Welcome to the ADSE Airworthiness Newsletter of July 2026.

Summer holiday season—or perhaps more accurately, out-of-office season—has started. I always enjoy hearing where everyone has been and, of course, any airworthiness-related stories that came with those trips.

My own story comes from somewhere a little less common: Tajikistan. For the past three weeks, I was there on a photography expedition, travelling much of the famous Pamir Highway by road. Halfway through the journey, we had a choice. We could continue overland for another two days on some rather bumpy roads or take a flight and skip that part of the trip. I chose to stay in the car.
There were several reasons for my choice. First, it felt like taking the flight meant missing part of the adventure. Second, the flight was operated by an AN-28 over a region that isn't exactly known for its stability. And finally, flying would have given me an extra day in Dushanbe. It's actually a pleasant and remarkably clean city with an impressive number of electric vehicles, but during that day it would be 47°C (117°F). Spending an entire day in an air-conditioned hotel room didn't appeal to me nearly as much as another day driving through spectacular landscapes.
The people who flew started sharing their photos, and I must admit I became a little jealous. Flying in an AN-28 through the Pamirs was in fact a genuine once-in-a-lifetime experience. We calculated the number of kilos that could be aboard the aircraft… let’s just say that my travel buddy and me in the car had to haul a lot more luggage than just the bags from the two of us. While we were still on the road, we noticed the flight never appeared on Flightradar24. Fortunately, we soon received a message that everyone had arrived safely—just with a significant delay. Only later did I learn that the flight routed over Afghanistan, which may also explain why we couldn't follow it on Flightradar24.
Everything turned out fine. Looking back, I still wonder whether I made the right decision. Part of me regrets not taking that unique flight as I will not be getting back soon to Tajikistan. But sometimes you simply must trust your instincts.

Then again, spending two extra days on mountain roads probably exposed me to a completely different set of risks for a different exposure time. Risk is all about perspective, isn't it?
In any case, I (and everybody else of the group) made it home safely, with hundreds of photos to sort through and some fantastic memories and stories of an unforgettable trip.! This trip was one we all look back to in ten years and say… do you remember…?

As always: Stay safe and stay airworthy!

Eelco Bakker

News on European level.

- The Basic Regulation (Regulation (EU) 2018/1139) is amended by Regulation (EU) 2026/1744 as regards the simplification of the implementation of harmonised rules on **artificial intelligence** (Digital Omnibus on AI).
  Basically, it is added that when components are added that are “safety components”, the requirements of Regulation (EU) 2024/1689 Chapter III, Section 2 need to be taken into account. Safety Components are described to be: “‘A component of a product or of an AI system which fulfils a safety function for that product or AI system, or the failure or malfunctioning of which endangers the health and safety of persons or property;”

News on European Commission Level

- The Commission published Implementing Regulation (EU) 2026/1821 of 27 July 2026 amending Implementing Regulation (EU) 2015/1018 laying down a list **classifying occurrences in civil aviation to be mandatorily reported**, as regards Unmanned Aircraft Systems (UAS), U-space occurrences, part-IS occurrences, and the removal of certain aviation security occurrences from mandatory reporting requirements

News on EASA Level

- EASA published ED Decision 2026/005/R (explanatory note) regarding the **Airworthiness Review process**, the import of aircraft from other regulatory systems, the alignment of the Implementing Rules of Regulation (EU) 2018/1139 and the associated AMC and GM with Regulation (EU) No 376/2014 regarding Occurrence reporting. In total, this led to the following updates:
  - AMC and GM to Part 21 — Issue 2, Amendment 18 AMC and GM to 21.A.174 and 21.B.320
  - AMC and GM to Part-M — Issue 2, Amendment 10 AMC and GM to M.A.202, 301, 901, 902, 903, 905, 906 and 907 and M.B.902 and 905.
  - AMC and GM to Part-145 — Issue 2, Amendment 9 AMC to 145.B.300
  - AMC and GM to Part-ML — Issue 1, Amendment 4 GM to ML.A.202
  - AMC and GM to Part-CAMO — Issue 1, Amendment 6 AMC and GM to CAMO.A.100, 125, 160, 200, 220, 300, 305, 310 and 320
  - AMC and GM to Part-CAO — Issue 1, Amendment 6 AMC to CAO.A.025
- EASA published Issue 1 of **CS-FSTD**, the flight simulation training device requirements, part of OSD.

