NTO now paves the way to certify and commercialise [the world's first FlyDrive vehicle](#).
- EASA [published](#) their first **Design & Certification Newsletter** of 2025. Interesting subjects:
 - Determination of minor and major impacts on OSD CCD
 - EASA updated policy on non-rechargeable Lithium batteries
 - Part-26 Amendment of 22 December 2024 on
 - the installation of a crash-resistant fuel system (CRFS)
 - information on aeroplanes and helicopters cargo compartment fire protection capabilities
 - Updates on the runway overrun awareness and alerting system (ROAAS) and
 - Exemptions to convert the Class D compartments of certain aeroplanes
- EASA [published](#) a public consultation on the special condition “**Installation of a Head-Mounted Display on CS-29 Rotorcraft**”. It replaces an earlier proposal due to significant design and content changes. As this technology, common in military aviation, is novel in civil rotorcraft, the SC outlines specific airworthiness criteria to ensure safety and usability, treating the HMD as a transparent vision system comparable to a Head-Up Display (HUD) without replacing primary flight instruments. Deadline for comments: 16 MAY 2025.
- EASA [published](#) **Amendment 8 of CS-E**, introducing:

- Turbine-engine endurance and initial maintenance programme testing and
- Substantiation of piston-engine time between overhauls or replacements
- EASA and the German Military Aviation Authority (LufABw) [signed](#) a bilateral agreement and implementing arrangement to **strengthen civil-military cooperation** in aviation safety, particularly in support of military projects like the H145 Military-Civil Derivative Helicopter Programme.
- EASA [issued](#) its first **Design or Production Organisation (DPO) approval for ATM/ANS equipment**.



Upcoming EASA events

- [Slides available:](#) **Composite Initiatives** involving EASA and Introduction to CMH17 updates
- 2025 April 29 [Webinar:](#) Summer **Safety Launch** Webinar - Top Safety Issues
- 2025 April 30 [Webinar:](#) **ATM/ANS Equipment** Certification
- 2025 May 08 [Webinar:](#) Research project: **Runway Micro Texture (RWYMT)**
- 2025 May 13-15 [On-site event:](#) **Europe for Aviation at Airspace** World 2025 (Lisbon)
- 2025 May 22-23 [On-site event:](#) 2025 EASA-IATA PNT Resilience Workshop — **Beyond containment of GNSS** interference (Köln)
- 2025 June 10-12 [On-site event:](#) 2025 EASA-FAA International **Aviation Safety Conference** (Köln)
- 2025 June 23 [Webinar:](#) Evolution of European Technical Standard Order Authorisation process
- 2025 June 23-24 [On-site event:](#) **ATM/ANS Equipment** Conformity Attestation Workshop (Köln)
- 2025 June 25-26 [Hybrid event:](#) **Part-IS Implementation** Workshop 2025 (Köln) **[REGISTRATION IS NOW CLOSED]**
- 2025 Aug 27-28 [Hybrid event:](#) **EASA Artificial Intelligence** Days 2025 (Köln)



Other NEWS

- TCCA (Canada) published the following two Advisory Circulars:
 - [AC 901-001](#) - Remotely Piloted Aircraft Systems Safety Assurance Declaration and Pre-Validated Declaration Processes
 - [AC 922-001](#) - Remotely Piloted Aircraft Systems Safety Assurance
- Meanwhile, in China the **first eVTOL operator certificates** (world-first) [have been issued](#), to EHang and its joint venture company Hefe Heyi Aviation Company. They are now permitted to run human-carrying flights with the EHang EH216-S. Commercial services will commence at related operation sites" in Guangzhou and Hefei, with low-altitude tourism, urban sightseeing, and "diverse commercial human-carrying flight services" among the first use cases.
- The CAA-UK is [consulting](#) on the update of their VTOL Special Condition - UK.SC.VTOL to Issue 2. Deadline: May 9th 2025.
- The CAA-UK [published](#) CAP3098 on "*Guidance on Cyber Safety Objectives for Specific Category Operations*" as part of the Specific Operation Risk Assessment (SORA) framework for Remote Piloted Air Systems (RPAS) operations
- The CAA-NZ [published](#) a Continuing Airworthiness Notice on certain MS nuts (Standard Parts, MS21042L3) appeared to **lose their self-locking function during installation** (!!). Although recently published based on a recent event, [other](#) issues with these nuts were also identified by the [FAA](#) (2014) and [EASA](#) (2012).
- The Dutch Safety Board [published](#) their report of an **engine failure** followed by emergency landing, Diamond DA 50 RG, Kempen Airport on 02-09-2023. The engine malfunction was caused by a main bearing failure. As a result, critical engine components overheated and seized up, leading to a total loss of power. Why the bearing failed was not to be determined according to the Dutch Safety Board.
- The Dutch Ministry has [published](#) a letter to Parliament on **hydrogen flying and electric flying**. Specifically it is about the ambitions and vision of the Dutch cabinet in the field of electronic flying and flying with hydrogen.

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