



Welcome to the ADSE Airworthiness Newsletter of November 2025.

There are some aviation accident photos that have a huge impact. For me, one of them is [this photo](#) of American Airlines Flight 191, which crashed in Chicago. A missing engine and an aircraft in such an attitude clearly signal that this is the final stage in a terrible Swiss cheese model (James Reason) line-up. I use this particular accident in my Human Factors for Maintenance and Design training, as it can be traced back to a series of poor decisions throughout the aviation system chain.

Well, a new photo has entered my shortlist. It is actually a series of stills of a surveillance video. [This photo](#). It seals the faith of at least the three occupants of the freight aircraft and not much later, also the faith of 11 other persons on the ground. It is the accident at the beginning of this month of the MD-11F UPS aircraft near Louisville. And without jumping to conclusions... it is the same type of aircraft (one is a DC-10, the other an MD-11 but both fall under the same Type Certificate) and the same type of failure (separation of one engine) of that AA flight 191 accident of that first photo. And actually, there are five other accidents with two other types of aircraft that keeps popping up in the back of my head that all show similarities... I will not mention them here, because I do not want to speculate further.

Now begins the tedious work of the NTSB, figuring out exactly what really happened. The final report will likely take 12–24 months (preliminary report [can be found here](#)). I hope the investigation does not uncover the same chain of failures that led to the previous accident; because that would indicate we have not learned the lessons of 45 years of history.

As always: Learn, stay safe and airworthy!

Eelco Bakker



News on European Commission Level

- The European Commission [published](#) Implementing Regulation (EU) 2025/2347 on the **new fees and charges levied by the EASA** (repealing the previous fees and charges (Implementing Regulation (EU) 2019/2153)). In comparison with the 2019 rates, the fees and charges went up with about 40%, which is an increase of about 6% per year over those 6 years. The most notable increases for design are:
 - The **DOA fees** have been changed drastically:
 - The approval fee has been reduced by about 29%,
 - The surveillance fee has been increased by about 50% (+10% compared with the average increase), and
 - A new fee has been introduced to handle significant changes (!)
 - A **TC for an HTOL** in the category “Over 22 000 kg up to 55 000 kg”, went up with 65% (+25% compared with the average increase).
 - The annual fee for a **TC-Holder of a large Onboard-Piloted VTOL** Aircraft went up with 66% (+26% compared with the average increase).
- The European Commission [published](#) Commission Implementing Regulation (EU) 2025/2293, which is an **amendment for Part IS**. The update added some exceptions for declared organisations, some references have been removed or updated and especially 21.B.431(d) has been reworded.



News on EASA Level

- EASA [published](#) a Notice of Proposed Amendment (ref NPA 2025-07) regarding Detailed Specifications and associated AMC & GM for **Artificial Intelligence** use in aviation. “*The objectives are to support the deployment of AI in the specific aviation domains identified in the EU AI Act Article 108 and establish a comprehensive AI-trustworthiness regulatory framework that will allow for the potential seamless deployment of AI in other aviation domains in the future.*”. The NPA introduces a so-called “DS” (Detailed Specifications) for AI, and indeed, it is not a Certification Specification (CS). Basically, where it boils down to, is that the EU AI Act is directly translated into DS.AI articles. Expiration date for comments: 10/02/2026.
- EASA [published](#) a Notice of Proposed Amendment (ref NPA 2025-08) regarding the regular update of **CS-E** (Certification Specs for Engines). Deadline for comments: 17/02/2026. Some of the updates (amongst others):
 - Additional integrity assessment for turbine engine medium bird strike and ingestion,
 - Safety analysis for turbine engines
 - Turbine engine transient over-temperature, over-speed and over-torque limit approval
- EASA [published](#) a new Rulemaking Process (ref. ToR RMT.0752) regarding **Continued integrity verification programme** (CIVP). The objective is to make sure that the assumptions made during certification on the reliability of critical rotorcraft components remain valid throughout their operational life. It is a further refinement of EASA Certification Memorandum (CM)-S-007 and transpose it as AMC and/or GM into CS-27 and CS-29.
- EASA [published](#) a consultation document on **Width of Aisle in Air Ambulance Cabin Layout** (ref M-TS-0000586). Deadline for consultation: 28-11-2025
- EASA [published](#) a consultation document on **Fuel Line Crashworthiness** (ref M-TS-0000426). Deadline for consultation: 26-11-2025