- EASA published a new Notice of Proposed Amendment (NPA) regarding the implementation of the **latest CAEP amendments** to ICAO Annex 16, Volumes I, II and III (ref NPA 2026-02). This amendment introduces new Standards and Recommended Practices (SARPs), including new noise standards for subsonic and supersonic aeroplanes, new maximum permitted CO2 emissions evaluation metric values for subsonic aeroplanes, new definitions, and clarifications relating to existing SARPs. Expiration date for comments 03/09/2026
- EASA updated their Safety Information Bulletin on **GNSS interference** (ref SIB 2022-02R4).
- EASA published a proposed Equivalent Safety Finding regarding **Wing-Flap Control Position**. Closing date of consultation 04/08/2026
- EASA published a proposed Equivalent Safety Finding regarding **Breakaway Coupling** - Lower Limit of self-sealing breakaway couplings to seal off lines and prevent fuel spillage if fuel system components are displaced in a crash. Closing date of consultation 11/08/2026
- EASA published a proposed Special Condition regarding design features that **facilitate access to seats by passengers with reduced mobility** (based on an STC). Closing date of consultation: 05/08/2026 [possible idea behind this: Air4all | Wheel Chair Travel]
- EASA published a proposed Deviation Request for an ETSO approval regarding to the **upper-torso restraint testing** applicable to seats on Rotorcraft, Transport Aeroplane, and Small Aeroplane Seating Systems (ETSO-C127c)
- EASA published Revision “June 2026” of the Easy Access Rules for **Unmanned Aircraft Systems**. It now includes the 2025/018/R Decision of September 2025.
- EASA released a tool in Excel to assess the **noise levels of light propeller-driven aeroplanes** (user-guide)
- EASA published their Annual **Safety Recommendations Review** (2026). The analysis provides an overview of the activities carried out in 2025 by EASA in response to safety recommendations. [red: There are loads of statistics in the report itself. The recommendations are described in the appendices]
- The EASA Scientific Committee published its **Annual Report**. The AI Task Force is one of the entities falling under this Committee.

News from the FAA

- The FAA published a new NPRM regarding “Enabling **Supersonic Overland Flight**”. A paradigm shift from a prescriptive prohibition of 1973 ("you may not fly faster than Mach 1 over land") to a performance-based requirement ("you may fly supersonic provided you can demonstrate the resulting ground noise remains below an acceptable limit").Comments are due on August 17, 2026.
- The FAA updated AC 43-210 (now at amendment A, change 2) regarding the Standardized Procedures for Obtaining Approval of **Data Used in the Performance of Major Repairs and Major Alterations**.
- The FAA updated AC 120-17 (now at amendment B) regarding **Reliability Program Methods**—Standards for Determining Time Limitations
- The FAA published AC 43-217 regarding **Anticollision Light Maintenance Program**
- The FAA updated AC 91-26A (now at amendment A) regarding the **maintenance and handling of Air-Driven Gyroscopic Instruments**
- The FAA published AC 33.70-5 regarding Damage Tolerance of **Axial Blade Slot Features in High-Energy Turbine Engine Rotors**

- The FAA published a SAFO (SAFO 26002) regarding **Data Preservation for Cockpit Voice Recorder** (CVR).
- The FAA provided Boeing again with the privilege to **issue airworthiness certificates** for new 737s and 787s.

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**
- 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

- The CAA-UK published their decision (Decision No. 60) to amend and adopt revised Acceptable Means of Compliance and Guidance Material for UK Regulation (EU) 2019/947 (**drone regulation**)
- The CAA-UK published a proposed Certification Memorandum to provide information, clarification and procedural guidance for the **modification and repair of seating systems** holding UK Technical Standard Order authorisation (UKTSOA) or European Technical Standard Order (ETSO) and Technical Standard Order (TSO).
- The CAA-UK published the CAA **CAMO Safety Review 2025**, providing a comprehensive review of the safety risks affecting the CAMO community in 2025.

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