



Welcome to the ADSE Airworthiness Newsletter of October 2025.

Aviation. Isn't it wonderful? The freedom to fly wherever you want, whenever you want. But as with most wonderful things, there are downsides too. And no—this isn't a rant about aviation's environmental footprint (I'll save that for another time).

During my recent holiday to Madeira (the "Hawaii of Europe") I experienced one of those downsides firsthand: mass tourism. Madeira is stunning: lush nature, affordable food, well-kept (but narrow!) roads. I have seen places this holiday on Madeira that were absolutely breathtaking! But mix that beauty with a constant stream of flights, cruise ships, and a few viral social media reels, and you get the perfect recipe for FOMO (yes, me included).

The result is a bit confronting: car parks too small for the crowds, cars parked in the bushes near tourist attractions, rubbish piling up because the bins are too small, walking trails turning into human traffic jams, and locals priced out of their homes by foreign investors. It was an eye-opener to see what happens when mass tourism takes over—and this wasn't even during peak season!

Reflecting on it during the week, I couldn't help but think: Madeira needs some rules and regulation to manage its popularity.

And that's where I see the parallel with airworthiness: without rules, oversight, and regulation, the "wonder" quickly turns into chaos. If you ask me: tourist flows need limitation standards and aircraft need airworthiness standards, as such that the system works for everyone.

Or, you know... we could just make the tickets way more expensive with a realistic CO₂ tax.

As always, stay safe and airworthy!

Eelco Bakker

ADSE Airworthiness Newsletter



News on EASA Level

- EASA [was looking](#) for a **new Certification Director** to “*shape the Directorate’s vision, set its strategic direction and lead the achievement of the key objectives and priorities of the Agency*”. Deadline for applying was until October 28th.
- EASA [updated](#) their **AMC and GM to CS-23** to line up the references to the ASTM F3115/F3115M-20 (Revision 20) for GM3 23.2010 and AMC1 23.2240. Reason is to allow the selection of a safe-life option for compliance demonstration to the durability requirements for composite structures regardless of the practicality.
- EASA [updated](#) their **AMC and GM to Operation of drones** in the ‘open’ and ‘specific’ category (ref CIR (EU) 2019/947 — Issue 1, Amendment 3). Most notable change is the fact that the responsibilities between design, production and operation in the SORA OSOs have been split more explicitly.
- EASA [created](#) a consultation on a Proposed Special Condition on **Sensor Consolidation Function**. Closing date of consultation: 22/10/2025.
- EASA [published](#) a public consultation (ref. ETSO-C127c#1) for an ETSO approval for CS-ETSO applicable to Rotorcraft, Transport Aeroplane, and Small Aeroplane Seating Systems (**ETSO-C127c**). Deadline for comments: 14-11-2025.
- EASA [updated](#) their Easy Access Rules for **Additional Airworthiness Specifications** (Regulation (EU) 2015/640). It now contains the requirements of Regulation (EU) 2024/2954 (of December 2024 (!)).
- EASA [published](#) a report on **Sustainable Aviation Fuel** scale-up, progress and pressure points. Two very interesting points I see:
 - According to the operators, 358 kt of SAF has been purchased, but according to the fuel suppliers, 193 kt SAF has been supplied. One note: not all reports of fuel suppliers have been analysed.
 - Most of the SAF (69%) is of feedstocks... imported from China (38%) and Malaysia (12%)...



News from the FAA

- The FAA [updated](#) their Order on **Organization Designation Authorization (ODA) Procedures** (ref Order 8100.15C). Most notable changes:
 - Formal creation and role of the Organization Management Team to centralize governance, oversight and the independent review of internal audit results and corrective actions;
 - Introduction of Risk-based surveillance model, systems approach, surveillance sampling & remote options;
 - Consolidation & strengthening of Procedures Manual, internal audit and corrective-action requirements;
 - Stronger alignment of PMA / STC procedures to improve reliability of initial airworthiness substantiation and reducing downstream continuing airworthiness issues caused by inconsistent approval/testing practices;
 - Type Inspection Authorizations (TIA) will now be mandatory prior to flight test. Making TIAs mandatory raises the bar before flight testing, reducing risk of conducting tests on inadequately-inspected prototypes;
- The FAA [updated](#) their Notice on operations specifications (OpSpecs) and training specifications (TSpecs) for Powered-Lift conducted in accordance with 14 CFR parts 135, 142, and 194. These authorizing documents will enable certificate holders (CH) **utilizing powered-lift to conduct pilot training and operations**.
- The FAA [updated](#) AC 33.15-1A - Manufacturing Process of Premium Quality **Titanium Alloy Rotating Engine Components**.
- The FAA [updated](#) AC 20-167B - Airworthiness Approval of **Enhanced Vision System**, Enhanced Flight Vision System, and Combined Vision System Equipment.
- The FAA [updated](#) AC 25-7D - **Flight Test Guide** for Certification of Transport Category Airplanes



Upcoming EASA events

- 2025 Oct 16 [EVENT MATERIAL PUBLISHED](#) of the online event “**EASA Foreign Part-145 Organisation Reporting**”
- 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

- As part of the of the UK SORA methodology for UAS, the CAA-UK is [seeking](#) Industry Feedback on their guidance on **Cyber Safety Objectives for Specific Category Operations** (ref CAP 3098).
- The CAA-UK is [seeking](#) views on a policy concept for the Command and Control (C2) Links used by Specific category Uncrewed Aircraft Systems (UAS) operating Beyond Visual Line of Sight (BVLOS) at SAIL I to III under the UK SORA process.
- The CAA-UK [updated](#) their **Mandatory Requirements for Airworthiness** (ref. CAP 747). Most significant change: The bulk of the contents of Section 2 Parts 2, 3, 4 & 5 is also now added to the CAA website.
- The CAA-UK [published](#) Certification Memorandum (ref. UK-CM-CS-013), to provide guidance on the certification of the **installation of Halon-free handheld fire extinguishers**.
- The CAA-UK is [calling](#) for input on the maturity, performance, and integration of detection-only **Counter-Unmanned Aircraft Systems** (C-UAS) technologies for civil aviation environments.
- NASA's X-59 **Quiet SuperSonic Technology** (QueSST) experimental supersonic aircraft [took to the skies for the first](#) time on October 28, 2025 from Lockheed Martin's famously secret Skunk Works at the US Air Force Plant 42 in Palmdale, California.
- The OVV (the Dutch Safety Board) published their report regarding a **Near Mid-Air Collision between an F-16 and a single engine Tecnam P-Mentor near Elburg in The Netherlands in November 2023**. At the closest point, there was a separation of 240 meters horizontally and 125 feet vertically, while the aircraft flew directly towards each other. The holes in the 'cheese model' lined up, and it was the last barrier of the area controller who warned the F16 two miles before the point of minimum separation:
 - It was in Class E airspace, so there was no active separation via ATC,
 - Both pilots were in contact with other air traffic services on different frequencies,
 - The route of the F16 was not a published route (but was used regularly) and was crossing the busy Lelystad area.
 - The tactical instruments of the F16 could not detect the Tecnam

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