



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

As the first snow heralds the arrival of winter, it's time to reflect on the exciting unmanned/unpiloted aviation developments of the last year that are taking shape:

- EASA is gearing up to integrate UAS airworthiness and operational requirements (2024/1107–1111), effective May 2025 (see my newsletter of May 2024).
- Drone research continues to thrive, with projects like IcesDrone leading the way (see further on in this newsletter).
- The FAA has introduced a framework for training and certifying powered lift aircraft pilots (see further on in this newsletter).
- ANAC has [published](#) final airworthiness criteria for Eve Air Mobility's EVTOL.
- The U.S. Air Force [plans](#) to test autonomous flight technology on the KC-135.

These subjects paint a vivid picture of an industry that is coming at us at a staggering speed. Have yourself a hot drink to keep the winter chill at bay and explore some of these news-items further in this newsletter.

As always: Stay safe!

## ADSE Airworthiness Newsletter



## News on EASA Level

- EASA [published](#) their Working Instruction on the **Certification Process** for TCs, RTCs, STCs, Changes, Repairs, and ETSO Authorisations
- EASA [published](#) their Working Instruction on **CRI & CAI writing and management**.
- EASA [published](#) their Working Instruction on the purpose, criteria, categories and format of **Certification Memoranda**
- EASA [published](#) their Easy Access Rules for small category VCA (**VTOL-capable aircraft**). It consolidates the following material:
  - SC VTOL Issue 2,
  - MOC Issue 2,
  - MOC 2 Issue 3, and
  - MOC 3 Issue 2.
- EASA [started](#) a new research project: **IcesDrone** — Smart Ice Protection System for Emergency and Rescue Service UAVs.
- If you want to know more about the **position of EASA within the European Union** landscape, then [this article](#) might be interesting for you.



## News from the FAA

- The FAA [published](#) Notice 8900.720 - **Implementation of Powered-Lift**, concerning Pilot Certification and Training; Operations Requirements.
- Something we do not see in Europe: The FAA [published](#) Order JO 1000.45 - Application of the **Acceptable Level of Risk to Space Missions in the National Airspace System**
- The FAA [published](#) an InFO regarding the Voluntary Reporting of **Fume or Smoke Events** Onboard Passenger-Carrying Aircraft.
- The FAA [published](#) an update to their Advisory Circular on **Corrosion Control for Aircraft** (AC 43-4B). This AC provides guidance to US aircraft operators and maintenance, repair, and overhaul (MRO) organizations for the development of a corrosion control program. The information in this AC is applicable to aircraft for which the manufacturer has not published corrosion control information.



## Upcoming EASA events

- 30 – 31 Oct 2024: [On-site event](#): **EASA Annual Safety Conference 2024** (Hungary) à **UPDATE: EASA published the [videos](#) and [presentations](#)**
  - 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) à **UPDATE: EASA published the agenda**
  - 18 – 19 Feb 2025: [On-site event](#): **Rotorcraft Structures Workshop** (Cologne)
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Other NEWS

- The Dutch Safety Board (OVV) [published](#) their **Quarterly Aviation Report Q3 2024**. Interesting case:
  - Failure of aileron flight control cable, Boeing 737-804. Probable cause: the Detailed Visual Inspection (4000 FC / 24 M) was probably not fully effective. The case ends with the awkward sentence: *“It is noted that since June 2023 the industry has increased the interval of the DVI to 6600 FC or 36 M)”*. [Direct link](#) to the report.
- The CAA-UK is [inviting](#) industry, academia, and organisations to join its Regulatory Sandbox to **test hydrogen technologies** that support the use of hydrogen as an aviation fuel.
- The CAA-UK published their **AI Strategy**. It comprised of three parts:
  - [The CAA's Response to Emerging AI-Enabled Automation](#)
  - [Strategy for Regulating AI in Aerospace \(Part A\)](#)
  - [Strategy for Using AI in the CAA \(Part B\)](#)

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

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