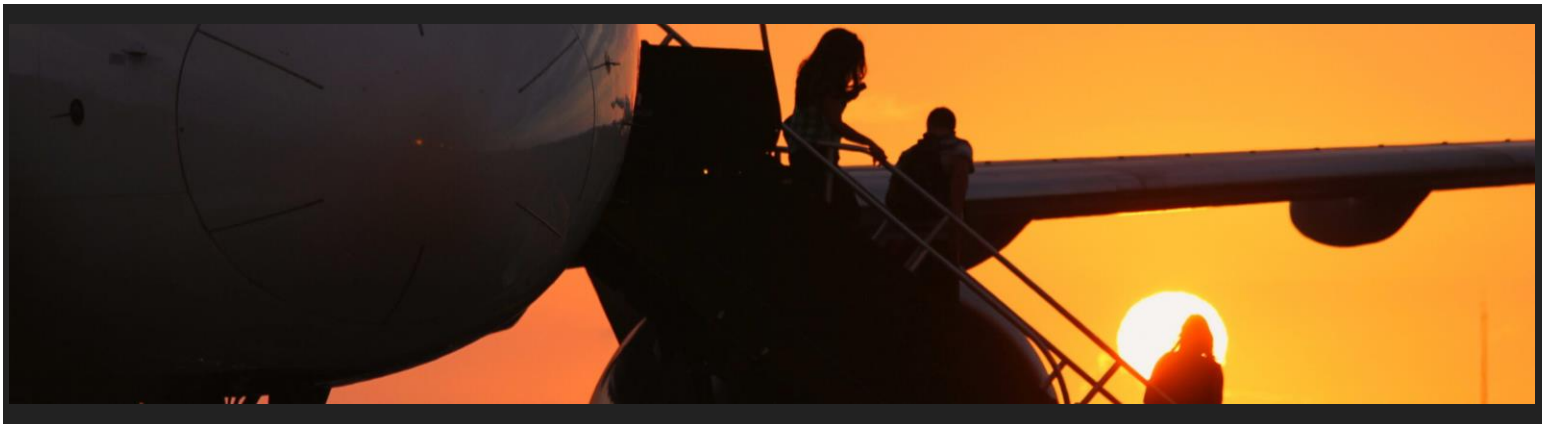

Welcome to the ADSE Airworthiness Newsletter of July 2025.

Summer usually brings quiet skies in aviation news—but not this year. So far in July, we've seen a preliminary report, a final report, an interim report…

AI171 (B787-8 Air India Fuel cutoff)
The preliminary report on the Air India 787-8 incident is out. While no conclusions yet—and no (Emergency) ADs have followed—it's notable. One key focus is on the fuel control switches (subject to an SAIB on multiple Boeing and MD types). These were switched to cutoff just three seconds after takeoff, with a 1 second delay between them, then back to run ten seconds later, with a 4 second delay between them. Apparently, one pilot noticed the actual cutoff position of the switches, because on the CVR, it has been heard that one pilot asks, "Why did you cut off?" The other responds, "I didn't." A serious event with unsettling details. The final report will be essential.
NOTE: Fake, AI-generated "final" reports of the India accident have surfaced. Stick to official sources.

AS1282 (B737 MAX 9 Alaska Airlines Door plug separation)
The final report on the door plug separation recommends both design and human-factor changes. Boeing is urged to improve how it identifies and mitigates human errors by better integrate the safety and the quality system, critically assessing the usability of procedures, and monitor the effectiveness of performed corrective actions. A reminder that preventing errors takes more than rules—it requires safety culture, accountability, and robust documentation.

JJA2216 (B737-8 Jeju Air Bird strike)
An interim update/report on the South Korean Jeju crash was published, then quickly retracted. Families of the deceased criticized its narrow focus on bird strikes and pilot error, citing a lack of evidence and transparency. They called for deeper investigation into possible organizational, procedural, training, and infrastructure factors. According to the source, the root-cause is a bird-strike (like the Hudson accident); the handling of the consequences of the bird-strike thereafter is what caused the mayhem.

