



Welcome to the ADSE Airworthiness Newsletter of October 2024.

Wait. What? October already? Where have the past months gone? It sounds like yesterday when we were burning away in our home offices or freezing in the airco at an actual office. We are already close to the start of 2025! For me personally that signifies the start of a new home situation. After 15 years, I will leave my apartment in the governmental capital of The Netherlands and will move to the other side of the country.

What will 2025 bring for you? I am curious!

I am also looking forward what the year 2025 will mean for the aviation design and production work... SMS will go live under EASA rules (7 March 2025)... the design, production and maintenance of high risk unmanned aircraft systems will go live (1 May 2025)... and you can ask the question how alive will Boeing be next year?

As always, read up on the latest technical airworthiness in this newsletter and stay safe!

Eelco Bakker



News on European Commission Level

- The Commission updated Commission Implementing Regulation (EU) 2019/2153 on the **fees and charges** levied by the European Union Aviation Safety Agency.



News on EASA Level

- EASA published a Proposed Certification Memorandum (ref. CM-21.A-J-002 Issue 01) on 'EASA Design Organisation Approval Holders validation procedures for **Design Changes under applicable Bilateral Aviation Safety Agreement (BASA)**'.
- EASA published their Final deviation standpoint (ref. M-TS-000342 Issue 01) on '**Inhibition of electronic engine shaft shear overspeed protection system**'.
- EASA published a Deviation Request (ref. ETSO-C112e#2) for an ETSO approval for CS-ETSO applicable to **Secondary Surveillance Radar Mode S Transponder** (ETSO-C112e). Deadline for Comments: 25/10/2024



News from the FAA

- The FAA published a Safety Alert for Operators regarding the **Shipments of Batteries/Battery-Powered Devices and Flammable Materials**. They state that certain cargo shipments can exceed the capabilities of design features of aircraft fire protection systems required by 14 CFR part 25 §§ 25.851, 25.853, and 25.855 through 25.858 and that operators need to perform additional hazard analysis (under their SMS) for the implementation of additional operational barriers during shipment of these materials (thanks to Ferdinand Spek for the input!).



Upcoming EASA events

- 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)
- 06 Nov 2024: Online event: Occurrence Reporting for EASA Organisations
- 07 – 08 Nov 2024: On-site event: **Part-IS Implementation Workshop 2024** (Cologne)
- 12 Nov 2024: Online event: MODEL-SI — About **advanced modelling and simulation of aircraft development**, certification and continued airworthiness.
- 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](#) (Cologne)



Other NEWS

- ICAO [released](#) their **ICAO 2024 Safety Report** (regarding the year 2023). Although there were 2 more accidents, the accident rate went from 2.05 per million flights to 1.87 per million flights due to the rise in the amount of flights. It is the lowest number from the past 5 years. According to the data there was only 1 (!) fatal accident (a crash of an ATR72 in Nepal on the 15th of January 2023).
- The CAA-UK [published](#) a Safety Notice regarding the UK CAA requirements for the appearance of **aircraft registration markings** (thanks to [Andrei Jatariu for the input!](#)).
- The CAA-UK [published](#) a Safety Notice regarding the activation of the **Garmin Emergency Autoland system**. It is written for Air Traffic Control personnel how to deal with the activation of such a system (e.g. that the aircraft will not respond to a TCAS advisory (!)), however it also provides some insight in the functioning of this advanced system.
- The Dutch Ministry [published](#) a report that evaluated Article 17 Aviation in the period 2016 to 2022. The purpose of the periodic report is to gain insight into the (conditions for) **effectiveness and efficiency of the policy** pursued that falls under the budget item and to investigate whether the (conditions for) effectiveness and efficiency of the policy can be increased.

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"