



Welcome to the ADSE Airworthiness Newsletter of June 2025.

In my [February](#) newsletter, I highlighted a concern raised in [an NTSB preliminary report](#) involving the activation of a so-called "Load Reduction Device" (LRD). This innovative mechanical system, installed on certain LEAP engines, is designed to reduce transmitted engine vibrations following specific malfunctions. However, its activation can inadvertently lead to cabin smoke, caused by engine oil escaping from the fan bearing. This is related to the positioning of bleed valves used for air conditioning and the absence of a pilot procedure to shut off the bleed air following LRD activation. Emphasizing the seriousness of this issue, the NTSB has [now issued a dedicated report](#) to the FAA (USA), EASA (Europe), CAAC (China), Boeing, and CFM International. While the NTSB typically issues standard safety recommendations, this has been elevated to an **urgent safety recommendation** due to the lack of pilot awareness and the fact that no software update is yet available to ensure timely closure of the bleed air shutoff valve. Interesting development that the NTSB is now urgently trying to get the Authorities moving on this issue! It is very rare that the NTSB is urging a subject in this manner.

On another note... SAF. The Dutch Ministry just [released](#) the National SAF Roadmap 2025-2035... while at the same time, UPM (a Finnish company) [has ceased its plans](#) to build a SAF factory in the Rotterdam Harbour due to the high costs involved. In my eyes, it is yet another clear sign that the Dutch government has the ambition to be at the forefront of sustainable aviation developments, while at the same time failing to create the conditions necessary for such initiatives to succeed in practice.

And on a final note: Read [here](#) about possible bottlenecks in Dutch national, European, and international regulations related to the testing, experimentation, demonstration, and commercial deployment of **innovative propulsion technologies**. The report has been written by my colleagues at ADSE and it provides [concrete recommendations](#) to resolve the identified potential bottlenecks.

Eelco Bakker



News on European level.

- The Parliament [released](#) amendment M3 of the Regulation (EU) 2018/1139 ('Basic Regulation'). The amendment concerns the implementation of the Commission Delegated Regulation [2025/870](#) (already released in February 2025) regarding the update of article 9(2) in order to **directly implement the environmental protection requirements** in Article 9(2) (see my announcement of this happening in the [May 2025 newsletter](#) and the information under the news on EASA level).



News on European Commission Level

- The Commission [released](#) amendment M16 of Commission Regulation (EU) No 748/2012 ('Part-21'). The amendment concerns the implementation of the Commission Implementing Regulation [2024/1110](#) (already released in April 2024) regarding some **UAS requirements for Authorities**. Requirements 21B.120, 21.B.125, 21.B.135 and 21.B.222 have been (partially) amended.



News on EASA Level

- EASA [started](#) a public consultation regarding a **Halon-free handheld fire extinguishers installation** (ref. proposed CM-CS-013). This CM provides guidance on certifying the installation of Halon-free handheld fire extinguishers in CS-23, CS-25, CS-27, and CS-29 aircraft, in line with EU regulations phasing out Halon due to its ozone-depleting properties. Although exemptions initially allowed Halon use in aviation, cut-off and end dates have since been established, prompting EASA to update its certification standards to support the transition to alternative agents.
- EASA [started](#) a public consultation regarding the installation of a **Physical Secondary Barrier** (ref CPTS-0000566). After 9/11, the FAA introduced regulations to strengthen flightdeck security, including reinforced doors and procedures to manage the brief vulnerability when the door is open during flight. In response to ongoing security concerns, the FAA mandated the installation of Installed Physical Secondary Barriers (IPSBs) on new aircraft manufactured after August 25, 2025 (see AC 25.795-10 or my July 2023 newsletter), to provide additional protection during flightdeck door openings. While these requirements apply in the U.S., there is currently no equivalent mandate from EASA, though special conditions are proposed for certain large aircraft under EASA's certification authority. [Here](#) or [here](#) you can find more information how this looks. Allegedly, Airbus filed a [patent for a trap door positioned outside of the cockpit](#) (😊). Theoretically, should a terrorist or hijacker try to force their way into the cockpit, a trap door would open and send them into a security cell underneath the cabin floor.

