



Welcome to the ADSE Airworthiness Newsletter of May 2025.

Accidents often present clear lessons, but the true value lies in learning from the many smaller occurrences that happen every day in the own organisation, but also in other organisations. The recent aircraft/helicopter collision near Washington reminds me of this. As noted in the FAA's preliminary report (see [page 18 of the preliminary report](#)) and the [testimony](#) of the Acting Administrator of the FAA regarding this accident, relevant historical data did exist, however it appears no action was taken. The reason? That will hopefully come with the final report.

On this side of the pond, EASA has also identified concerns with occurrence reports: incomplete reporting or missing reports entirely (see [MST.0027 and MST.0043 in EPAS](#)). Without comprehensive data, trend monitoring and early risk identification become extremely difficult.

Effective occurrence reporting within organisations requires more than just a reporting system—it demands awareness and a strong just culture. Especially in e.g. maintenance environments, where unexpected findings are common, recognising what qualifies as an occurrence is critical (hint: everything out of the ordinary that you did not expect to find). But also in design... designers love challenges to just solve the issue; not thinking perhaps about reporting it. The recent implementation of SMS in design, production, and maintenance culture is perhaps a step in the right direction. While cultural change takes time, fostering awareness and reinforcing the importance of reporting will help ensure that valuable lessons are not lost. EASA recently wrote an [article](#) on the (theoretical) life of an occurrence report áfter it has been reported. Although it is (again) focussed on operation, the article might support an organisation to help explain what happens áfter a report is made.

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

Eelco Bakker

ADSE Airworthiness Newsletter



News on European level.

- The Basic Regulation is updated to reflect the latest ICAO annex 16 (**aircraft noise and emissions**) amendments. The ICAO amendments became applicable on January 1st 2024. See the [Delegated Regulation \(EU\) 2025/870](#).



News on EASA Level

- EASA [published](#) an Executive Director Decision (ref 2025/011/ED) to have aviation trainings approvals from EASA, specifically for new regulations. This means that that **specific training is approved by EASA as an officially approved training** of e.g. new regulations. For now, only trainings for Part-IS (Information Security) are eligible, but this will be expanded in due time for other subjects and domains.
- EASA [published](#) their issue 3 of the RMT.0731 regarding “**New Air Mobility**”.
- EASA [published](#) their procedure “**Certification Support for Validation**”. This procedure defines and describes the steps necessary to complete certification support for validation of EASA certificates / approvals in Third Countries requiring technical support from EASA as well as test witnessing, conformity inspections and compliance findings related to activities where EASA is not Primary Certifying Authority.
- EASA [published](#) a public consultation regarding a Special Condition on “**Landing Distance on Smooth Wet Runways**” (ref CPTS-0000416), CS 25.125. Deadline for comments: 2025-06-06.



News from the FAA

- The FAA [published](#) an update to their Special Airworthiness Information Bulletin (SAIB) (ref NE-11-56R5) about the use of **Semi-Synthetic Jet Fuel**. Following an ASTM specifications, when these Semi Synthetic Jet Fuels (D7566) comply to certain requirements, they may be re-identified as Jet-A(1) (D1655) Aviation Turbine Fuel.
- The FAA [published](#) a notice (ref N 8900.732) to address all sets of published documents (new and revised) where the term ‘**Powered Lift**’ either is or will be introduced. This shows the amount of work that is needed to implement a new form of air travel within an aviation system:



Upcoming EASA events

- 2025 May 22-23 [On-site event](#): 2025 EASA-IATA PNT Resilience Workshop — **Beyond containment of GNSS** interference (Köln) **UPDATE: Updated Agenda**
- 2025 May 28 [Online event](#): **Required Navigation Performance** — Visual with Prescribed Track
- 2025 May 29 [Online event](#): EASA Summer Safety Campaign 2025 — **Safety Culture**
- 2025 June 10-12 [On-site event](#): 2025 EASA-FAA International **Aviation Safety Conference** (Köln)

- 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) [**REGISTRATION IS NOW CLOSED**]
- 2025 Aug 27-28 [Hybrid event](#): **EASA Artificial Intelligence** Days 2025 (Köln)
- 2025 Nov 12-14 [On-site event](#): Conference on Advancing **Health Management** in Aviation: Diabetes and Cardiovascular Research Insights



News on BREXIT

- The CAA-UK is struggling with the term “**Complex Motor Powered Aircraft**”, and whether or not that term should include new forms of aircraft (e.g. VTOL, electric etc). Because the term is used everywhere in the UK regulations, it can have great impact whether or not those new aircraft are included in the term. As the UK regulations are at the moment an almost carbon-copy of the EASA regulations, it might be that due to the update of this definition, the two sets of regulations will divert more from each other. Having said that, the UK solution does -in my opinion- a better job than the recent introduced term “non-conventional aircraft” by the EASA (2025/111, explained in my February newsletter). The term “non-conventional aircraft” inherently implies a temporary status as what is considered non-conventional today may very well become standard in the near future. The CAA-UK want [the public opinion about what to do](#).



Other NEWS

- The Dutch Aviation Authority [published](#) their yearly report (**ILT Jaarverslag 2024**). Key take aways:
 - In response to [findings from EASA](#) audits, **ILT has resumed responsibility for aviation certification tasks previously delegated to Kiwa**. This includes the issuance of licences and approvals related to design, production, and maintenance organisations. The transition aims to improve oversight quality and harmonise compliance with EU aviation safety regulations under Part-21 and Part-M.
 - ILT reports that the majority of maintenance and design organisations have met the **SMS implementation** deadlines. Some production organisations requested temporary extensions; a small number withdrew from the sector.
 - In **2024**, ILT conducted for Dutch POAs the following **attention items** during audits:
 - Quality assurance systems and conformity procedures.
 - Use of privileges such as EASA Form 1 issuance and changes to production methods.
 - Follow-up actions where deviations were found, especially concerning traceability and control of outsourced activities.
 - For **2025**, the focus areas will be:
 - Intensify cooperation with EASA and other national authorities for harmonised oversight strategies.
 - Increase data-driven inspections and risk-based auditing for design and production approvals.
 - Support organisations transitioning toward certification of new propulsion types, including hybrid-electric and hydrogen-powered systems, in line with the broader sustainability objectives of the aviation sector.
- The Dutch Government [published](#) the “**De Staat van de Luchtvaart 2025**”. It highlights key developments in Dutch aviation, including increased noise complaints despite quieter aircraft, growing cybersecurity threats, and critical shortages in personnel and aircraft parts that may affect safety. The report also addresses climate change adaptation, disruptive passenger behavior, limited support for passengers with reduced mobility, and increasing constraints for General Aviation.

Cooperation with Caribbean territories continues, while the need for better emissions regulation and improved coordination across the sector remains a central theme.

- ICAO [published](#) their “INSIDER THREAT TOOLKIT” about **CyberSecurity** related threats from the inside of the organisation.
- [Check this](#) video of a **Volonaut Airbike racing through the forest!**

Stay updated! Subscribe or unsubscribe to the ADSE Airworthiness Newsletter below.

[Subscribe](#)

[Unsubscribe](#)

ADSE
Planeetbaan 4
2132 HZ HOOFDORP

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