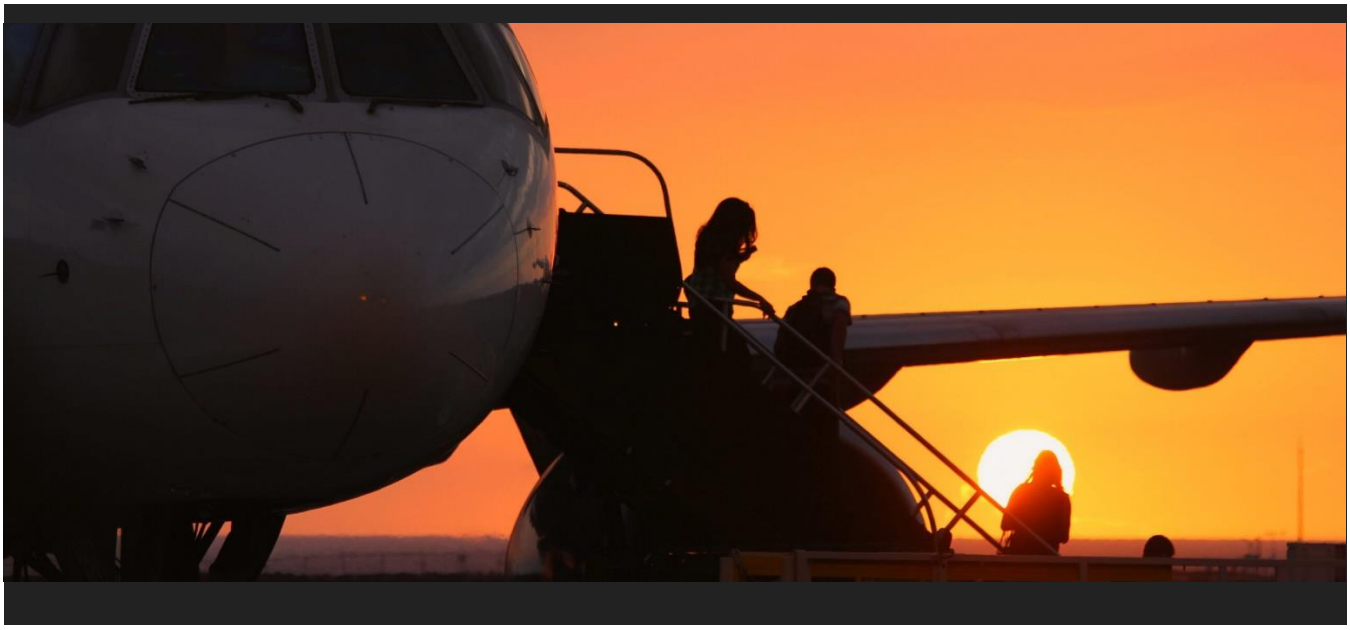

Welcome to the ADSE Airworthiness Newsletter of August 2025.

Last week, the intro was about some of the recent terrible aviation accidents. On request of some of the readers: let's now look at some more positive news 😊

First of all, on both sides of the Atlantic, a tilt-rotor eVTOL made their first flight between two airports in public airspace demonstrating full integration with real-world airport operations.

- In the UK, it was on the 17th of July when the tilt-rotor eVTOL of Vertical Aerospace flew 17 miles from Cotswold Airport to RAF Fairford during the Royal International Air Tattoo.
- In the US, it was on the 15th of August when the tilt-rotor eVTOL of Joby flew 10 miles from Marina Airport to Monterey Airport in California [video].

Type Certificate news: The Italian aircraft manufacturer Piaggo has been taken over by the Turkish Baykar. All Type Certificates needed to be changed as well from Piaggio to Baykar. See the TCDS for the P166 and the TCDS for the P180. The acquisition is a significant step for Baykar, giving them a European base for production and potentially allowing them to integrate Piaggio's expertise in manned aircraft with Baykar's drone technology. The Italian government views the acquisition as a positive development, aiming to revitalize a historic Italian brand and deepen aerospace competitiveness.

