



Welcome to the ADSE Airworthiness Newsletter of August 2024.

Welcome back from your holiday! Did you have a great time? My holiday was in Germany at the banks of the Upper Moselle river.

Regarding airworthiness news... it was a slow month. However, a lot of other things happened...

- **Boeing agreed to plead guilty to criminal charges.** Boeing breached a Deferred Prosecution Agreement (DPA) by failing to integrate its ethics and compliance program with its safety efforts, leading to the deception of the FAA regarding the 737 MAX's flight control system. As part of the resolution, Boeing agreed to plead guilty, enhance its compliance program with the help of an independent monitor, pay a criminal fine of \$487.2 million, and continue cooperating with authorities while compensating the families of crash victims from Lion Air Flight 610 and Ethiopian Airlines Flight 302.
- The FAA orders inspections of 787 Dreamliners following an incident in March when a LATAM Airlines flight went into a sudden mid-air dive that injured more than 50 passengers. The FAA said the apparent reason for the dive was the **uncommanded movement of the captain's seat**, which caused the control column input to disconnect the auto-pilot, resulting in a rapid descent. The agency said it had received a total of five reports of similar problems with the captain and first officer seats on 787s, the most recent in June, and two remain under investigation.

- Boeing **grounded its 777X test fleet** following the discovery of structural damage on one of the wide-body aircraft. The company said it discovered the damage to the custom part, which it said is between the engine and the airplane structure, during scheduled maintenance.
- Video of a dancing nose gear on an Embraer E175.
- The horrible crash of the **Voepass ATR-72**, which killed all 58 passengers and 4 crew members. Terrible.
- This is what happens when the **runway asphalt** is repaired but is not dry yet when the first Aircraft takes off again...
- A passenger that could **not wait to get out of the plane**.
- A case of a forged of Form-1. The unapproved part is a Spring (Fuel Pump) that is not listed in the Capability List of the mentioned company.

Yep, there is still work for us to keep the aviation industry safe!

As always, keep safe yourself and see you next month!

Eelco Bakker

ADSE Airworthiness Newsletter



News on EASA Level

- EASA published a Proposed Certification Memorandum (ref. CM-21. A-004 Issue 01) on “**Acceptable approaches for the certification of Electric/Hybrid Propulsion Systems**”. This Certification Memorandum offers guidance on type certification for EHPS, acknowledging the complexity and integration challenges posed by these novel systems, while also noting that hydrogen technology is not yet addressed. Deadline for comments: Sep 6, 2024.
- EASA published a Proposed Certification Memorandum for drone operations (ref CM–HF-001 Issue 01) regarding the **safe recovery from human errors and HMI appropriate for the mission** (SORA OSO#19/#20 low robustness airworthiness requirement).
- EASA published a Proposed Deviation (ref. CPTS-0000394 Issue 01) on '**Class E Main Deck Cargo Compartment – Partial Liner Installation**'. Deadline for comments: Aug 27th 2024.
- EASA published their **Annual Safety Recommendations Review 2024**. This 17th version outlines the European aviation safety activities in 2023, including the investigation, follow-up, and response to safety recommendations, with the majority of recommendations focused on procedures or regulations. EASA handled 56 safety recommendations, provided

85 formal replies, and emphasized its key role in ensuring lessons are learned to prevent future accidents.



Upcoming EASA events

- 04 Sep 2024: [Online event](#): 2nd Webinar on **Aerodrome Equipment**: Creating a European certification/declaration system for safety-related aerodrome equipment
- 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** (Cologne)
- 10 Oct 2024: [Online event](#): **Enhanced fault detection and diagnosis** for air data systems - Workshop 1
- 30 – 31 Oct 2024: [On-site event](#): EASA **Annual Safety Conference 2024** (Hungary)
- 04 Nov 2024: [On-site event](#): EASA **Rotorcraft and VTOL Safety Symposium 2024** (Amsterdam)
- 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

- EASA [wrote a news item](#) regarding the issue of the **Type Certificate of the Airbus A321XLR**: “a narrowbody aircraft which has additional fuel capacity and so is suited to long-haul flights.”. It is a nice short read about the certification process of this new type within the A320 family of Airbus. What most people do not immediately grasp is the effort such a program takes. The certification effort took
 - just over 5 years,
 - over 400 joint meetings of technical experts,
 - 900 flight test hours on three test aircraft,
 - more than 500 certification documents that were produced, reviewed and signed off.
- The CAA-UK [published](#) issue 4 of CAP1715: **Competency Assessment Guidance Document**. This new edition provides an update relating to the competence assessment guidance within CAA approved airworthiness organisations.

- The Ministry of Infrastructure and Water Management is preparing a technical amendment to the Demonstration Energy and Climate Innovation (DEI+) scheme to introduce a subsidy to support the market in **further developing and scaling up production techniques for Power-to-X (P2X) (aviation) fuels**. Through a consultation, the Ministry seeks input from market participants on their plans for P2X fuel development and on how potential conditions of the subsidy could affect the realization of P2X aviation fuel projects. Open for comments until September 27th.
- The OVV (NTSB-NL) published their report of an incident with a B737-800 back in 2022. The aircraft (departing from Heraklion, Greece) experienced a left roll shortly after takeoff, but the crew managed to control the aircraft, which later diverted to Athens for a safe landing. An investigation by the Dutch Safety Board and the Greek Air Accident Investigation and Aviation Safety Board revealed that **a broken aileron control cable, caused by insufficient lubrication** and corrosion, was the main issue. Although no safety recommendation was made due to the rarity of such incidents, the inspection interval for the cables has been extended to 6,600 flight cycles or 36 months since June 2023.
- The OVV (NTSB-NL) published their 2024Q2 Quarterly Aviation Report. In my opinion, it is more of a list of incidents and accidents that happened instead of information why certain incidents happened. There are no lessons learned or anything in the report. That being said, there are perhaps two interesting cases from an airworthiness standpoint based on the little information in the quarterly report:
 - The oven overheat incident (discussed in the newsletter of last June).
 - Fly-away after loss of connection, DJI Mavic 2

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"