



## Welcome to the ADSE Airworthiness Newsletter of June 2024.

Sometimes you read a report and think, "How did all the Swiss cheese holes line up so perfectly?" It seems unbelievable, but hindsight bias makes it easy to say that. Sometimes, it's just the culture and circumstances that align those cheese holes. Consider this [accident report](#) about an overheating oven, where multiple factors contributed to the incident:

1. New, untested aftermarket parts (a new type of meal tray) disrupted the airflow in the oven, which hadn't been considered during certification.
2. The raised temperature inadvertently affected the oven's electronics, causing the heating elements to stay on, which further increased the temperature.
3. The 3-phase safety device was damaged by the heat, rendering it inoperable and preventing the oven from disconnecting the electrical power.
4. The cabin crew did not follow the safety procedure to fully disconnect the oven (main power switch of the galley) due to inadequate training.
5. The flight crew chose not to follow the checklist to switch off the utility bus, deeming it unnecessary.
6. The use of six Halon fire extinguishers worsened the situation because the oven was opened, and the high temperatures exceeded the Halon's operating limits, resulting in more smoke and even toxic fumes.
7. A 2013 Service Information Letter recommending increased maintenance checks was not implemented.
8. A 2008 Service Bulletin to upgrade the oven with improved parts was not incorporated.

Fortunately, the heating elements eventually failed, causing the oven to switch off, the temperature to drop, and the smoke to dissipate. These factors aligned uniquely to create this situation. From a safety management perspective, such accidents highlight multiple key performance indicators (KPIs) to monitor for safety performance. In another realm, where no KPIs can be established, is the tracking of [faulty or non-conforming parts](#).

As always: Stay safe, keep those holes misaligned, and keep track of your parts!

*Eelco Bakker*

## ADSE Airworthiness Newsletter



### News on EASA Level

- EASA [published](#) an Opinion (No. 04/2024) regarding **New Air Mobility** leading to changes to the Continuing Airworthiness Regulations, Flight Crew Licensing and the OPS regulations to address the regulatory gaps identified regarding non-conventional aircraft. Basis were the NPAs [2021-12](#) and 2021-15.
  - Continuing airworthiness rules for **electric- and hybrid-propulsion** aircraft and other non-conventional aircraft
  - **Gyroplanes**: flight crew licensing for private pilot licences and non-commercial operations conducted in visual flight rules by day and by night
- EASA [published](#) their opinion (Opinion No 02/2024) to the European Commission regarding the implementation of the latest CAEP amendments to ICAO Annex 16 Volumes I, II and III (**environmental protection requirements**). It will lead to a small change to the Basic Regulation (2018/1139) and Part 21 (Annex I to 748/2012) and its AMC and GM. The Comment Response Document can be found [here](#).
- EASA [published](#) and update to their **Special Condition for VTOL and its Means of Compliance**. This new issue provides additional flexibility (e.g. increase of the 'Maximum Certified Take-off Weight') and better alignment with recently approved regulations (e.g. Commission Implementing Regulation 2024/1111) and means of compliance (MOCs) already publicly consulted.
- EASA [published](#) their final report of the **Machine Learning** Application Approval Research Project. This final report offers a set of anticipated concepts for evaluating and certifying AI-based systems supporting the EASA roadmap deliverables. It helps industry stakeholders plan new strategies for deploying AI in their human and technical organisations.
- EASA [published](#) issue 3 of the Certification Memorandum regarding 'Criteria for the determination of the **EASA level of involvement** in product certification'. The issue 3 introduces specific guidance for cybersecurity.
- EASA [published](#) their final deviation ref. CPTS-000362 Issue 01 on '**Flight Crew Alerting**' concerning CS25 25.1322.
- EASA [published](#) a proposed Equivalent Safety Finding (ref: CPTS-0000386 Issue 01) on '**Obstruction of Type III Emergency Exit** on aeroplanes limited to non-commercial operation'. Deadline for comments: 19-06-2024 (published on 29-05-2024).

