



Welcome to the ADSE Airworthiness Newsletter of December 2025

The last month of 2025 already! Time flies when you are having fun!

I want to start on an accident on a UK registered aircraft that a colleague of mine made me aware of (thanks Peter Wieman!). Apparently, the owner of a small aircraft did a modification to the engine air inlet tube as part of a modification to the fuel system. The tubing (the air induction elbow) was a 3D plastic component, replacing the 4-layer epoxy resin part which houses a thin walled aluminium tube near the air filter. Due to the relative high temp environment and the pressure differential, the 3D printed part collapsed, severely compromising the airflow to the engine. The aircraft suffered a complete loss of power and landed short of the runway, striking the ILS localiser at Gloucestershire Airport.

The [report](#) is a reminder that new technologies really demand airworthiness thinking: material properties, installation environment, configuration control, and independent assessment all matter, especially when deviations from the original design are involved.

Many accidents don't start with major failures, but with small airworthiness assumptions left unchecked if you ask me.

Enjoy the holidays, and as always: stay safe and airworthy!

P.S. If you want to track Santa during Christmas, you can do that here:
<https://www.noradsanta.org/en/>

Eelco Bakker



News on EASA Level

- EASA [published](#) a new Notice for Proposed Amendment (ref. NPA 2025-11) regarding the **options to demonstrate compliance for an ETSO** (Expiration date for comments: 30/04/2026). These options include demonstration either by declaring their design capability for the respective ETSO article in accordance with
 - By declaring their design capability for the respective ETSO article in accordance with the new Subpart N, or
 - By holding a design organisation approval (DOA) issued by EASA in accordance with Part 21 Subpart J.
- EASA [published](#) a revision ('regular update') to their **CS-MMEL and CS-GEN-MMEL**. They specifically re-aligned with the FAA (e.g. ACAS rectification interval) and opened up the voluntary applicability of the CS-GEN-MMEL for ELA1 and ELA2 aircraft. The CRD for the update of the CS-MMEL can be found [here](#).
- EASA [published](#) a consultation on a Special Condition (ref M-TS-0000436) regarding the Installation of an **unoccupied Passenger Rest Compartment (PRC)**. The PRC is a main deck sleeping compartment intended solely for inflight passenger use. It consists of a series of berths/bunks, passenger amenities and the required safety systems. Closing date of consultation 23/12/2025.
- EASA [published](#) a consultation on a deviation request for ETSO-C209 (ref ETSO C209#8) regarding an **Electronic Flight Instrument System (EFIS) Display**. Issue: to adjust the weather radar information overlay to the navigation display maximum range and size characteristics. Closing date of consultation 22/12/2025.
- EASA [published](#) the 15th edition of the European Plan for Aviation Safety (EPAS) that outlines the **strategic priorities** shared by EASA and Member States, the primary safety risks affecting the European aviation safety system and the necessary actions to mitigate them. Amongst the new actions in 2026, I look most forward to:
 - A new Rule Making Task for the changed product rule,
 - A new Rule Making Task for emergency evacuation procedures,
 - A new Rule Making Task for safe operation of large aeroplanes in supercooled large droplet icing conditions.
 - A new Rule Making Task regarding operational requirements for flights related to design and production ('manufacturer flights'), and
 - A new Implementation Support Task for counter unmanned aircraft systems initiatives
- EASA [published](#) a new Revision of their Easy Access Rules for **Initial Airworthiness and Environmental Protection**. The biggest addition is the inclusion of the AMC / GM of unmanned aircraft systems, that was published in March 2024 (!).
- EASA [published](#) a new Revision of their Easy Access Rules for **Information Security**. The biggest addition is the inclusion of the AMC / GM on the management of information security risks, that was published in July 2025.
- EASA and EUROCONTROL [published](#) a joint report on assessment of **gate-to-gate CO2 emissions**. The calculation of the gate-to-gate CO2 emissions have been automated by the EUROCONTROL Aviation Intelligence Unit (AIU) and the data is made available on the [AIU dashboard](#).



News from the FAA

- The FAA [published](#) an InFO (ref InFO 25008) regarding **Safety Enhancements to Flightcrew Alerting on Boeing 737 MAX Aircraft** Designated as Boeing Models 737-7, 737-8, 737-8200, 737-9 and 737-10. It introduces forthcoming airworthiness and operational restrictions driven by the aftermath of the MAX accidents. What it comes down to, is that in 1 year time for production aircraft and 3 years time for operational aircraft, the following systems must be installed in order to have these aircraft on the US registry:
 - A synthetic enhanced Angle-of-Attack (eAOA) function, and
 - Improved means to manage and inhibit stall warning and overspeed alerts, or equivalent functionality.
- The FAA [published](#) a revision to their Special Airworthiness Information Bulletin (SAIB) regarding **potential non-conforming Military Specifications (MS), Army-Navy Standards (AN), and National Aerospace Standards (NAS) fasteners**. This SAIB asks the aviation industry to report fastener failures and other non-conformities. It specifically recommends to take appropriate measures to find and remove any non-conforming MS 21042 nuts from service and stores.



Upcoming EASA events

- 2026 Jan 29 [Webinar](#): CAMO reporters: Guidance to comply with the EASA **occurrence reporting** requirements
- 2026 Mar 10-11 [Hybrid event](#): EASA Part 21 Workshop and **Certification Conference 2026** (Köln)
- 2026 Sep 29-30 [On-site event](#): **General Aviation Structures** Workshop



Other NEWS

- The CAA-UK [issued](#) a generic exemption concerning **Acceptance of EASA Certificate of Recognition** to support UK Part 145 authorisations issued under UK Part 145 Appendix IV.
- [DUTCH] Het ministerie van Infrastructuur en Waterstaat [bereidt nieuwe regelgeving voor](#) over het **vliegen met drones op Bonaire, St. Eustatius en Saba** (Regeling Onbemande Luchtvaart BES). Op dit moment is vliegen met drones nog illegaal op de eilanden. Reageren kan tot 26 januari 2026.

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