And last but not least: Due to Brexit, the aircraft types of UK OEMs should be considered as import types for the EU, where the UK is the principal State of Design. Hence the Type Certificate Data Sheets also need to reflect this. You can distinguish the "imported" aircraft types from the "native" aircraft types by the letters 'IM' in the TCDS numbers. See for instance the recent changed TCDS for Cameron Balloons Cameron SSHAB (Special Shape Hot Air Balloons), that went from EASA.BA.012 to EASA.IM.BA.012. And now you know (again) where that IM stands for in a TCDS number 😊

As always, stay safe and airworthy!!

Eelco Bakker

News on European level.

- The basic regulation will get a small update, **not** concerning Aviation Design, Manufacturing or Maintenance. The update allows national authorities to accept third-country air traffic controller licences, certificates, and related documentation to address controller shortages and support training capacity (via EU 2025/1044).

News on European Commission Level

- The European Commission will update the Initial Airworthiness regulations (748/2012) and Part 21 (and Part 21 Light) via Commission Delegated Regulation (EU) 2025/1065. The changes are **more or less omissions and errors that were introduced due to other recent introduced regulations**. The following will be done:
    - Due to 2025/870, a different wording has been introduced in Part-21 for Environmental requirements. ICAO changed the wording into Environmental ***protection*** requirements. Hence, all other requirements of Part-21 need to change to this wording as well.
    - 2022/1358 inadvertently omitted the title of Part 21 Light to Regulation (EU) No 748/2012. Therefore, the title of Part 21 Light is inserted again.
    - 2022/1358, 2023/1028 and 2024/1108 successively amended Article 9 and inadvertently introduced inconsistent references and redundancies. Therefore, Article 9 of Regulation (EU) No 748/2012 is now corrected.
    - In 21.A.91 (Classification of changes), the minor/major determination will get a reference to the change to the certified noise levels.
    - For repairs in general, the applicable environmental protection requirements need to be taken into consideration.

News on EASA Level

- EASA published the new Form "**Application for Derogation from Part IS** / Changes to ISMS" (ref Form FO.ORG.00030) following Part IS IS.D.OR.200(e).
- EASA will update the AMC and GM of Part 21 (issue 2, amendment 17) due to the implementation of the latest **CAEP amendments to ICAO Annex 16** Volumes I, II and III (ED Decision 2025/016/R). In addition, this Decision introduces a new GM to raise awareness of provisions in Regulation (EU) 2015/640 (Part-26) that apply to design approval holders. The objective of this GM is to ensure that these provisions are not overlooked.
- EASA published a proposed amendment to introduce **environmental protection requirements for products not covered by ICAO Annex 16**. Deadline for comments: 21st of November 2025. This NPA proposes:
    - to include detailed noise requirements applicable to vertical take-off and landing (VTOL)-capable aircraft (VCA) and a decision on the related acceptable means of compliance (AMC) and guidance material (GM); and
    - to amend Annex I (Part 21) for consistent implementation of the proposed new delegated act, and the related AMC and GM.
- EASA started a new Rule Making Task with the subject "***continued integrity verification programme (CIVP)***". This CIVP has to make sure that the assumptions made during certification on the reliability of

critical rotorcraft components remain valid throughout their operational life. It builds on the 10 year old Certification Memorandum (CM-S-007 Issue 01) that provided high-level guidance on the CIVP.

- EASA published an update to their Work Instruction (ref WI.CERT.00172) regarding "**Certification Process** for TCs, RTCs, STCs, Changes, Repairs, and ETSO Authorisations". The specific update was because of a clarification on the MRB process and to reflect the updated TCDS entries for emissions.
- EASA published an update to their Work Instruction (ref WI.CERT.00151) regarding "**Transfer, surrender, limitation, suspension and revocation of a product related certificate**". The specific update was because of a clarification of the validity/invalidity of aircraft TC in case of surrendered/suspended/revoked engine or propeller TC.
- EASA published their **Annual Safety Review 2025**, based on reporting via 'Data4Safety' and SMS. For design, production, and maintenance professionals, it addresses recurring issues such as technical failures and the persistent challenges in human-machine interface design (by not replacing older aircraft).
- EASA published their **Annual Safety Recommendations Review 2025**. The report reviews EASA's 2024 activities in handling safety recommendations from accident and incident investigations, comparing trends with previous years. It highlights key safety issues, actions taken, and EASA's role in both European and international aviation safety improvements. Over half (!) of the Safety Recommendations considered Procedures or Regulations (Figure 9) of which 2/3 concerned Aircraft certification, Aircraft maintenance/inspection and Design/Production/Manufacturing (Figure 10).
- EASA published the survey results 2024/2025 of their **Ethics for Artificial Intelligence in Aviation** research. The main result: "Explainability and human control as a prerequisite for safety". And specifically for our lines of work:
    - **Design**: AI may support design analyses or system optimization, but the AI's rationale must be traceable so that a designer can verify it and justify it to authorities (e.g., EASA).
    - **Production**: When using AI in quality control or process optimization, it must always be clear why a deviation or recommendation is given. The human inspector remains ultimately responsible.
    - **Maintenance**: AI may assist with predictive maintenance or fault diagnosis, but the outcome must always be verifiable by a mechanic and not be blindly followed.

