

time
to fly

Regulatory watch CAMO

N°1 - 01-2023

How does the regulatory watch works ?

The regulatory watch is published on a monthly basis. In case of an emergency, especially when a regulatory change or a safety event require an immediate diffusion, a flash will be sent to you.


This file gathers the texts identified during the month. It contains:

- A cover page,
- This page which explains how the watch works,
- A summary page with the key regulatory updates
- A table summarizing all the identified regulatory updates, as well as the hyperlinks.

Nota : Regulatory updates are accessible online through our WebManuals platform, using the identifiers below. When clicking in the hyperlinks, you will be redirected to the PDF documents (which can be downloaded).

For more information about our regulatory watch procedure, please contact us at regulations@timetofly.eu.

Regulatory watch summary

	<p>EASA and the European Centre for Disease Prevention and Control (ECDC) have published new recommendations regarding the epidemiological situation in China and have define new measures according to their range of influence.</p> <p>The EASA has published the following regulation updates :</p> <ul style="list-style-type: none"> • a new Easy Access Rules for the Basic Regulation • a new version of the Easy Access Rules amendment 27 for the CS-25 • a corrigendum of the CS-29 AMC & GM <p>The European Plan for Aviation Safety (EPAS) from 2023 to 2025 has been published by the EASA and identifies the main safety risks and other issues affecting the European aviation system and sets out the necessary actions to mitigate them.</p> <p>The revision 2 of the SIB 2013-04 concerning Hook and Loop Style Fasteners as Mounting Mechanism for an Emergency Locator Transmitter extends the applicability of this publication to include non-installed Emergency Locator transmitters (ELT). EASA raises awareness of the MRO and Airworthiness organizations to implement the recommendation of this SIB.</p> <p>The new SIB 2023-01 is applicable to HG Cabri G2 helicopters.</p>
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Referential	Status	Publication and application dates	Applicability	Analysis	Recommendation
Certification Specifications CS-25 Large Aeroplanes	Amdt 27	10/01/2023	Conception	The EASA has published a new consolidated amendment 27 of the CS-25 to correct the previous edition. The corrections (pages 192, 466, 571, 428, and 1230) are highlighted with yellow.	For Information.
Certification Specifications AMC & GM CS-29 Large Rotorcraft	Amdt 10	10/01/2023	Conception	The EASA has published a corrigendum of the CS-29 AMC & GM to improve rotorcraft safety by ensuring that the chip detection systems installed in rotorcraft rotor drive systems achieve an acceptable minimum level of effectiveness.	For information.
EASA releases Easy Access Rules in XML format	New	11/01/2023	Airworthiness Maintenance	In response to requests from numerous stakeholders, EASA has released the XML format of its Easy Access Rules.	For information.
Easy Access Rules for Basic Regulation	Amdt 1	17/01/2023	All	This revision 1 of the Easy Access Rules for the Basic Regulation integrates the Commission Delegated Regulation (EU) 2021/1087 of 7 April 2021.	For information.
EUROPEAN PLAN FOR AVIATION SAFETY (EPAS 2023-2025)	New	17/01/2023	Airworthiness Maintenance	In the European Plan for Aviation Safety (EPAS), EASA regularly identifies the main safety risks and other issues affecting the European aviation system and sets out the necessary actions to mitigate them. <ul style="list-style-type: none"> • Volume I : Strategic priorities; • Volume II : EPAS actions; • Volume III : Safety Risk Portfolios. 	We recommend organizations to take into consideration the safety issues of interest for the Human Factors (HF) / Human Performance and airworthiness portfolio to implement their cartography.

