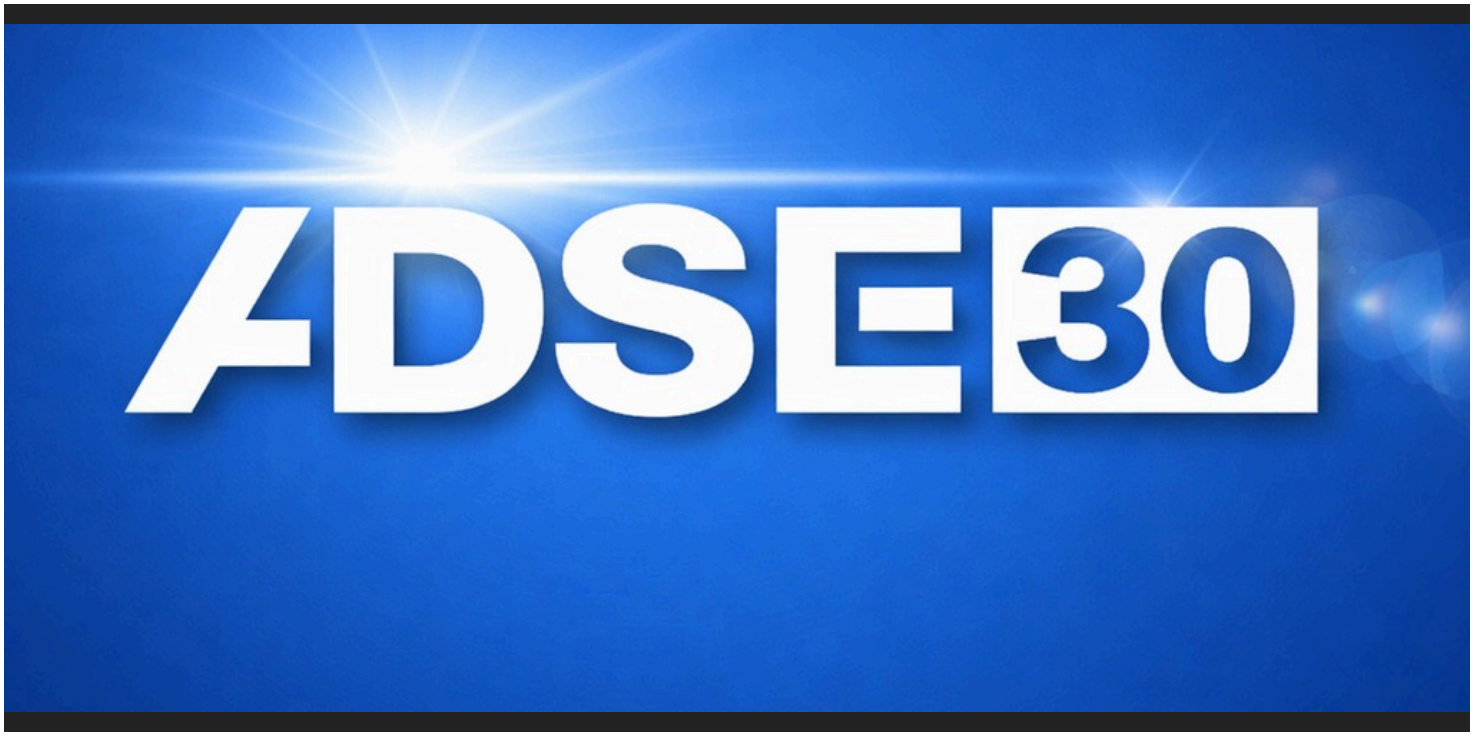

Welcome to the ADSE Airworthiness Newsletter of March and April 2026.

Over 20 years ago (in 2004) I lived in Bolivia for 6 months during my internship with Lloyd Aereo Boliviano. There I worked on their MSG-3 maintenance scheduling for their Boeing 727 fleet. Great assignment, great location and a great team.
Last month, I returned to Bolivia for almost a month to lead a yearly photography tour over the altiplano and through the jungle. Amazing! Again: Great assignment, great location(s) and a great team!

Having the opportunity to come back to Bolivia, it was a good moment to revisit the aircraft where I worked on. They were in a whole other situation: Rotting away in the high grass. After Lloyd Aereo Boliviano went bankrupt in 2008, the aircraft were dumped at the base airport of Cochabamba. It was a sad thing to see the aircraft in that state, especially when you worked on them. Crazy.

What is also crazy in Bolivia is the high elevated airports. As an aviation enthusiast, you just must have that on your bucket list. El Alto in La Paz is -according to Wikipedia- the highest international airport in the world. And that is noticeable! Wow... you come in for landing at a far higher speed as normal and take-offs take sooooo much longer!! You are really wondering if you will ever come off the ground! And I enjoyed all 4 landings and 3 take-offs that I had from El Alto this year.

From a design, production and maintenance perspective, El Alto airport is a also a very fascinating place. Sitting at over 4,000 meters (13,300 ft), the air density is roughly 60–65% of what we are used to at sea level. That has very real consequences: engines produce less thrust, wings generate less lift, and braking effectiveness is reduced. The 4,000-meter runway is a necessity. It also means that aircraft cannot operate at full payload; performance margins are key! Operating at the margins also means more stress for maintenance for engines, brakes and even the structure! Cabin pressurisation behaves differently: you are effectively starting your flight already at what would normally trigger warnings elsewhere. While the aircraft is gaining in altitude, the cabin pressure is losing altitude to

settle to the normal 1800-meter pressure altitude! The altitude indication on my watch went down from 4000 meters to 1800 meters and my ears popped the other way as normal 😊
One week prior to my arrival, a C130 Hercules overshot the 4,000-meter long runway and ripped through several houses... leaving a trail of debris and money behind as the Hercules was loaded with new Bolivian 5, 10 and 50 banknotes. Although officially those banknotes are invalidated (per their serial number), I managed to trade 3 of those “false” banknotes. A nice souvenir for an aviation enthusiast like me.

