



Welcome to the ADSE Airworthiness Newsletter of May 2024.

There we are again!

On this day in 1958, Canadian Pacific Air Lines Flight 301 met tragedy while attempting to land at Vancouver International Airport in Canada. The DC-6B aircraft suffered a catastrophic mechanical failure, leading to the loss of 11 lives out of the 31 souls on board. The cause? The abrupt separation of one of the aircraft's engines shortly after takeoff!

This devastating accident prompted a reevaluation of aviation safety standards, particularly in aircraft design and materials testing procedures. Measures such as enhancing system redundancy and conducting comprehensive failure analysis and testing were instituted to mitigate the risk of structural failures in the future.

It's often said that aviation regulations are written in blood, a sobering reminder of the sacrifices made to improve safety. But how do we quantify the benefits of such measures? It's a challenging question, especially when considering the intangible gains in safety.

Today, as we stand on the cusp of new aviation technologies like Unmanned Aircraft Systems (UAS), the lessons from past accidents offer limited guidance. Regulating UAS necessitates a forward-looking approach, anticipating and preempting potential hazards to prevent accidents before they occur. This proactive stance has led to the development of new Commission Regulations governing the design, manufacturing, operation, and maintenance of UAS.

As we embrace the future of aviation, including airborne package delivery services, let us remain vigilant. May these innovations soar safely through the skies, undeterred by the challenges of nature or technology.

As always: Keep safe!

Eelco Bakker

News on European Commission Level

- The European Commission published a set of new and amended regulations regarding **Unmanned Aircraft Systems**:
 - New Annex regarding the Continuing Airworthiness (aka “**maintenance**”) of high-risk 'specific' category UAS for Industry: See [Commission Delegated Regulation \(EU\) 2024/1107](#)
 - New Annex regarding the Continuing Airworthiness (aka “**maintenance**”) of high-risk 'specific' category UAS for Authorities: See [Commission Implementing Regulation \(EU\) 2024/1109](#)
 - Amendment to the Initial Airworthiness Rules (748/2012) w.r.t. certification of the **design, production and maintenance**: See [Commission Delegated Regulation \(EU\) 2024/1108](#)
 - Amendments to the Initial Airworthiness Rules (748/2012, B-section) and the **Operation of unmanned aircraft systems** (2019/947) w.r.t. the operation of unmanned aircraft systems: See [Commission Implementing Regulation \(EU\) 2024/1110](#)
 - Amendments to Aircrew (1178/2011), Air navigation (923/2012) and OPS (965/2012) w.r.t. ensuring **safe operations and integration into existing airspace**: See [Commission Implementing Regulation \(EU\) 2024/1111](#)
- The [European Commission](#) have indicated that EASA must establish a comprehensive accreditation system for EASA and national authorities, including initial accreditation, continuous oversight, and criteria for task allocation. This regulation aims to provide fair and transparent procedures for accrediting and allocating tasks to **qualified entities**, ensuring they meet the necessary technical, quality, and professional standards while maintaining continuous compliance and effective oversight.



News on EASA Level

- EASA [published](#) issue 5 of CS-ACNS (Airborne Communications, Navigation and Surveillance). The update mandates the implementation of six ATM functionalities, with AF6 (initial trajectory information sharing) requiring that **aircraft certified after December 31, 2027, be equipped with ADS-C EPP as part of ATS B2 capability**. This Decision aims to ensure manufacturers support aircraft operators in meeting these requirements, aligning with the compliance guidelines in Commission Implementing Regulation (EU) 2023/17707 and ensuring compatibility with the data link requirements in the relevant specifications and guidance material. The Comment Response Document regarding the NPA can be found [here](#).
- EASA [published](#) their final position on the deviation on "Fuel Feed Icing" (ref. CPTS-000364 Issue 01).
- EASA [published](#) the Notice of Proposed Amendment 2024-04. This NPA aims to **update Commission Regulation (EU) No 748/2012** (initial airworthiness regulations) and its associated guidelines to address various non-controversial issues, ensuring the regulations are practical, cost-effective, and implementable. Key proposed actions include updating articles for current transitional measures, clarifying pilot competence and reporting obligations, incorporating international recommendations, and correcting errors to align with current industry practices. Deadline for comments: 30-07-2024.
- EASA [published](#) a proposed update to Issue 4 of Certification Memorandum ref. CM-S-008 on "**Additive Manufacturing**". Issue 4 incorporates activities from industry-regulator AM events and working groups, emphasizing the standardization of safety assessments and the importance of proportionate certification efforts, especially for non-Type Certificate Holder organizations. The amendments include new guidance on additive manufacturing (AM) for low-criticality applications, with a specific focus on new parts or 'repair by replacement,' and indicate that further revisions will address repairs involving material buildup on damaged surfaces. Deadline for comments: 27-05-2024 (published on 06-05-2024!!).

