



Welcome to the ADSE Airworthiness Newsletter of July 2024.

I got interesting feedback on my previous introduction of the newsletter of last month (regarding [this accident investigation report](#) about an overheating oven). Apparently, there was another human factor at play that played a pivoting role which I did not mention: the purser discovered that the green indicator light (see Figure 1 of the accident investigation report) was not illuminating. The purser interpreted this as an indication that the galley area main power must have turned off automatically. However, per design, no automatic switching off of the galley area main power switch is possible. Without the green light on in the galley area main power button, it is not visible whether the switch (in the button) is on or off. The only other indication about the status of the switch must come from other electrical equipment or lights on the control panel indicating that power is established on the respective bus. Since the green indicator is part of the preflight checklist and appeared to be functioning normally after the incident, it cannot be excluded that the purser misinterpreted the status of the indicator and thereby incorrectly assuming that the main power was switched off.

If you look at the CS-25, it is stated about latent failures:

A failure is latent until it is made known to the flight crew or maintenance personnel.
A significant latent failure is one, which would in combination with one or more specific failures, or events result in a Hazardous or Catastrophic Failure Condition.

Latent failures can be deadly and must be avoided whenever possible. And latent failures can happen anywhere.

Take a look [at this AD](#). Apparently, the OEM switched suppliers for the adhesive that is used to fix the retention straps of the Passenger Service Unit oxygen generator (the oxygen mask system above your head in the aircraft). Due to the different type of adhesive, the retention strap could fail, which could cause the oxygen cylinder to shift out of position leading to a malfunction of the system to provide supplemental oxygen to passengers. Apparently, due to the probability and the impact of the latent failure (you cannot check the failure of the adhesive without inspection) of this emergency equipment, the effective date of the Airworthiness Directive is July 25, 2024... which is a very short period for an AD.

My question to you: When did you encounter your last latent failure?

As always: Stay safe and do not [make tail strikes](#)!

Eelco Bakker and Harry Buimer

ADSE Airworthiness Newsletter



News on EASA Level

- EASA [updated](#) their Safety Information Bulletin on **global navigation satellite system outages and alterations**
- EASA [published](#) their opinion to the Commission to update “**Part-26**” (2015/640) with regards to:
 - mandate the installation of a **crash-resistant fuel system** (CRFS) onto some existing helicopter designs that are still in production and the retrofit of some in-service helicopters; (NPA 2022-10. [CRD can be found here](#))
 - require design approval holders to make available information on aeroplanes and helicopters **cargo compartment fire protection capabilities** as certified to operators. This requirement would apply to type-certificate and restricted type-certificate holders, to supplemental type-certificate and design change approval holders, when the change affects the cargo compartment fire protection design elements [source: ICAO Annex 8, amendment 109];
 - postpone the date, specified in point 26.205 of Annex I (Part-26), from which newly produced large aeroplanes used in commercial air transport shall be equipped with a **runway overrun awareness and alerting system**;

