



Welcome to the ADSE Airworthiness Newsletter of September 2025.

Last week, I had the privilege again to train a group of 12 aviation professionals in the EASA DOA and POA requirements. The training was great and we had loads of conversations about recent developments, news and very specific topics. One of the discussions we had was about the bilateral acceptance of certificates, e.g. Type Certificates and STCs. As you might know, there are specific procedures in place before for instance specific FAA approved STC can be accepted within the EASA system. Of course, knowing that the US aviation system differs from the EU aviation system, both nations (if you consider the EU as a nation) need to comply with ICAO on the highest level, with the same safety levels as the starting point. It would be so much more convenient if we would have ICAO Type Certificates and ICAO STCs or even ICAO Form-1s for the mutual acceptance of products and parts! What do you think? Will that ever become a reality, albeit perhaps with some acceptance levels? If not, why not?

On another note: Last June I wrote about the certification of a secondary barrier to prevent intrusions into the cockpit. There were some wild ideas (even with [trapdoors](#) under the entrance area), but [this concept](#) (video on X) is now in operation with Southwest Airlines on a Boeing 737 MAX 8.

Oh... last thing... The FAA has [published](#) a Safety Alert (for Operators) on the risk if passengers take their bags with them during an emergency evacuation. It is time that this is addressed officially, if you ask me!

Ok, I will now enjoy some much needed holiday! As always, stay safe and stay airworthy!!

Eelco Bakker



News on EASA Level

- EASA [published](#) an **update to CS-ETSO** (now at amendment 18).
 - The EUROCAE/SAE Document ED-79B/ARP4754B can now be used to show the development assurance process.
 - The latest version of AMC 20-42 can now be used to show the information security assurance process.
 - Two new ETSOs have been published (ETSO-C219a regarding Airborne Collision Avoidance System (ACAS) and ETSO-C220 regarding GNSS-Aided Inertial System).
 - Various [other ETSOs](#) have been updated (C30d, C90e, C96c A1, C112f, C132b, C159e, C164a, C166c, 2C169b, 2C502a, 2C503a, 2C504a, 2C505a, 2C519a and 2C521 A1).
- EASA [started](#) a new Rulemaking Task (ToR RMT 0757) concerning the update of CS-27 and CS-29 with regard to helicopter ditching requirements. Specifically, it addresses **air-pocket design feature and occupant underwater escape in helicopters**
- EASA [released](#) a corrigendum on their requirements for **ground handling** to correct some internal references.
- EASA [updated](#) their **Easy Access Rules for Continuing Airworthiness**. This time they included the corrigendum ED Decision 2023/019/R that was already published two (2!) years ago. As I always tell: *“You can use the EASA Easy Access Rules, but be aware that those are always dated!”*
- EASA [published](#) survey results on **ethics of Artificial Intelligence in Aviation**.
- EASA [issued](#) their Consolidated **Annual Activity Report of 2024**. You can read all about their activities in 2024, including their performance.
- EASA [published](#) a quick guide about **“What makes aviation safe?”**.
- EASA [created](#) a *“new corporate film”* about **“Safe Space”**.



News from the FAA

- The FAA [published](#) a Safety Alert for Operators (SAFO 25003) addressing **Risk Associated with Passenger Non-Compliance and Retention of Carry-On Baggage and Personal Items During Emergency Evacuations**.
- The FAA [published](#) a Safety Alert for Operators (SAFO, ref SAFO25002) regarding **Managing the Risks of Lithium Batteries Carried by Passengers and Crewmembers**. Main points:
 - Follow safety risk management or equivalent process to ensure all potential hazards have been identified and implement risk mitigations for carrying lithium batteries.
 - Review lithium battery firefighting processes, procedures, and training.
 - Review passenger safety messaging, including websites, notification systems, cabin announcements, and safety videos.
- The FAA [published](#) order 8150.1D regarding changes to the **Technical Standard Order Program**. The change updates and clarifies the AIR organizational designations and references, as well as other minor editorial changes.
- The FAA [published](#) order 8150.5 regarding Guidance for the **Preparation of a Technical Standard Order (TSO)**. It provides the minimum requirements that must be included in any new or revised TSO.

Upcoming EASA events

- 2025 Sep 30–Oct 01 [On-site event](#): SAFE 360° — **Safety in Aviation** Forum for Europe 2025 (Köln)
- 2025 Oct 09 [Webinar](#): Impact of Security Measures on Safety: Assessing **Safety–Security Interdependencies**
- 2025 Oct 16 [Webinar](#): Impact of **Security Measures on Safety**: Certification, Licensing, and Setting the Standard in Safety - Where are the Security Impacts?
- 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)
UPDATE: Agenda added.
- 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

- Dutch news: “*De Inspectie Leefomgeving en Transport (ILT) gaat sinds deze zomer officieel door het leven als de [ILT-Luchtvaartautoriteit](#)*”.
- Dutch news: “*De ILT-luchtvaartautoriteit heeft de belangrijkste risico’s per luchtvaartdomein in kaart gebracht in domeinprofielen.*” Here you can find the [airworthiness domain profile](#). For an overview of all domain profiles, follow this link: <https://www.ilent.nl/ilt-luchtvaartautoriteit/domeinprofielen>
- Dutch news: “*De ILT-luchtvaartautoriteit publiceert het ILT Jaarplan 2026.*” Most noticing for airworthiness: “We streven ernaar dat er in 2026 duidelijke randvoorwaarden komen voor het uitvoeren van onbemande testvluchten.”
- Dutch news: “*De ILT-luchtvaartautoriteit publiceert de Meerjarenstrategie 2026-2029.*” Interesting note: two internal comments have not been deleted from the document. Most noticing for airworthiness is the fact that aviation does not score in their top-10 of ‘unwanted events’ of the ILT-brede RisicoAnalyse (IBRA). Only cybersecurity of aviation scores in their top-5 of ‘extra-ordinary events’ in their IBRA.
- The CAA-UK [published](#) an information brochure on their approach to enable **passenger flights with eVTOL aircraft** in 2028
- The CAA-UK [published](#) the feedback and next steps regarding their proposal to amend the legislation to introduce **continuing airworthiness of electric and hybrid propulsion aircraft**
- The CAA-UK [published](#) the Means of Compliance Fourth Publication Issue 2 with the UK **Special Condition VTOL**, following the EASA equivalent MoCs.
- The CAA-UK [published](#) updated guidance to UK CAA Part 145 organisations on how to achieve the **6/24-month requirement as per 145.A.35(c)**.
- The CAA-UK [published](#) a consultation on **Unmanned Aircraft System operations in UK Airspace** in the Open Category and Specific Category. Deadline for feedback: November 16th 2025. Upcoming changes:
 - A requirement for anyone flying a drone over 100g to have a Flyer ID
 - The introduction of Remote ID functionality
- Airbus [modified](#) a Cessna Citation to test their equivalence of the Boeing 777X **folding wing idea**. Airbus wants to integrate a folding wing on the successor of the A320neo and is building a demonstrator for that purpose.

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