



Welcome to the ADSE Airworthiness Newsletter of August 2026.

Last month, there were a lot of firsts. Of course, there were a lot of first days after holiday, but there were other firsts as well:

- The FAA has granted Boeing with the [Type Certificate](#) of the Boeing 737-7, aka the baby MAX. Application date was December 6th, 2021 so well within the legal 5 years... although some of the MAX-7 specific exemptions (e.g. 17590) have been issued back in 2017. The EASA Type Certificate has not been granted so far.
- On the European side of the Atlantic, an update of the [Airbus A380 TCDS](#) illustrated the certification dependency of airframers and their engine manufacturers: following the surrender of the Type Certificates for two engine models, those engine models had to be removed from the A380 Type Certificate. This highlights that the aircraft Type Certificate is intrinsically linked to the continued validity of the applicable engine Type Certificates, with the first consequences for the certified A380 configurations and their continued operation.
- And again moving along on the globe... COMAC, an emerging Chinese competitor for Boeing and Airbus had one of its [C919 aircraft](#) completing its first international commercial flight from Beijing (China) to Ulaanbaatar (Mongolia). While the route is a relatively short one, the flight marks a significant milestone in the C919 programme and China's ambition to establish an internationally competitive commercial aircraft industry. From an airworthiness perspective, however, expanding beyond China will also bring the more challenging question of international validation and acceptance of the C919's certification basis. EASA has already performed verification flights of the C919 in [November 2025](#).
- [Heart Aerospace](#) completed their first flight of their Largest Electric Aircraft, the X1. It is the largest battery-electric aircraft ever flown and it flew for 27 minutes at an altitude of 1100 feet. The X1 used approximately \$5 worth of electricity during its first flight, which compares roughly to a \$ 350 fuel price for the same flight using Jet-A fuel.
- Flight numbers... they use those for the routes and in MOST CASES, these flight numbers are different for inbound and outbound flights. Well... American Airlines uses Flight 2482 in both directions between Chicago and Phoenix. The same aircraft normally completes the outbound and return sectors so the two legs don't overlap. Do you see Murphy? Here it is: The Chicago-to-Phoenix flight was delayed by weather. Rather than wait for that aircraft to reach Phoenix before operating the return service, American Airlines used another Boeing 737-800 already at Phoenix for the Chicago-bound flight. [See the response of the ATM here n this video](#).
- Ever seen a helicopter land on an actual plane? For me [this was a first](#).

Whatever your first is, [do not leave early](#) and as always: Stay safe and stay airworthy!

Eelco Bakker



News on EASA Level

- EASA [published](#) a public consultation regarding issue 2 of the Certification Memorandum about the integrity of **nickel powder metallurgy** rotating critical parts for gas turbines (ref CM-PIFS-013). Closing date of consultation: 26/06/2026.
- EASA [published](#) a new report on the state of science and knowledge on **atmospheric icing** in a climate change context. The report examines what is currently known about atmospheric icing and considers how changing climatic conditions could affect this aviation-relevant weather hazard in the future.
- EASA [published](#) an informational website on their EASA Light website regarding the **understanding of aircraft accident investigations**.
- EASA [published](#) an informational website on their EASA Light website regarding **Airworthiness Directives**.



News from the FAA

- The FAA published an InFO (Information for Operators) ([ref InFO 26012](#)) requiring Air Carriers to submit an annual report when they use **foreign (non-FAA) maintenance stations** for heavy maintenance. The FAA will use this data to analyse safety trends.
- The FAA published an InFO (Information for Operators) ([ref InFO 26013](#)) requiring Air Carriers for both newly manufactured and existing aircraft to meet the new **25-hour audio recording capability using a CVR** that meets the standards of Technical Standard Order, TSO-C123c, or latest revision.
- The FAA published a new Advisory Circular ([ref AC 20-199](#)) regarding the Installation of an **Airborne Low-Range Radio Altimeter System**
- The FAA published an Unapproved Parts Notification ([ref 2026-AAE-EHL-20250507-177](#)) for several **General Aviation parts** made by "MadebyMike3D", sold on e.g. Etsy.com. This is an interesting development as these kind of parts could be manufactured also under an EASA 21.A.307(b)(3) arrangement with an installation certification by e.g. an EASA DOA.



Upcoming EASA events

- 2026 Sep 09-10 [Hybrid event](#): EASA **Artificial Intelligence** Days 2026
- 2026 Sep 22-23 [On-site event](#): European Technical Standard Order (**ETSO**) Workshop 2026 (Köln)
- 2026 Sep 29-30 [On-site event](#): General Aviation **Structures** Workshop (Köln)
- 2026 Sep 29-30 [On-site event](#): ICAO/EASA Third Global RSOO / RAIO Forum for **Aviation Safety** (Georgetown, Guyana)
- 2026 Oct 07-08 [Hybrid event](#): **Part-IS** Workshop 2026
- 2026 Oct 20-21 [On-site event](#): EASA **Helicopters Flight Test** Workshop (Köln)

- 2026 Oct 27-28 [Hybrid event](#): **Innovative Air Mobility** Implementation Forum
- 2026 Nov 18-19 [On-site event](#): EASA Annual **Safety Conference 2026** (**update: registration is now open**)
- 2026 Nov 30-Dec 3 [On-site event](#): EASA **Rotorcraft Symposium** and European Rotors (Lyon)
- 2027 Jan 27-28 [On-site event](#): EASA **Business Jets Workshop 2027**



Other NEWS

- Transport Canada [released](#) an Advisory Circular (ref AC 525-022) on Aircraft Level Integration Testing to address loss of function, malfunction and fault propagation effects
- Last month, the **DARPA lift challenge** was organized. The DARPA Lift Challenge aims to seek novel drone designs capable of carrying payloads more than four times their weight. One of the more exotic ideas -in my opinion- was the Rotorwings, using two tethered fixed wings to create a kind of a helicopter. See their video [here](#). It reminded me of the concept of the [NHI H-3 Kolibri helicopter](#) that was developed in the Netherlands in 1942 using ramjets in the tips of its rotors .
- The UK [published](#) their Annual Safety Review of 2025

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