News from the FAA

- The FAA published a new NPRM: Normalizing Unmanned Aircraft Systems Beyond Visual Line of Sight Operations. Comments due: October 6, 2025. The rule introduces new structures for operator responsibilities, permits, and certificates, along with requirements for airworthiness acceptance, maintenance standards, and the role of operations personnel.

Upcoming EASA events

- 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 Oct 28 — On-site event: Ramp (**SAFA/SACA**) Inspection Forum 2025 (Brussels)
- 2025 Nov 12-13 — On-site event: EASA Annual **Safety Conference** 2025 (Copenhagen)
- 2025 Nov 12–14 — On-site event: Conference on Advancing **Health Management** in Aviation: Diabetes and Cardiovascular Research Insights (Köln)

- 2025 Nov 17-20 On-site event: EASA **Rotorcraft Symposium** & European Rotors (Köln)
- 2026 Mar 10-11 Hybrid event: EASA Part 21 Workshop and **Certification Conference** 2026 (Köln)

Other NEWS

- The Dutch Ministry of Infrastructure and Water Management, in consultation with the Ministry of Defence, has established a temporary restricted area (TGB) between Meppel and Zwolle for medical BVLOS test flights by ANWB Medical Air Assistance. From September 1, 2025, to September 1, 2026, the area will be active every Monday through Thursday, from ground level to 500 ft AGL, and will be accessible only to designated emergency services, defence and coordination flights, and ANWB MAA's test drones.
  The goal is to **investigate the use of unmanned aerial vehicles for emergency healthcare logistics**, including airspace integration and detection/deconfliction procedures. The results should contribute to a national network for medical delivery drones, with minimal impact on other air traffic.
- In The Netherlands, the main aviation law ("Wet Luchtvaart") will be changed. The change formally **establishes LVNL's responsibility** for designing, maintaining, and evaluating flight procedures and introduces a structural contribution from the Ministry of Defence **to provide air traffic services to military traffic**. It also strengthens enforcement mechanisms to allow for the **imposition of fines on airlines** (and not on the pilot!), and allows for permanent restricted areas. Deadline for the consultation: 17th of September 2025.
- The CAA-UK published their **Annual Safety Review of 2024**.The report provides an overview of UK civil aviation's safety performance for 2024, noting nearly 60,000 occurrence reports received. It highlights that technical malfunctions were a common and often primary cause of serious incidents and accidents across the different aircraft types, including VTOL. For instance a collapse of a nose gear during landing and a loss of control during flight of a VTOL.
- The UK's Future of Flight Action Plan sets out a path to enable powered-lift operations, such as VTOL and tilt-rotor aircraft, by 2028 as a key step toward a sustainable and globally competitive aviation ecosystem by 2030. To support this, the CAA has launched a Powered-Lift Stakeholder Working Group (PLSWG) to develop a **personnel licensing framework**, ensuring safe integration of advanced air mobility systems into UK Aircrew Regulations. Deadline for comments is September 9th 2025.
- The Dutch Safety Board published their **quarterly Aviation Report** Q2 2025. Interesting investigation:
  - Insufficient rotation during take-off, Boeing 737-400, EI-STW. Although not Part-21 related, the investigation shows that some of the dirty dozen can come together very quickly! I am curious which of the dirty dozen you spotted…

ADSE
Planeetbaan 4
2132 HZ HOOFDDORP

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