



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

Well, that was 2024! A year in which a lot happened in the Aviation sector!

I would like to know from you: What was your pinnacle of the year regarding the aviation business?

*Eelco Bakker*

## ADSE Airworthiness Newsletter



### News on European Commission Level

- The Commission [updated Part-26](#) (Annex 1 to 2015/640). This update introduces:
  - Mandating crash-resistant fuel systems for some helicopters,
  - Requiring design approval holders to provide cargo fire protection information to operators in line with ICAO standards,
  - Postponing the deadline for runway overrun alert systems (ROAS) in large commercial planes,

- Exempting certain business aircraft from costly cargo compartment modifications, and
- Clarification of existing airworthiness requirements to ensure proportionality and consistency in compliance..
- The Commission [introduces](#) the **Flight Emissions Label** for more informed and sustainable travelling. This initiative sets a harmonized methodology for estimating emissions, considering factors like aircraft type and fuel use, and will display reliable data alongside flights to prevent greenwashing claims. Managed by EASA, the FEL supports the aviation industry's transition to net zero by encouraging efficiency, fair competition, and the use of Sustainable Aviation Fuels.



## News on EASA Level

- EASA [has concluded](#) that rulemaking activity RMT.0726 Subtask 2 on **Rotorcraft occupant safety in the event of a bird strike** is disproportionate due to the negative impacts it would create for aviation industry. Based on the following considerations the RMT has been **CANCELLED**:
  - significant economic impact of the retroactive application of the related requirements on industry;
  - unpracticable technical solutions to retrofit some rotorcraft; and
  - reduction of the risk for, and mitigation of the consequences of, a bird strike through the issue of Safety Information Bulletin (SIB) 2021-07 on Bird Strike Risk Mitigation in Rotorcraft Operations,
- EASA [published](#) an update to CS-29 (now at issue 12). The update includes:
  - **Enhanced Fault Detection with VHM Systems**: New guidance enables the certification of Vibration Health Monitoring (VHM) systems to improve early fault detection in rotor and rotor drive components, complementing traditional inspections (see [CRD 2022-03](#)).
  - **Optimised Continuing Airworthiness**: Updated standards integrate Vibration Health Monitoring (VHM) systems into the airworthiness process, reducing maintenance errors and enhancing fault detection capabilities.
  - **Addressing Safety Recommendations**: This update implements lessons from the 2016 Sikorsky S-92A helicopter accident, incorporating recommendations to improve rotorcraft safety..
- EASA [updated](#) **CS-26**, based on the updates of Part-26. It provide means to show compliance with the new requirements introduced in Part 26 and related guidance material, related to.
  - Mandating crash-resistant fuel systems for some helicopters,
  - Requiring design approval holders to provide cargo fire protection information to operators in line with ICAO standards,
- EASA [published](#) an NPA (ref. NPA 2024-07) regarding the regular update of **CS-MMEL and CS-GEN-MMEL**. Deadline for feedback is 17-03-2025. The objectives of this NPA are:
  - Introduction of items covered by Federal Aviation Administration (FAA) Policy Letters that are not yet included in CS-MMEL/CS-GEN-MMEL, such as cabin/galley storage
  - Harmonisation of the airborne collision avoidance system (ACAS) rectification interval in accordance with the related FAA Policy Letter and in line with the recommendation of the EASA working group in the field;
  - Alignment with the FAA MMEL Policy Letter for relief of items following its latest update in the field of long-range communications.
- EASA [published](#) a Draft Certification Memorandum (open for comments) regarding specific guidance for CS-27 or CS-29 rotorcraft for the certification of **hybrid bearings** in the absence of a dedicated requirement and guidance material. Deadline for feedback: 10-02-2025.

- EASA [published](#) a Draft Certification Memorandum (open for comments) regarding Post Certification Actions to Verify the **Continued Integrity of Rotorcraft Critical Parts**. Deadline for feedback: 10-02-2025.
- EASA updated / published the following (internal) **EASA procedures**:
  - [Continuing airworthiness of type design](#) (CAP)
  - [Safety information bulletin](#) (SIB)
- EASA [started](#) a ToR on environmental protection requirements for products not covered by ICAO Annex 16
- EASA [published](#) the State of the EU **SAF market** in 2023
- EASA [published](#) the Aviation Authorities' **Research Agenda 2025**
- EASA [published](#) an ESPN-R **Helicopter Hoist Pilot Training Guide**.
- EASA [published](#) the **Conversation Aviation Magazine** — Edition 3-2024



## News from the FAA

- The FAA [updated](#) their AC 135-10C regarding **Approved Aircraft Inspection Program (AAIP)**



## Upcoming EASA events

- 21 – 22 Jan 2025: [On-site event](#): **Business Jet Workshop 2025** (Cologne).
- 04 – 05 Feb 2025: [Hybrid event](#): EASA Fatigue Risk Management Conference (Madrid)
- 18 – 19 Feb 2025: [On-site event](#): **Rotorcraft Structures Workshop** (Cologne)



## Other NEWS

- The CAA-UK [published](#) a decision (Decision No.41) to continue to allow maintained components released using an **EASA Form 1 to be fitted on UK registered aircraft** if:
  - that aircraft falls within the scope of Part ML,
  - the component has been maintained by its original manufacturer and
  - the component cannot be obtained from alternative acceptable sources.
- The CAA-UK [published](#) an Equivalent Safety Finding (ref UK.ESF.F.0001) regarding **Degraded Flight Instrument External Probe Heating System** Consultation: CS-25 Large Aeroplanes.
- The CAA-UK [published](#) a Special Condition (ref. UK.SC.C.0001) regarding Installation of Conformal **Rear Centre Tank - Crashworthiness Conditions**
- The CAA-UK [published](#) a Special Condition (ref. UK.SC.E.0001) Cabin Evacuation - **Protection from Fuel Tank Explosion** due to External Fuel Fed Ground Fire
- Minister Madlener (IenW) en staatssecretaris Jansen (Openbaar Vervoer en Milieu) sturen de Tweede Kamer [het planningsoverzicht van Infrastructuur en Waterstaat \(IenW\) voor 2025](#).

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"*