Referential	Status	Publication and application dates	Applicability	Analysis	Recommendation
<p>SIB No. 2013-04R2 : Hook and Loop Style Fasteners as Mounting Mechanism for an Emergency Locator Transmitter</p>	Revision 2	20/01/2023	Airworthiness Maintenance	<p>This SIB revises EASA SIB 2013-04R1 dated 18 May 2022.</p> <p>The applicability of this SIB has been extended to include non-installed Emergency Locator transmitters (ELT).</p> <p>This revision includes provisions for all inconsistent mounting practices for non-installed ELTs.</p> <p>EASA recommends in addition that textile style fasteners are inspected – at regular intervals – for signs of damage, loss of function, wear, or onset of deterioration over its entire length but especially where contact to other materials (buckles, loops, rings) or where it is glued or welded.</p>	<p>Operators shall :</p> <ul style="list-style-type: none"> take into consideration the FAA SAIB HQ-12-32 for all installed ELTs, ensure that all ICA for the aircraft or modifications are applicable or have been updated, as applicable. <p>Maintenance organizations shall take into consideration this SIB to inspect all non-installed ELTs at regular intervals.</p>
<p>SIB No. 2023-01 : Flight Control Rods – Cracks on Pitch Link Safety Swaging Areas</p>	New	24/01/2023	Airworthiness Maintenance	<p>This new SIB is applicable to HG Cabri G2 helicopters, all serial numbers.</p> <p>Isolated occurrences have been reported of finding cracks in flight control rods. These cracks were found in the swaged area of the rods, on helicopters exposed to corrosion.</p>	<p>EASA recommends affected owners / operators to:</p> <ul style="list-style-type: none"> Accomplish the action(s) described in SB 21-006 to limit the risk of crack formation; and Pay particular attention to the swaged area of the rod when performing the scheduled (100 FH/12 months) pitch link inspection.

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<p>SIB No. 2023-02 : Broken Aileron Cable and Non-reversible Filtering of Control Position Data for Flight Data Recording</p>	New	01/02/2023	Airworthiness Maintenance	<p>This new SIB concerns the De Havilland Aircraft of Canada Ltd. (formerly Bombardier) DHC-8-401 and DHC-8-402 aeroplanes.</p> <p>On 14 November 2019, an event revealed that cables control was broken just aboard of the engine where it passed over a pulley to accommodate a change in the wing dihedral. Since 2004, to address premature wear in aileron and spoiler control cables, Bombardier issued several AOM, SBs and update the AMM.</p> <p>AOM 228 reminded that the periodic visual inspection of the aileron and spoiler cables in this area should be reduced from 8000 FH to 2500 FH combined with a cable tension check. Also, Aircraft modified as per SB 84-27-68 showed no evidence of wear.</p> <p>During investigation, it was discovered that during rapid control movements the actual position of the controls could not be reliably reconstructed from FDR data. Indeed, the FDR system fitted to this aircraft meet previous standards defined by EUROCAE although the EU Operational requirements have evolved.</p> <p>FDR minimum operational performance specifications (MOPS) should be those laid down in ED-112 or ED-112A.</p>	<p>EASA recommends operators of affected aeroplanes to accomplish the following actions, unless already implemented:</p> <ol style="list-style-type: none"> 1. Retrofit the aeroplane in accordance with the instructions of SB 84-27-68 Revision C (or later revisions): Flight Controls – Aileron and Spoiler Wing Route Cables Wear Protection – Modsum 4-113888; and 2. For aeroplanes with a s/n below 4472 and without an FSCU P/N 1152862-5 installed: to embody SB 84-31-65 Revision B (or later revisions), or in case the aeroplane s/n is not covered by the applicability range of this SB, replace the existing FSCU with a P/N 1152862-5 FSCU through the applicable AMM and IPC qualified interchangeability conditions and instructions. <p>We recommend operators to perform a risk assessment for these optional modifications considering the event reported in this SIB and maintenance organizations to performs the cables inspection according to the manufacturer’s instructions.</p>

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<p>Guidelines for aviation as part of European response to COVID-19 developments in China</p>	Amdt	10/01/2023	Airworthiness Maintenance	<p>The recommendations, defined in an Addendum to the Aviation Health Safety Protocol published jointly by the EASA and the European Centre for Disease Prevention and Control (ECDC), have evolved.</p> <p>The following recommendations apply with immediate effect for flights arriving in the EU from China:</p> <ul style="list-style-type: none"> • pre-departure testing for passengers, • wearing of medical face masks or respirators, • enhanced cleaning and disinfection of aircraft serving these routes. 	For information.