- EASA [published](#) their final stance on Environmental Protection Technical **Specifications for gyroplanes**, after public consultation.
- EASA [published](#) the final report of the research project “Regulatory framework for **Higher Airspace Operations** (HAO)”
- EASA [signed](#) together with the International Air Transport Association (IATA) Memorandum of Understanding to explore synergies between the **European Union Flight Emissions Label** and IATA’s existing environmental data management ecosystem—IATA’s EcoHub and the IATA CO2 Connect calculator.
- EASA [published](#) some F and Q’s about the “**how’s and why’s of flying**”.



News from the FAA

- Following the horrific **crash of the MD-11 in Louisville, Kentucky** (US) where the left-hand engine and pylon detached from the airplane during takeoff, the FAA [published](#) an Emergency Airworthiness Directive (EAD) 2025-23-51. Later, this EAD was followed-up by [EAD 2025-23-53](#) to include the MD-10 and DC-10 type of aircraft as these share the same design of the engine-pylon structure. These EAD prohibit the further flights of these aircraft models.
- The FAA [published](#) an update of their AC 43-9 (now at issue D) regarding **Maintenance Records and FAA Form 8130-3** Return to Service.
- The FAA [published](#) an update on their AC 20-135A regarding **Powerplant** Installation and Propulsion System Component **Fire Protection Test Methods**, Standards, and Criteria.
- The FAA [published](#) an update on their AC 21-32C regarding **Control of Prepositioned Products and Articles Shipped Prior to Design Approval**
- The FAA [published](#) a new AC, AC 33-12 regarding Geometry and Dimensional Considerations for **Comparative Test and Analysis for Turbine Engine and Auxiliary Power Unit** (APU) Replacement, and Repaired Parts
- The FAA [published](#) an update on their Order (Order 8130.21J) regarding **Completion of FAA Form 8130-3 under Part 21**. This revision is a complete rewrite that focuses on reducing redundant information.
- The FAA [published](#) an update on their Order (Order 8120.22B) regarding the **Production Approval Procedures**. This revision introduces a.o. the Voluntary SMS Program
- The FAA [published](#) an Update on their Order (Order 8120.18A) regarding **Production Approval Holders (PAH) Who Rebuild or Alter Their Own Products** or Articles Under 14 CFR 43.3(j).
- The FAA [published](#) an Order (Order 8120.25) on **Safety Management Oversight** of Design and Production Approval Holders
- The FAA [published](#) a Notice (Notice 8900.752) on Part P Operations Specifications (OpSpecs), Management Specifications (MSpecs), and Letters of Authorization (LOA) for **Powered-Lift**.



Upcoming EASA events

- EVENT NOTES EASA [published](#) the videos of the **Safety Conference 2025**.
- 2025 Dec 01 [Online event](#): 3rd EASA **Ground Handling** Implementation Webinar
- 2025 Dec 04 [Online event](#): Impact of **Security Measures on Safety** — Final Dissemination Event
- 2026 Mar 10-11 [Hybrid event](#): EASA Part 21 Workshop and **Certification Conference 2026** (Köln)



Other NEWS

- The CAA-UK [is seeking](#) views from the public and VTOL industry stakeholders on their proposal on the regulatory framework and operational systems needed for **commercial passenger flights by new types of vertical take-off and landing (VTOL) aircraft** by the end of 2028.
- The CAA-UK [published](#) a time-limited general exemption for the **UK version of Part 26** for operators.
- The CAA-UK [updated](#) the complete **CS-UKTSO** (now at amendment 16)
- The CAA-UK [released](#) a new Podcast. Subject of podcast #14: **EVTOLs**.
- The CAA-NL [published](#) their 2024 publication of **aviation issues in The Netherlands**. As always, the focus is (unfortunately again) on operations, filtered from 24.000 reports. The report is from July; somehow I missed it.
- The ICAO [released](#) a new version of their Annex 19 regarding **Safety Management**

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