



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

Solar Energy versus Aircraft Noise. A strange combination? Not in The Netherlands...

On [this location](#) in The Netherlands, a new **solar panel field is being created**. Several pilots have complained that at certain moments of the day and certain weather conditions, the sun is reflecting from those panels into their flightdeck. Not only are they blinded by this reflection, it is such that the glare is also reflecting in such a way that their instruments are less visible. With the approval process of the location, various parties from the aviation sector pointed out the possibility of using special, non-reflective glass when applying for the permit. This deep textured glass was not used in this case. The reason: That glass was **not available**. The (interim) solution? Well, it is not the dismantling of the solar panel field... The (interim) solution is to not allow approaches to the Polderbaan between 10:00 and 12:00 if there is a chance of direct sunlight based on the weather conditions. [This measure will apply until 23 March](#) (Dutch). This is only a temporary measure, because it will mean that other runways will be used more and there may **be consequences for the noise in the vicinity of Schiphol**.

Spoiler: I have another noise related news item at the end of this newsletter.

As with all things... it is all tied together.

And as always, keep safe and enjoy the sun 😊

*Eelco Bakker*

ADSE Airworthiness Newsletter



## News on European Commission Level

- The Commission has established rules for the safe provision of **Ground Handling Equipment**, requiring service providers to declare their capability and implement effective safety management systems. Historically, the oversight of GHSPs was the responsibility of the organisations they provided services to, which led to duplicate audits of the same GHSP and consequent inefficiencies on both sides. A transition period of three to six years is provided for implementation. In total, the following regulations have been released to implement these Ground Handling Equipment rules:
  - [2025/20](#): Industry requirements for the safe provision of ground handling services and for organisations providing them
  - [2025/21](#): Amendments to Aerodrome Regulations (139/2014) to implement the Ground Handling Requirements
  - [2025/22](#): Amendments to Information Security Regulations (2022/1645) to implement the Ground Handling Requirements
  - [2025/23](#): Competent Authority requirements for their responsibilities to conduct oversight of the ground handling organisations and the ground handling services that they provide
  - [2025/24](#): Amendments to OPS Regulations (965/2012) to implement the Ground Handling Requirements



## News on EASA Level

- EASA [published](#) a public consultation on their proposed **Environmental Protection (Noise) Technical Specifications for gyroplanes**. It is based on the provisions in Chapter 10 of Volume I of Annex 16 to the Chicago Convention, which applies to propeller-driven aeroplanes with a maximum take-off mass not exceeding 8 618 kg, and on the associated evaluation method in Appendix 6 of that Volume and guidance material in Volume I of ICAO Doc 9501
- EASA has extended the consultation period for the below mentioned proposed Level 2 Means of Compliance (MoC) to the **Special Condition on Electric/Hybrid Propulsion Systems (EHPS) — SC E-19** until 31 March 2025 (was 01/03/2025):
  - **[Overspeed and Containment Demonstration](#)**:
    - EHPS.240 Overspeed and Rotor Integrity; and
    - EHPS.250 Rotating Parts Containment.
  - **[Endurance and Durability Demonstration](#)**:
    - EHPS.40 Ratings;
    - EHPS.420 Endurance Demonstration; and
    - EHPS.450 Teardown Inspection.
- EASA [published](#) a proposed Means of Compliance (MoC) for the EHPS requirement 'EHPS.440 **Calibration Assurance**' under Special Condition SC E-19. Closing date for the consultation: April 15<sup>th</sup> 2025.
- EASA [published](#) a proposed Means of Compliance (MoC) for the EHPS requirement 'EHPS.80 **Safety Assessment**' under Special Condition SC E-19. Closing date for the consultation: April 15<sup>th</sup>

2025.

- EASA [updated](#) their Working Instruction WI.CERT.00151 regarding the **transfer, surrender, limitation, suspension and revocation of a product related certificate**.
- EASA [updated](#) their Procedure PR.CAP.00001 regarding **Continuing airworthiness of type design (CAP)**. They updated a.o. their AD Policy and their MCAI process.
- EASA [published](#) a guide regarding **halon replacement** in the aviation industry. At the end of 2025, no halon portable extinguishers are to be used in aircraft cabins and crew compartments.
- EASA [published](#) a call for expression of interest (CEI) to be accredited as qualified entity for the Categories of Tasks: **FSTD and Flight Testing**



## Upcoming EASA events

- Updated event: For the past **Rotorcraft Structures Workshop**, the [presentations are now available](#).
- 2025 March 19 [Webinar](#): Research project SAMPLE-IV, regarding **engine emissions**.
- 2025 April 02 [Webinar](#): Update on the EU **Sustainable Aviation Fuels (SAF)** Clearing House
- 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 25-26 [Hybrid event](#): **Part-IS Implementation** Workshop 2025 (Köln)



## Other NEWS

- The Dutch Safety Board [published](#) their **Quarterly Aviation Report Q4 2024**. Notable reports:
  - In 2024, there were a total of 218 reports. This led to 37 investigations: 19 accident investigations, 17 serious accident investigations and 1 incident investigation.
  - In June 2022 there was a near mid-air collision in the Rotterdam control zone due to a crossing of airways (1500 ft of separation). Two comparable events had previously occurred at or near the same crossing point (2014 and 2020). Although not as close as the Helicopter route 1 and the Washington DC runway 33 approach (which went [terribly wrong](#) last January), it does show that these kind of airway crossings are not unique.
- [Quality Control](#): Following the installation of a new tire on the aircraft main wheel during the tire inflation and pressure test, the maintenance personnel noticed a **piece of metal protruding from the tire sidewall**. When the tire was installed and prior to inflation, the piece of metal was not visible. The tire was a new part received from a supplier who had received it from the original equipment manufacturer (OEM). It appears that during manufacture of the tire, a piece of metal fell into the mold and was molded into the tire sidewall. The tire manufacturer's post-inspection requirements (Quality Control) did not detect the foreign object inside the tire sidewall. The defect

was not discovered until the tire was inflated by maintenance personnel after installing the tire. See the report for some interesting photos...

- Coming back to **aircraft noise** (as stated in the introduction text)... The Netherlands notified the European Commission of its intention to introduce **noise-related operating restrictions at Schiphol Airport**. This includes a cap of 478.000 flights.

[The Commission reviewed the process](#) and found that some elements did not fully comply with Regulation (EU) No 598/2014, particularly regarding fleet renewal assumptions, the impact of noise abatement procedures (e.g., Continuous Descent Operations, Performance-Based Navigation), and discriminatory measures favouring general and business aviation. The Netherlands need to provide more compliance showing to the Commission, otherwise the EU may block the restrictions, leading to legal or regulatory consequences.

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