CFM LEAP – LRD Advisory
And last, but not least (a bonus)… remember my last newsletter where I talked about the NTSB concern about the **Load Reduction Device in certain LEAP engines** (see also my February 2025 newsletter)? Well, EASA published a Safety Information Bulletin (SIB) to help manage potential risks that might follow the activation of an engine Load Reduction Device (LRD) on aircraft powered by CFM LEAP engines.

As always, stay safe and airworthy!

Eelco Bakker

News on EASA Level

- EASA published the **AMC & GM to Part IS (Information Security)**:
  - AMC & GM to the Articles of Regulations (EU) 2022/1645 and 2023/203 — Issue 1, Amendment 1 (ED Decision 2025/013/R)
  - AMC & GM to Part-IS.D.OR — Issue 1, Amendment 1 (ED Decision 2025/014/R)
  - AMC & GM to Part-IS.I.OR — Issue 1, Amendment 1 (ED Decision 2025/014/R)
  - AMC & GM to Part-IS.AR — Issue 1, Amendment 1 (ED Decision 2025/015/R)
- EASA published a "Call for Expression of Interest (CEI)" for qualified entities that can support EASA for certification and oversight tasks with regards to **Information Security in Aviation**. There is room for three to five Qualified Entities to support EASA. Closing date: 16 September 2025, exactly one month prior of the entry into force of Part-IS.
- EASA published a proposed Means of compliance (MoC) for the **design of Unmanned Aircraft Systems operated in SAIL III**. Closing date of consultation 12/09/2025. The subjects of this consultation are only
  - Proposed MoC to OSO#2 Issue 1, regarding "*UAS designed and produced by a competent and/or proven entity*" and
  - Proposed MoC to OSO#8 Issue 1, regarding "*Operational procedures are defined, validated and adhered to*"
- EASA published the AMC and GM for the **Ground Handling Regulations** (2025-20 and 2025-23) (next to a couple of coordinated updates in the operational AMC & GM):
  - AMC & GM to the Articles of Commission Delegated Regulation (EU) 2025/20 — Issue 1 (ED Decision 2025/007/R)
  - AMC & GM to Part-ARGH — Issue 1 (ED Decision 2025/006/R)
  - AMC & GM to Part-ORGH — Issue 1 (ED Decision 2025/007/R)
  - AMC & GM to Part-GH.OPS — Issue 1 (ED Decision 2025/007/R)
- EASA published AMC and GM amendments for manned **Vertical Take-off and Landing (VTOL)-capable aircraft (VCA)** operations (ED Decisions 2025/010/R, 2025/011/R and 2025/012/R). Specific areas impacting design, production, and maintenance include the introduction of a "fuel/energy" concept for diverse propulsion sources (including stored electrical energy) and revised requirements for final fuel/energy reserve with a new 5-minute minimum threshold.
- EASA published the fifth publication of the **Proposed Means of Compliance with the Special Condition for VTOL**. This document proposes additional MOCs as well as corrections and amendments to some previously introduced MOCs. Some of the main updates, as far I can see:
  - MOC VTOL.2240(e) – Monitoring parts critical to safety
  - MOC VTOL.2250(f) – Rewritten to address single and multiple bird strike evaluations
  - MOC VTOL.2517 – Addes EWIS EVTOL requirements, like high-voltage risks (corona, partial discharge etc)
  - MOC VTOL.2500(b) – Added guidance on using simulation benches and test rigs for certification, e.g. by using DO-330 for tool qualifications
  - MOC VTOL.2510 – Expanded with development assurance, common mode analysis, and failure definitions.

