



Welcome to the ADSE Airworthiness Newsletter of February 2024.

Number 61 of the ADSE Airworthiness Newsletter. Five years of monthly information delivered in your inbox. Time flies!!

In the last month, the saga of the missing bolts [continues](#), but those bolts are not the only items that are [missing on aircraft](#); let's hope that [good lesson](#) are drawn from these occurrences. An OEM had incorporated some [easter eggs in their design](#). China made progress on their [vacuum-tube maglev train](#) and on their [MA60 firefighting plane](#). An engine that was designed 60 (!) years ago and which is still in use, received an [Airworthiness Directive](#). And perhaps the earth may actually have [once been flat](#).

As always, stay safe!

Eelco Bakker

ADSE Airworthiness Newsletter



News on European level.

- The European Parliament [published](#) a report on **electric aviation**, called: “a solution for short and mid-range flights”. The report emphasizes the challenges and opportunities in decarbonizing the aviation sector, particularly through electric and hybrid aircraft. It highlights the potential for electric aviation in short and mid-range flights to create positive side effects such as urban air mobility networks and continuous industrial leadership. The focus on battery technology, regional air mobility, and collaboration in research and development underscores the need for a coordinated European strategy to advance sustainable aviation, with an emphasis on the importance of public and private investment [thanks Frank for the link!].



News on European Commission Level

- The European Commission [published](#) the Statement of **revenue and expenditure** for the 2024 financial year of the European Union Aviation Safety Agency (EASA).
- The European Commission [established](#) the **European Artificial Intelligence Office**. The Office aims to balance economic benefits with protection of public interests and fundamental rights. This includes establishing a European Artificial Intelligence Office to oversee advancements, investigations, and testing, working in harmony with existing authorities and international AI principles.



News on EASA Level

- EASA [published](#) their **Design & Certification Newsletter** — 2024/01.
Interesting subjects:
 - Guidance from EASA for Air Medical Services certification published,
 - EASA is ready to certify retractable seatbelts and
 - A pragmatic approach to exit signs installation.
- EASA [published](#) a NPA (2024-01) regarding the Introduction of a regulatory framework for the operation of drones — **Enabling innovative air mobility with manned VTOL-capable aircraft**. This NPA proposes establishing

compliance means and guidance for a regulatory framework, focusing on VTOL aircraft, to ensure safe operation, foster innovation, and provide guidance to authorities and operators in the single European sky. Deadline for comments: 06/05/2024

- EASA [published](#) a Proposed Certification Memorandum (ref. CM-DASA-002) regarding '**Development Assurance Considerations in Product Certification**'. This Certification Memorandum (CM) outlines guidance for Development Assurance in certifying various products by EASA, emphasizing considerations during product installation on aircraft, excluding specific software and hardware guidance covered in other documents. It introduces a structured approach, defines key terms, lists accepted Means of Compliance, and provides additional information for integrating certified products and authorized articles. Deadline for comments: 06/03/2024
- EASA [published](#) a Proposed Deviation (ref. CPTS-000362) on '**Flight Crew Alerting**'. The deviation is about an Enhanced Flight Vision System (EFVS) design, specifically the Head-Up Displays (HUD) installation, specifically the consistent use of visual features and lack of dual modality attention cues. Deadline for comments: 28/02/2024.
- EASA [published](#) a Proposed Deviation (ref. CPTS-000364) on "**Fuel Feed Icing**". Following a 2008 incident involving a Boeing 777-200, the UK AAIB recommended EASA review certification requirements regarding ice accumulation in aircraft fuel feed systems. In response, EASA issued special conditions, SC GVI E-12, requiring systems to prevent or tolerate ice accumulation, with the applicant seeking deviation based on mitigating factors and ongoing compliance testing. Deadline for comments: 11/03/2024
- EASA [published](#) a Frequently Asked Question part regarding Part IS (**Information Security**).



News from the FAA

- The FAA [published](#) a NPRM (NPRM: 89 FR 6056) regarding **Inspection Programs** for Single-Engine Turbine-Powered Airplanes and Unmanned Aircraft. It revises certain aircraft maintenance inspection rules for small, corporate-sized, and unmanned aircraft. The proposed changes include additional inspection program options for owners of single-engine turbine-powered airplanes and unmanned aircraft, relaxed mechanical reliability reporting requirements for certain aircraft, and several changes to clarify and simplify various maintenance-related regulations. Deadline for comments: 01/04/2024.
- The FAA [published](#) an interesting AD regarding **undetected water leaks** from the faucet control module (FCM) migrating below the passenger floor

in multiple lavatory locations during flight, and into the electronic equipment bay(s).

- The FAA [published](#) a SAFO regarding Recognizing and Mitigating Global Positioning System (**GPS**) / Global Navigation Satellite System (**GNSS**) **Disruptions**.
- The FAA had a [webinar](#) regarding A New Era of Aviation, featuring the wake turbulence program and how it will help in preparing for advanced **air mobility (AAM) operations**. The recording can be watched on YouTube.



Upcoming EASA events

- 6 – 7 March 2024: [On-site event](#): **Diversity, Equity and Inclusion** in Aviation (Dublin, Ireland)
- 12th March 2024: [Webinar](#): Final dissemination event for research project '**Integrity Improvement of Rotorcraft Main Gear Box (MGB)**'
- 13th March 2024: [Webinar](#): Upgrade of the **noise rotorcraft model NORAH** – final dissemination event
- 19th March 2024: [Webinar](#): Upgrade of the **AERO-MS model** – research project final dissemination event (online)
- 19 – 21 March 2024: [On-site event](#), International Cooperation today: Joining forces for **safer and greener aviation worldwide**, Sri Lanka
- 22 – 25 April 2024: [On-line event](#): EASA Safety Week 2024
- 23rd April 2024: [Webinar](#): Final dissemination event for research project 'SHEPHERD (**UAS Standards**)'
- 28 – 30 May 2024: [On-site event](#), 2024 CAAC-EASA Aviation **Safety Conference** (Xiamen, China)
- 11 – 13 Jun 2024: [On-site event](#), 2024 FAA-EASA International Aviation **Safety Conference**
- 17 – 19 Sep 2024: Joint FAA-EASA **Additive Manufacturing [Workshop](#)** 2024 (Wichita)



News on BREXIT

- The CAA-UK [published](#) guidance on the **CAA-UK Part 21 Subpart G** Production Organisation Exposition.
- The CAA-UK [published](#) some podcasts about **drone safety**. There are now 5 episodes to listen to.



Other NEWS

- The Dutch Government has [proposed](#) a new amendment of the aviation law of the Dutch Oversea Islands. With the amendment of the **Aviation Law BES**, unmanned aircraft operations in BES Islands are categorized based on flight risk, introducing open, specific, and certified categories, and allowing the designation of areas with additional rules to ensure a regulatory framework tailored to the islands' needs for safe flights.

Thank you for your attention. If you have news or want a company ad here, please contact us at airworthiness@adse.eu

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