

# ADSE 30

## 2026 marks 30th anniversary of ADSE

This year, ADSE proudly celebrates its 30th anniversary as an independent Dutch engineering consultancy specialized in transportation systems. Planes, Trains, Ships and Automobiles, that is our passion. Over these years we are proud to have been able to significantly contribute to safer, more efficient and sustainable transport for everyone. Working together with many customers worldwide, solving complex challenges and make it work. Our story has been shaped by building long lasting personal relations and our commitment to adding value, based upon our recognized design & integration, safety and compliance, and (Model Based) Systems Engineering expertise.

### **Thank you!**

We recognize the importance of our founders and all our clients, relations, colleagues, friends supporting us at so many different customers and organizations. Without your unwavering support, critical questions, and shared passion for transport, we could not have achieved this. Thank you for being part of our journey.

On behalf of the whole ADSE team,

*Jarka Bouwmeester and Ron van Baaren*



## News on European level.

- **Food safety and aviation?** [EU pesticide legislation is amended](#) to explicitly define aerial spraying as including unmanned aircraft systems (UAS), while creating a new legal pathway allowing Member States to exempt certain UAS from the general spraying ban. Such exemptions apply only to Commission-identified UAS types with equal or lower risk than ground equipment, and only where pesticides are explicitly authorised for UAS use following a dedicated risk assessment. The Commission adopts the required delegated act within four years.



## News on European Commission Level

- The Commission is [amending](#) (ref 2026/100) the **initial** (748/2012) **and continuing airworthiness** (1321/2014) requirements in order to align both sets of regulations. Subjects:
  - 1) To streamline airworthiness review and ARC issuance, reduce unnecessary involvement of competent authorities, improve handling of aircraft transfers and imports, and strengthen information exchange between authorities where safety issues are identified,
  - 2) To align occurrence reporting with Regulation (EU) No 376/2014, and
  - 3) To clarify transitional provisions for electric aircraft maintenance licensing (B1.E).
- The Commission is [amending](#) (ref 2026/56) the **initial airworthiness requirements** (748/2012) regarding the certificate of airworthiness and the restricted certificate of airworthiness (subject 1 of 2026/100). Main subject is to simplify and harmonise certification requirements, aligning them with the risk profile of different aircraft, operations, and service histories.



## News on EASA Level

- EASA [started](#) a new Notice of Proposed Amendment regarding a **regular update of the Continuing Airworthiness Regulation** (ref NPA 2025-12). Expiration date for comments: 31/03/2026. The update is a huge update, where
  - [red: finally] the M.A/B.6XX and M.A.7XX paragraphs are deleted (already replaced by Part-CAMO and Part-CAO back in 2022),
  - the Aircraft Type Ratings will refer to an online publication instead of having it in the regulations itself and
  - ETOPS has [red: finally] been replaced by EDTO and some initiatives on the digitalisation of certain processes.
- EASA [published](#) an ETSO deviation request regarding **Airborne Selective Calling Equipment** (ETSO-C59b) (ref ETSO-C59b#1). Closing date of consultation: 29/01/2026
- The Aviation Non-CO<sub>2</sub> Expert Network (ANCEN) [published](#) three Background Notes that clarify how aviation's **CO<sub>2</sub> and non-CO<sub>2</sub> emissions affect the climate** and what this means for future mitigation strategies. The three notes:

- [Time scales of the climate effects of aviation CO2 and non-CO2 emissions](#)
- [Climate effect of aviation contrails](#)
- [Benefits of changes in fuel composition on aviation of non-CO2 emissions](#)



## News from the FAA

- The FAA [updated](#) AC 20-66B - **Propeller Vibration and Fatigue**. This AC provides guidance and describes one method for demonstrating compliance with 14CFR FAR §§ 23.907 and 25.907 for the evaluation of vibratory stresses on propellers installed on airplanes.
- The FAA [updated](#) their Advisory Circular regarding Instructions for Completion of **FAA Form 337** (ref AC 43.9-1G)
- The FAA [updated](#) their Advisory Circular regarding Best Practices for **Engine Time In Service Interval Extensions** (ref AC 120-113 Change 1).
- The FAA is [proposing](#) new regulations (ref NPRM FAA-2025-5666) requiring **radio altimeters** to meet minimum interference-tolerance performance standards to ensure safe flight operations alongside new wireless services.



## Upcoming EASA events

- 2026 Jan 29 [Webinar](#): CAMO reporters: Guidance to comply with the EASA **occurrence reporting** requirements
- 2026 Mar 04-05 [Hybrid event](#): 3rd EASA FTL / Fatigue Risk Management Conference (Split, Croatia)
- 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



## News on BREXIT

- The CAA-UK has [decided](#) that EASA Certification Specification, CS-ETSO European Technical Standard Orders is a non-binding technical standards that may be used to meet the requirements of UK Reg (EU) No 748/2012.



## Other NEWS

- The Dutch Safety Board [published](#) their **Quarterly Aviation Report of 2025Q3**. Interesting cases:
  - Loss of propeller in flight, Cirrus SR22, Near Oostburg, 16 November 2022. Cause: insufficient preload (torque) of the stop nuts, whereafter friction between the engine flange and the propeller flange became less than it was designed for. As a result, the stud bolts failed due to repetitive tensile and shear stresses.
  - Fire after landing, APEX Aircraft DR 400/140 B, Rotterdam The Hague Airport, 28 February 2023. Cause: the combination of high-power braking, resulting in the braking system overheating, and the

- distance to the tyre, resulting in a landing gear fire.
- Fuel starvation and forced landing, Pipistrel d.o.o. Ajdovščina Virus SW 121, Voorst, 4 August 2024. Cause: The loss of engine power resulted from fuel starvation due to depletion of the selected fuel tank. The student pilot likely did not switch tanks before or during the flight, assuming there was sufficient fuel based on the manually updated Garmin system and the fact that the student pilot was trained to fly in an **electric** Pipistrel.
- Unmanned aircraft (DJI Mini 4 Pro) collides with hot air balloon, Leusden, 31 July 2025. Cause: Inexperience of the drone operator.
- The FAA [published](#) an interesting Safety Alert For Operators (ref SAFO 26001) regarding **Airspace Management Considerations for Space Launch Activities**. In stead of pushing space launches to be more restrictive, it focusses on the receiving end of those space launchers, the operators!! Operators (!!)
- are advised to account for possible delays, reroutes, and fuel requirements during flight planning, maintain heightened situational awareness, and ensure flightcrew and dispatch personnel are trained on the operational impacts of space launch activities.
- The TCCA [provided](#) a safety alert update (ref CASA 2025-14) on the Canadian 5G spectrum environment, confirming that telecom operators have voluntarily extended existing 5G mitigation measures until 30 June 2026 to allow further safety analysis and coordination with industry stakeholders. Existing radio altimeter airworthiness directives remain in force, while airport protection zones, reduced 5G power levels, and antenna emission limits continue to mitigate potential interference risks from 5G operations near aviation radio altimeter frequencies.

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