



Welcome to the ADSE Airworthiness Newsletter of July 2024.

A lot of things are flying... and time is one of them.

I remember that I was 12 years old and came back from an intensive training camp for speed iceskating (yes, I was doing pretty good as a speedskater at that time). During that trip on the way back, we passed Amsterdam with the bus and something was going on. I remember seeing an orange glow in the sky and the highway was blocked. When I came home, I found out that an aircraft crashed in Amsterdam. It was flight ELAL1862 that crashed down in The Bijlmer on October 4th 1992. That moment has stayed with me since.

Fast forward to today... I have had the privilege to work together with [Henk Pruis](#), one of the investigators of that specific crash. He was also interviewed in the public hearings to give technical information. I remember sitting down with him on one of our business trips together to Switzerland and he told me some stories about that crash that never made the media. He always showed info and wanted to be open about the facts regarding any subject. Henk is a person that I see as one of my role models.

Two years ago, there was a series on the Dutch television about the Bijlmer crash. Let me say that although it was about a horrible accident, it was entertaining. But not more than that. The series did not debunk any of the tinfoil stories. Moreover, the series exaggerated about them. Henk is now trying to provide the evidence as such that those stories can be checked on its merits. He recently launched the website <https://www.elal1862accidentinvestigation.nl/> to provide his factual information regarding the crash.

Please have a look there, and spread the word that this information is now available!

As always: Be safe out there! And always learn the facts!

Eelco Bakker & Henk Pruis



News on EASA Level

- EASA [published](#) a new NPA (ref. NPA 2024-06) regarding the introduction of a **regulatory framework (AMC and GM) for the operation of drones** — Enabling the initial airworthiness of UAS subject to certification, and the continuing airworthiness of those UAS operated in the ‘specific’ category. Deadline for comments: 04-12-2024.
 - NPA 2024-06(A) — Explanatory Note
 - NPA 2024-06(B) — Proposed AMC and GM to the initial airworthiness requirements for UAS subject to certification
 - NPA 2024-06(C) — Proposed AMC and GM to the UAS Regulations
 - NPA 2024-06(D) — Proposed AMC and GM to continuing airworthiness requirements for organisations
 - NPA 2024-06(E) — Proposed AMC and GM to continuing airworthiness requirement for authorities
- EASA [published](#) a Proposed Certification Memorandum (ref. CM-PROP-002 Issue 1) on “**Turbine drive arm rotor integrity compliance**”. Deadline for comments: 30-09-2024.
- EASA [published](#) a Proposed Deviation (ref. M-TS-0000414 Issue 1) on “**Bird Strike and Ingestion - Bird orientation**”. Deadline for comments: 07-10-2024.
- EASA [published](#) a Proposed Special Condition (ref. M-TS-0000398 Issue 1) on “**Bird Strike and Ingestion – Bird orientation**”. Deadline for comments: 07-10-2024.
- EASA [published](#) a Proposed Special Condition (ref. M-TS-0000418 Issue 1) on “**Propeller speed and pitch controls**”. Deadline for comments: 15-10-2024.
- EASA [published](#) their Final Certification Memorandum (ref. CM-21.A-A-003) on "Analysis of occurrence reports and determination of possible unsafe conditions originated by **human performance issues on large aeroplanes**". It complements the limited guidance currently existing in GM1 21.A.3B(b) for establishing if a condition originated by human interventions on a large aeroplane is unsafe.
- EASA [published](#) their Final Deviation (ref. CPTS-0000394 Issue 01) on '**Class E Main Deck Cargo Compartment – Partial Liner Installation**'. There were no comments.
- EASA [published](#) their Final Deviation (ref. M-TS-0000417) on "29.1322 **Unlimited torque range**".
- EASA [published](#) their final position in their Certification Memorandum (EASA CM-MRB-001) on **Maintenance Review Board Report/ Maintenance Type Board Report** Development process
- EASA [published](#) their interim report regarding SABATAIR – Safe Transport of Lithium Batteries by Air on **Lithium ion cell exposure to an on-board external fire**.
- EASA [published](#) their final report on **water behaviour in aviation fuel under cold temperature conditions** (WAFCOLT)
- EASA [published](#) their final report on FACTS – Toxicity of contaminated aircraft cabin air, about **cabin air quality on-board large transport aircraft**
- EASA [started](#) a new Terms of Reference on the subject of **Artificial Intelligence trustworthiness** (ref. ToR RMT.742). The following subtasks are foreseen:
 - Subtask 1: Proposal for an AI trustworthiness aviation regulatory framework in response to the EU AI Act Chapter III Section 2

