

# ADSE 30

## Welcome to the ADSE Airworthiness Newsletter of February 2026.

Earlier this year, a maintenance tool [was discovered](#) inside the wing structure of an Airbus A380 after the aircraft had already completed multiple long-haul flight sectors, including a trans-Pacific crossing. Consequence? No damage. No injuries. No immediate consequences. And that is precisely what makes it dangerous! Events like this are rarely the result of a single mistake. They are more than once the outcome of combinations of human-factors conditions: task interruption, time pressure, assumption that “someone else must have checked,” incomplete handovers, and the quiet normalization of small deviations. Once during an authority inspection of an historic aircraft in The Netherlands, I actually saw a tool laying on top of a couple of control cables... through the open floor. The reaction? Ah, there it is! We already lost it a couple of weeks ago (!!).

Human factors... You learn them in the classroom, but you really experience them on the floor. Tool control systems, FOD walks, and independent inspections only work when the organisational culture supports challenging your colleagues. “I don’t know where it is” must always outweigh “it’s probably fine.” If the system makes it hard to stop, it will eventually allow something to slip.

**Another topic, of a domestic nature:** The next edition of this newsletter will be published at the end of April, as I’ll be away for the complete month of March. Travelling, fittingly, by aircraft to the remote highlands and amazon regions of Bolivia. As such, there will be **no March edition of the newsletter**.

Until then: stay curious, stay critical, and stay airworthy.

*Eelco Bakker*



## News on European level.

- For who is interested: [Statement of revenue and expenditure](#) for the 2026 financial year – **European Union Aviation Safety Agency (EASA)**



## News on European Commission Level

- The European Commission [updated](#) the rules on the organisation and composition of the **Board of Appeal of the EASA**. The old rules were from 2004, so an update was necessary. The update entailed e.g. a more formal structure with flexible board compositions and aligned the scope with the expanded scope of EASA (e.g. the disciplines of cybersecurity, UAS, VTOL and the organisational structures of training, FSTD, aerodrome equipment, ATM/ANS and air operator organisations) and environmental evaluations (sustainability, SAF, carbon offsetting and ESG reporting).



## News on EASA Level

- EASA issued the following **updates for Continuing Airworthiness** to introduce and amend AMC and GM for electric- and hybrid-propulsion aeroplanes and helicopters and non-conventional aircraft:
  - [AMC & GM to the articles to Commission Regulation \(EU\) No 1321/2014 — Issue 1, Amendment 4](#)
  - [AMC & GM to Part-M — Issue 2, Amendment 9](#)
  - [AMC & GM to Part-145 — Issue 2, Amendment 8](#)
  - [AMC & GM to Part-66 — Issue 2, Amendment 9](#)
  - [AMC & GM to Part-147 — Issue 2, Amendment 4](#)
  - [AMC & GM to Part-ML — Issue 1, Amendment 3](#)
  - [AMC & GM to Part-CAO — Issue 1, Amendment 5](#)
- EASA [issued](#) issue 2 of **CS-MCSD** (Certification Specifications for Maintenance Certifying Staff Data) to support the implementation of the continuing airworthiness for electric- and hybrid-propulsion aircraft and other non-conventional aircraft (from Commission Implementing Regulation (EU) 2025/111).
- EASA [issued](#) a new Terms of Reference (ref ToR RMT.0754) regarding the Regular update to the Detailed Technical Specifications for **Part 21 Light** (DS-21LD). The DS will be amended to address miscellaneous issues of non-controversial nature to ensure that the detailed technical specifications in DS-21LD are fit for purpose, cost-effective and can be implemented in practice.
- EASA [launched](#) the **EASA Service Portal**, designed to help external stakeholders prepare and submit requests for certification tasks and other services. Over time, the new EASA Service Portal will merge with the existing EASA Portal to provide a single entry point for all application types, including those related to product certification.
- EASA [published](#) their 2025 **Aviation Fuels Reference Prices** for ReFuelEU Aviation. The 2025 mean market prices were (compared to the 2024 prices):
  - Conventional Aviation Fuel: € 640 /tonne (2024: € 734 /tonne)
  - Sustainable Aviation Fuel: € 1925 /tonne (2024: € 2085 /tonne)
  - Synthetic Aviation Fuel: € 7520 /tonne (2024: € 7695 /tonne)
- EASA [published](#) an information page on **“Higher Airspace Operations: What if the sky is not the limit?”**.



## News from the FAA

- The FAA [released](#) a new Advisory Circular on Operational Authorization of **Integrated Aircraft Health Management System** (ref AC 43-218). This AC provides guidance for developing an operator's Integrated Aircraft Health Management program for the use of onboard sensors, data transmission, and data analysis to provide information regarding aircraft system performance and structural condition.
- The FAA [updated](#) their order on **Airworthiness Certification of Aircraft** (ref Order 8130.2L). This order establishes policies and procedures for issuing airworthiness certificates, export certificates of airworthiness, and special flight authorizations for aircraft.



## Upcoming EASA events

- 2026 Mar 04-05 [Hybrid event](#): 3rd EASA FTL / **Fatigue Risk Management** Conference (Split, Croatia)
- 2026 Mar 10 [Online event](#): EASA 4th **Ground Handling** Implementation Webinar
- 2026 Mar 10-11 [Hybrid event](#): EASA Part 21 Workshop and **Certification Conference** 2026 (Köln)
- 2026 Jun 16-18 [On-site event](#): 2026 FAA-EASA **International Aviation Safety** Conference (Washington)
- 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)



## Other NEWS

- The CAA-UK [released](#) a Safety Notice regarding “**Changes to Aircraft Seats by Organisations other than the OEM or TSOA Holder**”. The notice highlights increasing concern from the CAA regarding aircraft seat modifications and repairs performed by organisations other than the seat OEM or TSOA holder, particularly for dynamically approved seats. Because dynamic seats are certified as integrated energy-absorbing systems under TSO and aircraft-level requirements (such as CS 2X.562), even minor changes can alter crashworthiness performance and invalidate prior compliance.
- The CAA-UK [published](#) a generic exemption (ref: ORS4 No.1650), effective 23 February 2026. The Generic exemption allows until 28 February 2027 for UK aircraft owners, operators and CAMOs of aircraft within scope of UK Reg (EU) 2015/640 (UK Part 26) to update their maintenance programmes with **UK Part 26** requirements from all TC/STC holders including those from outside the UK.
- The CAA Australia [published](#) a Safety Bulletin regarding **vinyl wrapping of aircraft**.
- AOG Technics director [jailed](#) for almost 5 years over **fake aircraft parts scandal**. Jose Alejandro Zamora Yrala admitted to orchestrating a global aircraft engine parts fraud, which involved the creation of forged Authorised Release Certificates (ARCs) for 60,000 aircraft engine parts (!!!), most of which were for use in the hugely popular CFM56 engine. If you ask me: 4 years and 8 months is nearly enough if you compare it with the damage that person has done to our aviation system and our aviation culture.

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