It was a big adventure, packed full of stories... And it also means that this newsletter is packed as I skipped one month.

Enjoy the newsletter and as always, stay safe and stay airworthy!

Eelco Bakker

ADSE Airworthiness Newsletter

News on EASA Level

- EASA published their opinion to update the Part 21, based on NPA 2024-04. The updates that EASA proposes to the Commission are:
  - Updates for several (outdated) cross references;
  - All requirements to return a surrendered or revoked certificate are deleted;
  - 21.A.3A(b)(3): Production Organisations do not need to report to EASA any longer (only to their competent authority);
  - 21.A.15(d) and 21.A.101(g): Deletion of provisions for a separate operational suitability data (OSD) application;
  - 21.A.101: STC holders are no longer needed to comply with 26.303 (an article which already was not meant for STC holders);
  - 21.A.159(a) and 21.A.259(a): Clarification of losing privileges during suspension of the DOA or POA certificate;
  - 21.B.125(d)(2)(i), 21.B.225(d)(2)(i) and 21.B.433(d)(2)(i): Clarification on the extension of level 2 findings;
- EASA published Amendment 6 of CS-23 and AMC & GM to CS-23 Issue 5 due to revised ASTM Standards.
- EASA published a new Terms of Reference in order to update CS-25 regarding safe operation of large aeroplanes in supercooled large drop icing conditions. EASA aims to provide practical means to demonstrate safe operation following encounters with Appendix O SLD icing conditions, clarify the steps required to establish an acceptable threshold for safe operation and update the associated acceptable means of compliance to enhance the overall effectiveness of the certification process.
- EASA published a proposed Certification Memorandum (ref: CM-21.A-P-002 Issue 1) regarding Approval of Flight Conditions for development flights of a new small aircraft type. This

Certification Memorandum clarifies the major elements related to the establishment and approval of flight conditions for a Permit to Fly for development flights of small aircraft within the context of a proof-of-concept evaluation, design improvement activities or even development of a new aircraft type or derivative thereof. Closing date of consultation 03/06/2026
- EASA published issue 2 of a Proposed Special Condition on Sensor Consolidation Function
- EASA updated the Easy Access Rules for Large Rotorcraft (CS-29), now at amendment 12. ED Decision 2024/009/R regarding improved vibration health monitoring systems has now been implemented in the EASA EAR CS-29.
- EASA published a first report of ANCEN regarding key knowledge gaps in aviation's non-CO_2 climate effects. Closing date of consultation: 13-04-2026.
- EASA and EUROCONTROL publish joint Action Plan to ensure safe operations during GNSS interference events
- EASA released a Suspected Unapproved Parts notification regarding Theft of Turbofan Engine Parts before Mutilation

News from the FAA

- The FAA updated their AC 25.1329-1 (now: issue C) regarding the Approval of Flight Guidance Systems.
- The FAA updated their AC 21.17 (now: issue 4) regarding Type Certification—Powered-lift.
- The FAA updated their Order 8100.19 (now: issue A) regarding Destroyed and Scrapped Aircraft
- The FAA released a new Order 8000.379 - Flight Standards Service and Aircraft Certification Service Acknowledgment and Continuing Oversight of a Corporate Safety Management System
- The FAA released a new Notice 8110.120 - Submittal and Disclosure of Safety Critical Information by Applicants for Transport Category Airplane Type Certificates
- Based on a notification of the NTSB, the FAA released a Special Airworthiness Information Bulletin regarding an airworthiness concern for torso restraint systems and safety belts installed in general aviation aircraft. There have been multiple general aviation accidents in which restraint assemblies failed after being subjected to impact loading. These restraints are often designed to obsolete TSO requirements.

Upcoming EASA events

- 2026 Jun 16-18 On-site event: 2026 FAA-EASA **International Aviation Safety** Conference (Washington)
- 2026 Jun 17-18 On-site event: Unmanned Aircraft System (UAS) Design Compliance Workshop
- 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 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

Other NEWS

- The UK published their National Aviation Safety Plan (NASP) with their high-level strategic direction for the management of aviation safety for a period of 3 years (2026-2029).
- The CAA-UK updated their CAP2375 regarding their Part 145 Maintenance Organisation Exposition Guidance.
- The CAA-UK updated their CAP2153 regarding their Part CAMO Continuing Airworthiness Management Exposition User Guide
- The CAA-UK opened their consultation on CAP632 Edition 9: Operation of Permit-to-Fly Ex-Military Aircraft on the UK Register
- The CAA-UK published two CS-VLA Special Conditions on Environmental Protection. One for aeroplanes with propeller drive shaft and one for aeroplanes with embedded aft engines and aft propeller.
- The OVV (Dutch Safety Board) has released their Quarterly Aviation Report Q4 2025. Interesting case:
  - Runway excursion, SOCATA TBM 700, F-HBGE: The push/pull control of the propeller had not been installed in accordance with the instructions in the AMM. It was found that it had been adjusted based on a STC in 2021. The specified adjustment according to the STC therefore deviated from the AMM.

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