- exempt operators of certain in-service large aeroplanes used for business operations from the requirement to convert the **Class D compartments** of these aeroplanes, as introduced by Commission Implementing Regulation (EU) 2020/1159 on the introduction of new additional airworthiness requirements;
- EASA [published](#) their final version of the Consultation Paper regarding Environmental Protection Technical Specifications (EPTS) applicable to **VTOL-capable aircraft powered by tilting rotors**
- EASA [published](#) NPA 2024-05 regarding the establishment of a European certification/declaration system for **safety-related aerodrome equipment**
- EASA [published](#) their final Certification Memorandum ref. CM-ES-004 Issue 01 on 'Acceptable Methods for **Aircraft Electromagnetic Compatibility Demonstration**'
- EASA [published](#) their Final Special Condition ref. CPTS-0000363 Issue 2 on **MMEL for gas airships**
- EASA [published](#) a Deviation Request (ETSO-C115d#1) applicable to the **required navigation performance (RNP)** equipment using multi-sensor inputs (ETSO-C115d) – No comments allowed
- EASA [published](#) a Deviation Request (ETSO-C161a#2) applicable to **Ground Based Augmentation System Positioning and Navigation Equipment (ETSO-C161a)** – Deadline for comments already passed
- EASA [published](#) a Deviation Request (ETSO-C161a#3) applicable to **Ground Based Augmentation System Positioning and Navigation Equipment (ETSO-C161a)** – Deadline for comments already passed
- EASA [published](#) a Deviation Request (ref. M-TS-0000417) regarding "**29.1322 Unlimited torque range**". Deadline for comments: 02-08-2024
- EASA [published](#) a Proposed Means of Compliance **Light-UAS 2510-01 SAIL V and VI** – Deadline for comments: 15-08-2024
- EASA [published](#) their **Easy Access Rules for Initial Airworthiness and Environmental Protection** ("Part-21"), covering [Eelco: finally]:
 - Part 21 Light requirements;
 - information security risks requirements;
 - the definition of complex motor-powered aircraft; and
 - the related acceptable means of compliance (AMC) and guidance material (GM).
- EASA [published](#) their **Easy Access Rules for Continuing Airworthiness**. It now incorporated
 - 2022/1360 regarding the implementation of more proportionate requirements for aircraft used for sport and recreational aviation and
 - 2023/203 regarding requirements for the management of information security risks with a potential impact on aviation safety for organisations.
- EASA [published](#) their **Easy Access Rules for Unmanned Aircraft Systems** — Revision from July 2024. It now incorporated 2024/1108 and 2024/1110 regarding the initial and continuing airworthiness of UAS operated in the specific category.

- EASA [launched](#) their third iteration of the website “**Innovative Air Mobility Hub**” (IAM HUB).
- EASA [published](#) their **Annual Safety Review 2024** [Info from Eelco: Operational info only]. The EASA team [had fun](#) to make a video to promote the document...



News from the FAA

- The FAA [updated](#) AC 20-105C - **Reciprocating Engine Power-Loss** Accident Prevention and Trend Monitoring
- The FAA [updated](#) AC 20-154A - Guide for Developing a **Receiving Inspection System** for Aircraft Parts and Materials
- The FAA [updated](#) AC 43-11 - **Reciprocating Engine Overhaul Terminology and Standards** - Including Change 1 [Info from Eelco: Original is from 1976!]
- The FAA [updated](#) AC 120-76E - Authorization for Use of **Electronic Flight Bags**
- The FAA [updated](#) AC 120-106B - Scope and Recommended Content for an **Airworthiness Agreement** Between a Certificate Holder and a Maintenance Provider
- The FAA [updated](#) InFO 17004 regarding **Seat Belt Repairs and Alterations**.



Upcoming EASA events

- 09 – 12 Sep 2024: [On-site event](#): **Advanced air mobility symposium** (Montreal, Canada)
- 17 Sep 2024: [Online event](#): VIRTUA — Blockchain for airworthiness in aviation – Final dissemination event
- 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)
- 18 – 19 Feb 2025: [On-site event](#): **Rotorcraft Structures** Workshop



Other NEWS

- The CAA-UK [published](#) a statement that presents the UK Civil Aviation Authority's (CAA) current position on how they will apply existing **regulations to continued airworthiness of VTOL aircraft with a pilot on board**:
 - *"We will regulate all VTOL aircraft on the basis that they are complex motor-powered aircraft (CMPA) for the purposes of continuing airworthiness and associated regulations, regardless of the operating rules applied."*
- The CAA-UK [published](#) a statement that presents the UK Civil Aviation Authority's (CAA) current position on how we will apply existing regulations to **organisations seeking to type-certify their VTOL aircraft**.
- The CAA-UK published the following guidance to the industry to implement a **Safety Management System within a Part-145 organisation**:
 - Part 145 Maintenance Organisation Exposition Guidance ([CAP2375](#))
 - Implementation guide for the introduction of Safety Management Systems into Part-145 approvals ([CAP2998](#))
 - Part 145 Implementation of Safety Management Systems guidance seminar ([video](#))
- The CAA-UK [published](#) their current position on battery handling rules for VTOL aircraft using battery power for propulsion.

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

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