- Subtask 2: Development of the associated set of generic AI-related acceptable means of compliance (AMC) and guidance material (GM)
- Subtask 3: Development of the necessary adaptations to domain-specific regulatory material for aviation domains identified in the EU AI Act Article 108
- Subtask 4: Development of the necessary adaptations to domain-specific regulatory material for other affected domains (e.g. ,but not limited to, aerodromes)
- EASA [published](#) their **Consolidated Annual Activity Report 2023**. In 2023, EASA celebrated its 20th anniversary by advancing aviation safety, integrating innovative technologies, and reinforcing its workforce, while also undergoing a leadership transition. Key achievements included progress in digitalizing European air traffic management, expanding drone regulations, promoting sustainable aviation fuels, and enhancing international cooperation, including opening an office in Panama for the Latin American region.
- EASA [published](#) a digital tool for drone operators: the **critical area assessment tool** on their IAM Hub. The size of the critical area is a key element to determine the ground risk within the SORA risk assessments, which are needed to authorise drone operations in the EU.



News from the FAA

- The FAA [published](#) an update to the Advisory Circular regarding the **System Design and Analysis** (ref. AC 25.1309-1B)
- The FAA [published](#) a new Advisory Circular regarding the **Safety Assessment of Powerplant Installations** (ref. AC 25.901-1)
- The FAA [published](#) an update to the Advisory Circular regarding the **Aeroelastic Stability Substantiation of Transport Category Airplanes** (AC 25.629-1C)
- The FAA [published](#) a new Advisory Circular regarding **Control Systems** (ref. AC 25.671-1).
- The FAA [published](#) an InFO (ref 24009) regarding **Cargo Compartment Loading Height Exceedance**. It recommends operators AND certificate holders to take certain actions on systematic cargo loading height exceedances.
- The FAA [published](#) an update to the Notice regarding **Organization Designation Authorization (ODA) Holder Interference with ODA Unit Members (UM)** and Communication between UMs and the FAA



Upcoming EASA events

- 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
- 22 – 23 Oct 2024: [Hybrid event](#): **EASA Innovative Air Mobility Implementation Forum**
- 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)
- 26 – 27 Nov 2024: [Hybrid event](#): EASA 2024 Part 21 Workshop and Certification Conference (Cologne)
- 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 accident investigation branch of Brasil [published](#) the preliminary report on the **terrible accident with the ATR 72 aircraft at Vinhedo, Brasil**. Preliminary indications as the cause for the accident: Iceforming.
 - The aircraft encountered icing conditions after takeoff, leading to multiple warnings from the electronic ice detection system. Despite the crew activating anti-icing and de-icing systems, performance alerts such as "Degraded Performance" and "Cruise Speed Low" were triggered due to ice accumulation. Eventually, a stall alert sounded as the aircraft lost speed and control, entering a flat spin. The aircraft crashed after completing five full rotations, likely caused by the severe icing degrading its performance beyond recovery.
- The Dutch Ministry took a [decision](#) on the permission to view archive **documents Bijlmer disaster**. This is the [list of documents](#) that went public for review.
- The Dutch Safety Board [published](#) their report on a takeoff with erroneous takeoff data, Embraer 195-E2 that happened in September 2021 at Berlin Brandenburg Airport in Germany
- The CAA-NL [published](#) their yearplan of 2025.
- The CAA-UK [published](#) their 2023 annual safety review.

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"