- EASA [published](#) a proposed Certification Memorandum (CM-ICA-002 Issue 01) on SORA OSO#03 'Medium robustness airworthiness requirements' aimed at supporting, for SAIL III operations, declarations of compliance to specific operational risk assessment (SORA) operational safety objectives (OSOs) linked with **UAS design**. Deadline for comments: 04-06-2024.
- EASA [published](#) a deviation request on ETSO-C209#7 for an ETSO approval applicable to **Electronic Flight Instrument System (EFIS) Display (ETSO-C209)**. Deadline for comments: 05-06-2024.
- EASA [published](#) a proposed Means of Compliance with Light-UAS.2512 on reduction of **ground impact due to design after loss of control of operation of the UAS**. Deadline for comments: 14-06-2024.
- EASA [published](#) issues 2 and 3 of Easy Access Rules for **Master Minimum Equipment List**.



News from the FAA

- FAA [published](#) Advisory Circular AC 21-58 on **Safety Management Systems for Part 21 Type and Production Certificate Holders**. This AC provides voluntary guidance for certain certificate holders under 14 CFR part 21 on developing and maintaining a safety management system (SMS) to meet 14 CFR part 5 requirements, without being legally binding or mandatory for compliance.
- FAA [published](#) Order 8120.24 regarding Implementation Plan Approval, Verification, and Evaluation of **Safety Management Systems for Design and Production Approval Holders**. This order contains guidance and assigns responsibility for AIR personnel to review and approve an implementation plan, complete a verification of SMS development, and complete an evaluation of SMS operation for a design and production approval holder.



Upcoming EASA events

- 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**
- 17th of June 2024: [Online event](#): Online information session on new draft Certifications Specifications for Flight Simulation Training Devices (**CS-FSTD**)
- 25th of June 2024: [Hybrid event](#): **Safety Management System Workshop for Design Organisations**
- 02 – 03 Jul 2024: [Hybrid event](#): EASA **Artificial Intelligence Days** — High-Level Conference 2024
- 09 – 12 Sep 2024: [On-site event](#): Advanced **air mobility symposium** (Montreal, Canada)
- 17 – 19 Sep 2024: [On-site event](#): Joint FAA-EASA **Additive Manufacturing** Workshop 2024 (Wichita)
- 09 – 10 Oct 2024: [On-site event](#): EASA **Helicopters Flight Test** Workshop
- 30 – 31 Oct 2024: [On-site event](#): EASA **Annual Safety Conference** 2024 (Hungary)
- 07 – 08 Nov 2024: [On-site event](#): **Part-IS Implementation** Workshop 2024 (Cologne, registration will open in July)
- 26 – 27 Nov 2024: [Hybrid event](#): EASA 2024 **Part 21 Workshop** and Certification Conference (Cologne, registration will open in August)
- 21 – 22 Jan 2025: [On-site event](#): **Business Jet Workshop** 2025 (Cologne)



Other NEWS

- CAA-NL [published](#) their annual report. The annual report discusses what the ILT does and has achieved by 2023 in the areas of safety, trust and sustainability in transport, infrastructure, the environment and housing (Dutch).

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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