Regulatory watch OPS Aircraft Operators

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

	ICAO has updated four documents regarding the NAT HLA procedures: • NAT OPS Bulletin 2017-002 • NAT DOC 006 • NAT DOC 007, and • NAT DOC 008. 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. New IATA regulations have been published regarding Dangerous Goods. 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. EASA has published a new Easy Access Rules for the Basic Regulation.

Referential	Status	Publication and application dates	Applicability	Analysis	Action plan
NAT OPS Bulletin 2017-002 Revision 5	Revision	10/01/2023	Operators holding a NAT HLA agreement	The introduced changes in this new revision are the following: • Replace the term Master Flight Plan Document by Master Document • Introduce a **video guidance** on SLOP usage	For information.
NAT DOC 006 – Part I	Revision	24/01/203	Operators holding a NAT HLA agreement	ICAO has updated Part I and replaced Chart 1 which provides guidance during the loss or sudden withdrawal of ATC services in NAT airspace.	For information.
NAT DOC 006 – Part III	New	24/01/203	Operators holding a NAT HLA agreement	ICAO has added a new part (III) to already existing parts I and II of NAT DOC 006. This document is related to the space weather and the different contingency phases which have been broken down into: • Reactive phase (initial action) • Proactive phase (subsequent action) • Long term contingency plans	For information.
NAT DOC 008	Revision	24/01/2023	Operators holding a NAT HLA agreement	The introduced change to this new revision is in paragraph 3.4.2.D so that the 10 minutes longitudinal separation is also applicable to all aircraft under ATS surveillance.	For information.

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NAT DOC 007	Revision	24/01/2023	Operators holding a NAT HLA agreement	The introduced changes in this new revision are the following: Chapter 1 – Minor precisions on • RVSM approval and required equipment, • Three specific areas where datalink is not required (Airspace north of 80° North, New York Oceanic East FIR, and airspace where an ATS surveillance service is provided (a map with coordinates is provided) Chapter 2 – several reminders have been added: • RNP 4 approval and RCP240/RSP180 equipment is required to fly on the PBCS NAT tracks, • NAT tracks are from FL340 to FL400 inclusive, • Shanwick will post a split westbound structeure in case of strong westerly jetstream. Chapter 3 – update of the maps and information on the adjacent spacesto the NAT HLA (NOTA, BOTA, SOTA and GOTA) Chapter 4 – minor modifications concerning the flight planning.	**NPFO :** Update the OM's NAT HLA procedures. **NPFT:** Evaluate the need to update the NAT HLA training content.

Referential	Status	Publication and application dates	Applicability	Analysis	Action plan
NAT DOC 007 *(continuation)*	Revision	24/01/2023	Operators holding a NAT HLA agreement	Chapter 5 – a cruise climb can be requested when a flight crew wants to operate with a "flexible" vertical profile and gradually climb as the aircraft weight decreases. ATC will do their best to accommodate. Chapter 6 – modifications on VHF stations and addition of a VHF coverage map (Figure 6-1) Chapter 8 – the chapter is almost fully modified. A checklist summarizing the procedures is provided in attachment 4. Chapter 10 - the following precisions are introduced: • Use of mode A/C code 2000, • Turbine-engined aircraft having a maximum certificated take-off mass exceeding 5,700 kg or authorized to carry more than 19 passengers are required to carry ACAS II • Two figures indicating the coverage of ATS surveillance systems and Direct Controller Pilot voice communications have been added. Chapter 13 – loss or sudden withdrawal of ATC services is introduced ("summary of NAT DOC 006") Chapter 16 – the planning codes information has been updated for the dispatchers.	**NPFO :** Update the OM's NAT HLA procedures. **NPFT:** Evaluate the need to update the NAT HLA training content.

Referential	Status	Publication and application dates	Applicability	Analysis	Action plan
NAT DOC 007	Revision	24/01/2023	Operators NOT holding a NAT HLA agreement	Chapter 17 for flight operations below the NAT HLA level has been updated. The main changes is the addition of a theoretical VHF coverage (Chart 10.5)	**NPFO :** Evaluate the need to update the OM.
IATA Dangerous Goods Regulations	Revision	01/01/2023	ALL	IATA has published the 64th edition of the Dangerous Goods Regulations. This edition incorporates all amendments made by ICAO Dangerous Goods Panel as well as changes adopted by the IATA Dangerous Goods Board. The significant changes and amendments are available **in this link**.	**No SPA.DG holders:** Update OMA-9. **SPA.DG holders:** Update OMA-9 and request the approval if needed. **All:** communicate table 2.3.A to the concerned staff.
Easy Access Rules for Basic Regulation	Revision	17/01/2023	ALL	This revision integrates the **Commission Delegated Regulation (EU) 2021/1087 of 7 April 2021**	For information.
EUROPEAN PLAN FOR AVIATION SAFETY (EPAS 2023-2025)	New	01/01/2023	ALL	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. • **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 Commercial Air Transport portfolio to update their cartography.

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FAA Safety Briefing	New	01/01/2023	ALL	The January/February 2023 issue of *FAA Safety Briefing* explores mindset, skillset, and toolset items that can help you be a better aviation citizen. Articles highlight the importance of mentoring, modeling, and professionalism. We also look at the benefits of a personal safety management system and how social media engagement can help you better connect with your fellow aviators.	For information.
SAFO 23001 **Potential Damage to Nose Landing Gear (NLG) by Improper Towing Procedures of the Mitsubishi Heavy Industries Regional Jet (MHIRJ) (formerly Bombardier) CL-600-2B19, CL-600-2C10 and CL-600-2D24 Airplanes.**	New	03/01/2023	Operators of CL-600-2B19, CL-600-2C10 and CL-600-2D24 airplanes	This SAFO serves to alert air carriers and commercial operators of the potential for damage to the NLG when using certain towing procedures. In particular, this SAFO alerts air carriers and commercial operators that they should avoid certain towing procedures in which a towing strap is placed around the NLG housing, as per MHIRJ's1 Instructions for Continued Airworthiness as written in the Aircraft Maintenance Manual (AMM).	If using a procedure in a GOM that describes placing the towing strap around the NLG housing, air carriers and commercial operators should remain mindful that instructions in GOMs only indicate following this procedure when no tow collar is present and when none of the NLG chrome piston is visible.