- EASA and FAA published revision 7.1 of the **Technical Implementation Procedures for Airworthiness and Environmental Certification** (TIP). The change is focused on the ability for US repair stations that hold an EASA approval to allow receiving and installing new parts (not critical parts) from US PAH or suppliers without an FAA Form 8130-3 in the course of a component repair that will be released and exported under EASA requirements. It also now allows prototype parts to be exported from the US system to the EU system and some STCs are validated via a simplified process (e.g. when "*The STC holder is unable or unwilling to apply for a validation of the STC*").
- EASA published NPA 2025-01 regarding the requirement to equip some large aeroplanes with a **take-off performance monitoring system** (TOPMS). CS-25, Part-26 and CS-26 will be adapted, based on the outcome of this NPA. Expiration date for comments: 03/10/2025.
- EASA published NPA 2025-02 regarding the alignment of both the initial airworthiness regulations (748/2012) with the continuing airworthiness regulation (1321/2014) with the basic regulation (2018/1139) on the subject of **non-installed equipment**. Expiration date for comments: 07/10/2025
- EASA published a public consultation on an **Engine Thrust Control Equivalent** Safety Finding (ref. M-TS-0000448)
- EASA published a public consultation on the Maintenance Instructions to **Transfer Dual Use Components from a State to a Civil Environment**. It encompasses the possibility and related conditions of transfer of dual use components from a state (e.g. military) environment to a civil environment and includes a proposed flowchart to better understand the things that need to be done. Closing date of consultation 08/08/2025
- EASA published a public consultation regarding an equivalent Safety Finding on **Crash Resistant Fuel System** / Breakway Coupling / Separation Load (ref ESF M-TS-0000516). Closing date of consultation 08/08/2025.
- EASA published the result of the Safety Risk Assessment Framework regarding "***Extended Minimum Crew Operations – Single Pilot Operations***". This is a project where I was actively involved in. It shows what is needed to go from a two person flightdeck to a single person flightdeck in Commercial Air Traffic from an Authority point of view.

News from the FAA

- The FAA and EASA published revision 7.1 of the **Technical Implementation Procedures for Airworthiness and Environmental Certification** (TIP). See for the details the EASA news block.
- The FAA published a new Advisory Circular regarding **Turbine Engine and Airframe Sensor Icing** Compliance (ref. AC 20-197). This advisory circular (AC) describes an acceptable method for demonstrating compliance with FAR 33.28, 33.68, 33.75,33.89, and 33.91, concerning mixed phase, ice crystal icing (ICI), and other icing conditions for engine inlet sensors.
- The FAA published an InFO urging Repair Stations in the US that hold an EASA Part 145 approval, to implement an **SMS** before the 31st of December 2025.

Upcoming EASA events

- 2025 Aug 20 — Online event: Q&A session regarding the EASA Rotorcraft Symposium and European Rotors 2025
- 2025 Aug 27–28 — Hybrid event: EASA **Artificial Intelligence** Days 2025 (Köln)
- 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) (no event page yet)
- 2026 Mar 10-11 — Hybrid event: EASA Part 21 Workshop and **Certification Conference** 2026 (Köln)

Other NEWS

- The CAA-UK published some amendments to their SMS requirements in their UK Initial and UK Continuing Airworthiness Regulations.
- The CAA-UK published a public consultation for a Special Condition, addressing the Installation of **Mini-suite Seating** (ref. uk-sc-d-0001)
- The CAA-UK published some (operational focussed) podcasts concerning several aviation subjects. The latest one is about the risks of **lithium batteries**. Other podcasts are about e.g. laser attacks and runway incursions.
- The CAA-NL will organise their yearly "**Netwerkdag Luchtvaartveiligheid**" on the 25th of November. Watch the aftermovie of last year here: https://vimeo.com/1034461433/c1a7f23ca6
- Something you do not see every day: the **suspension of a Type Certificate**. In this case, it is the Italian designed and built OMA SUD Skycar. The TC was approved in 2010, but is no longer in production and the only built aircraft is not in operation any longer.
- TCCA published an Advisory Circular regarding **Parts Removed from an Aircraft No Longer in Service and Disposal of Scrapped Parts**.
- CASA (CAA-Australia) published an Airworthiness Bulletin regarding an increase of stolen data plates, especially on Lycoming engines. How they put it: "*An engine without a data plate is like a person without a birth certificate*". I could not agree more 😊

ADSE

Planeetbaan 4

2132 HZ HOOFDDORP

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