

ADSE 30

Welcome to the ADSE Airworthiness Newsletter of May 2026.

This month I had the pleasure of providing a highly interactive training session for an aircraft developer. Together with a structures colleague, we travelled abroad to deliver three days of training on Part-21, Part-26 and AMC 20-20 to two groups of specialists. Sessions like these are always rewarding, especially when the discussions become practical and experience driven. The Part-26 is still “the-odd-one-out” regulation within the EASA system, focussing on Initial Airworthiness, Maintenance and Operations with multiple if/then statements. During the training, coincidentally, EASA published an Excell to make it “easier” to realise which requirement is applicable for whom. Well... I am still struggling with using it 😊

On another note... Recently, I stumbled on the following videos / or some of these videos were shared with me. I hope you like the following videos:

1. A very nice video of an old aircraft production facility, including a **goat** that is roaming the production hall! The video was shot in black and white, but with new techniques, it is now in colour! Incredible to see: <https://www.youtube.com/watch?v=EnjeKlnTzJI>.
2. In sharp contrast, here is a video of a production facility of nowadays: <https://www.youtube.com/watch?v=svlVLtmtlZI>.
3. See here the first flight of the Boeing 777-9, which was made on the 8th of May 2026: https://www.youtube.com/watch?v=Eng5Qe_h_8Y.
4. Here is a flight of the same Boeing 777-9, but then in model remote controlled version: <https://www.youtube.com/watch?v=-jKlpS3wYhU>.
5. Or, if you are more a maintenance person: Here is a video of one of the last times the Airbus A340 of Lufthansa gets it heavy maintenance check: <https://www.youtube.com/watch?v=868qHtRqusY>.

6. For accident investigators: The NTSB released a video on the MD-11 Engine-to-Wing attachment design flaws that were technical root-causes for the MD-11 accident flight 2976 on November 4th 2025 at Louisville: <https://www.youtube.com/watch?v=iWkLZjJXaos>.
7. On an operational note... Robots are the next discussion subject for what is and what is not allowed in the passenger cabin: <https://www.youtube.com/watch?v=NAzCP1myMTo> (thanks Jarka for the video)
8. What happens when a large aircraft lands on a runway, designed for small aircraft with a displaced threshold and a non-precision approach, with a busy road prior to it? Check it out here: <https://www.youtube.com/watch?v=nAnDCmcm-Es>
9. Qantas Project Sunrise... 22 hour flights... Qantas will introduce this flight probably in the summer of 2027 with the new A350-1000, including a “Wellbeing Zone”. Check it out here: <https://youtu.be/EJIRePOIQiY?si=Z8BYSIHRiQNjaSjv&t=167>.
10. Final video... which shows how fast things can go wrong in aviation: <https://www.youtube.com/watch?v=6ajChQX59eI>

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

Eelco Bakker

ADSE Airworthiness Newsletter



News on European Commission Level

- An interesting judicial request has been [published](#) that can impact **how Competent Authorities of different Member States need to interact with each other**. The main question is about Medical Certificates, but the answer to this question can have impact on all other approvals, certificates, and licences. The main question is: “Can a Member State ever revoke a medical certificate issued by another Member State?”.



News on EASA Level

- Thibault Jongen has been [appointed](#) as the **new EASA Certification Director**. Alan Leroy was acting EASA Certification Director after Rachel Daeschler moved to Canada.
- EASA [published](#) an Excel document with the objective to increase visibility and awareness of the mandates in **Part-26**, still one of EASA's more unusual regulations. It spans initial airworthiness,

continuing airworthiness, and operations, while relying heavily on layered “if/then” applicability logic. As a result, determining which requirements apply to a specific aircraft is not always straightforward. [Personal opinion] While I appreciate the effort behind it, I found it difficult to understand how the tool is meant to be used in practice. Apart from lacking user instructions, much of the spreadsheet simply reproduces the regulation text, unintentionally exposing some of the inconsistencies already present in Part-26 itself. For example, there are four different ways to describe an “(R)TC applicant.” The initiative is certainly valuable, and any effort to improve the accessibility of Part-26 is welcome. However, in my professional view, the current version still falls short in terms of usability and practical clarity for the people expected to work with it. [/Personal opinion]

- EASA [issued](#) a Safety Information Bulletin regarding the **use of Jet A Grade Fuel in a Jet A-1 Environment** due to recent events in the global aviation fuel supply chains. From a human factors perspective, the wrong assumption that “jet fuel grades are interchangeable”, in combination with insufficient training on fuel grade differences, may lead to incorrect assumptions and inappropriate flight crew operational decisions. In addition, in operational conditions, fuel grade information may not always be sufficiently visible or clearly identified, which may contribute to incorrect assumptions.
- EASA [issued](#) a Suspected Unapproved Parts notification regarding the **Theft of Non-Airworthy RR Engine Rear Mount, Support Bracket**.
- EASA [issued](#) a Suspected Unapproved Parts notification regarding a **Lost/Stolen Original Manufacturer Identification Plate** of Airbus A320-211, MSN 01602.
- EASA [issued](#) their Easy Access Rules for **CS-23**, based on the update of the rule itself that was published on the 13th of April 2026 (see the newsletter of last month).

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News from the FAA

- The FAA [published](#) an update to their Advisory Circular (AC) regarding Maintenance Records and **FAA Form 8130-3 Return to Service** (ref AC 43-9D).
- The FAA [published](#) an update to their Advisory Circular (AC) regarding **Aircraft Electrical and Electronic System Lightning Protection** (ref AC 20-136C)
- The FAA [published](#) an update to their order on **Alternative Methods of Compliance** (AMOC) (ref Order 8110.103C). This order provides information to FAA staff and designees on how to handle alternative methods of compliance (AMOC) proposals to airworthiness directives (AD).



Upcoming EASA events

- 2026 Jun 16-18 (Washington) [On-site event](#): 2026 FAA-EASA **International Aviation Safety** Conference
- 2026 Jun 17-18 Workshop [On-site event](#): **Unmanned Aircraft System** (UAS) Design Compliance
- 2026 Sep 09-10 [Hybrid event](#): EASA **Artificial Intelligence** Days 2026

- 2026 Sep 22-23 (Köln) [On-site event](#): European Technical Standard Order (**ETSO**) Workshop 2026
- 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



Other NEWS

- Following the initial consultation of the CAA-UK and consultation response document on the **policy frameworks for new types of VTOL**, the CAA-UK [is consulting further](#) on the detail of these frameworks, specifically covering Complex-Motor Powered Aircraft (CMPA), continuing airworthiness, pilot licensing and flight operations regulations. Closing date: 31 July 2026.

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