- EASA [published](#) a Consultation Paper for Special Condition (ref. CPTS-0000363 Issue 1) on **MMEL for gas airships**. Deadline for comments: 30-06-2024.
- EASA updated their [Research & Innovation webpage](#) and renamed their “**Pre-application services**” to “Innovation services”. The published two novelties:
  - The publication of the [2024 Aviation Authorities' Research Agenda](#) on Research & Innovation
  - The introduction of the [Certification Readiness Level \(CRL\) scale](#) on Innovation Services
- EASA [published](#) their first Easy Access Rules for **U-space**.
- EASA [published](#) their updated Easy Access Rules for **Information Security** (Part-IS)
- EASA [published](#) a Terms of Reference (ToR 0739) regarding the introduction of **extended minimum-crew operations** (eMCO). Summary: Piloting large aircraft by a single pilot during cruise due to continued development of technology and automation.
- EASA [published](#) a Terms of Reference (ToR 0735) regarding the regular update of the **Continuing Airworthiness** Regulation and associated AMC and GM to address miscellaneous non-controversial topics and identified issues.
- EASA [published](#) a Terms of Reference (ToR 0740) regarding the regular update of Regulations (EU) 748/2012 and (EU) 2015/640 and associated AMC&GM and **CS-26** to transpose ICAO SARPs
- EASA [published](#) a Terms of Reference (ToR 0031) regarding the regular update of the **Initial Airworthiness** Regulation and associated AMC and GM.
- EASA [published](#) a Terms of Reference (ToR 0737) regarding the enabling **electronic personnel licensing** in Europe
- EASA [published](#) a Terms of Reference (ToR 0742) regarding **Artificial intelligence** trustworthiness



## News from the FAA

- The FAA [published](#) an InFO (InFO 24007) regarding the difference between FAA repair stations and EASA repair stations regarding the implementation of **Safety Management System**. FAA repair stations that hold an EASA approval are required to establish an SMS by 31<sup>st</sup> of December 2025. The FAA Voluntary SMS Program is deemed acceptable as a means to comply with the new requirement
- The FAA [published](#) AC 00-63B - Use of **Flight Deck Displays** of Digital Weather and Aeronautical Information.
- The FAA [published](#) AC 20-158B regarding the Certification of Aircraft Electrical and Electronic Systems for Operation in the **High-Intensity Radiated Fields** (HIRF) Environment
- The FAA [published](#) AC 120-92D regarding **Safety Management Systems** for Aviation Service Providers. Obligatory for US operators, voluntary for other organisations. This D edition of the AC cancels the B edition. At the same time, the FAA [published](#) also Notice 8900.700 regarding the same subject.
- The FAA [published](#) AC 120-102B regarding the incorporation of **Electrical Wiring Interconnection Systems** Instructions for Continued Airworthiness into an Operator’s Maintenance Program
- The FAA [published](#) AC 121-22D regarding Maintenance Review Boards, Maintenance Type Boards, and Original Equipment Manufacturer/Type Certificate Holder Recommended **Maintenance Procedures**
- The FAA [published](#) Notice 8900.704 regarding Part 137 Unmanned Aircraft Systems (UAS) Certification. The notice arranges that **agricultural UASs** can benefit from a certification process that incorporates lower risk.

## Upcoming EASA events

- 25<sup>th</sup> 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)
- 23 – 24 Sep 2024: [On-site event](#): **SAFE 360° — Safety in Aviation Forum for Europe 2024** (Cologne)
- 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

- The OVV has [published](#) their **Quarterly Aviation Report Q1 2024**. Interesting cases:
  - Limited controllability, PZL-Bielsko SZD-51-1 “Junior”, PH-980 where a push rod for the elevator was incorrectly installed during maintenance.
  - Aileron not properly connected, Rolladen-Schneider LS 4-a, PH-936 where the aileron control rod was improperly connected during maintenance.
  - Loss of control, Burkhart Grob Flugzeugbau, G103 “TWIN II”, PH-1092 where due to understaffing and consequential pressure some passenger briefings were not performed with glider passenger flights.

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