- EASA [issued](#) a consultation on the special condition “**Installation of a Fire Containment Bag as Portable Electronic Device Charging Station**” (ref CPTS-0000529). The EASA consultation period has been too short to inform you about the possibility of the consultation within the timeframe of my newsletters.
- EASA [issued](#) a new Safety Information Bulletin (SIB) to highlight the growing **operational** safety risks posed by **lithium batteries** carried by airline passengers, **replacing several earlier bulletins** (2009-22R1, 2015-06R1, 2015-19, 2015-28, 2016-04, 2017-04R1, and 2010-30R1). The SIB urges airlines to strengthen communication and training efforts regarding proper handling of lithium-powered devices like phones, e-cigarettes, and power banks, which must be carried in cabin baggage and not checked in. It also emphasizes that charging power banks and e-cigarettes during flight is strongly discouraged due to the fire and toxic smoke risk associated with malfunctioning batteries.
- EASA [repealed](#) **CS-34, CS-36, and CS-CO2**. These Certification Specifications previously served only as acceptable means of compliance and guidance, but are no longer necessary given the direct applicability of ICAO Annex 16 standards via the Basic Regulation (Article ((2))). See the [Executive Director Decision 2025/005/R](#) for the official repeal via Commission Delegated Regulation 2025/870 (mentioned above at the news on European level).



News from the FAA

- The FAA [amended](#) AC 33.17-1 regarding **Engine Fire Protection**. It is now at issue B.
- The FAA is [investigating](#) reports of **severe vertical vibrations in Bell 206L helicopters**, which occur unpredictably and have not been linked to any specific mechanical failure during post-flight inspections. The vibrations tend to subside with increased collective load but can worsen with low friction settings, and in at least one case, led to substantial tailboom damage despite a safe landing.



Upcoming EASA events

- 2025 June 23 [Online event](#): 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)
- 2025 Aug 27–28 [Hybrid event](#): **EASA Artificial Intelligence Days** 2025 (Köln)
- 2025 Sep 17–18 [On-site event](#): 2025 ANAC **Technical Standard Order (TSO) Workshop** (Sao Paulo, Brazil)
- 2025 Sep 30–Oct 01 [On-site event](#): SAFE 360° — **Safety in Aviation** Forum for Europe 2025 (Köln)
- 2025 Oct 21–23 [On-site event](#): Joint EASA-FAA **Additive Manufacturing Workshop** 2025 (Köln)
- 2025 Nov 12–14 [On-site event](#): Conference on Advancing **Health Management** in Aviation: Diabetes and Cardiovascular Research Insights (Köln)



Other NEWS

- The Dutch Ministry [released](#) their 2024 annual report from the Nationale Adviesgroep Cabelucht. The report highlights topics such as the 'internal exposome,' the use of measuring instruments instead of smell during aircraft maintenance, improved understanding of cabin air-related incidents, a medical guideline for '**aerotoxic syndrome**,' occupational CO exposure, TBP studies, and developments in the European Cabin Air Quality III study.
- Read [here](#) about possible bottlenecks in Dutch national, European, and international regulations related to the testing, experimentation, demonstration, and commercial deployment of **innovative propulsion technologies**. The report has been written by my colleagues at ADSE and it provides concrete recommendations to resolve these potential bottlenecks.
- Some Dutch aviation professionals [are calling](#) for strong leadership for the aviation sector's growth ambitions when it comes to **climate change**. In their eyes, the aviation industry is currently optimizing rather than fundamentally transforming, often relying on future technological breakthroughs and alternative fuels that may not be available on optimistic timelines or at the necessary scale, and historical efficiency improvements have been undone by increased activity. A "Call Aviation to Action" urges courageous leadership to address this by 2025 through four key actions:
 - setting absolute emission reduction targets,
 - advocating for strict regulation,
 - being realistic about technology's timeline, and
 - fairly managing global demand
- The foundation "Stop4deroute" [issued a report](#) called "**Climate Impact of Aviation** - Numbers in Perspective". The report compares the contribution of aviation to global warming with its economic or logistical significance: *"The climate impact of aviation's CO2 emissions on the Dutch economy is disproportionately large, accounting for between 14% and 26% of the total emissions from all passenger and freight transport. When including non-CO2 effects from high-altitude emissions, aviation's share of the total climate impact rises dramatically—between 40% and 59% over 100 years, and between 70% and 83% over 20 years. Despite this significant climate impact, aviation contributes only a tiny fraction to Dutch transport by volume, highlighting a major imbalance between its environmental footprint and its share of goods and passenger movement."*

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