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|  | Ansökan SET-IMC  *2023-06-15* |  |
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| Operatör: | | |
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| Tillståndsnummer: | Ifylld EASA Form 2 | |
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|  | | Bilaga nummer: |
| If established, relevant elements defined in the mandatory part of the operational suitability data established in accordance with Regulation (EU) No 748/2012 are taken into account | |  |
| Transportstyrelsen | | |
| Ärendenummer: | Handläggare: | |
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| Berörda sektioner/samråd: | | |
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| Information | | |
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| Denna checklista är avsedd som stöd vid ansökan om flygning med enmotoriga turbindrivna flygplan i mörker eller under instrumentväderförhållanden.  Ref. också till inledande kapitel i del-SPA, SPA.GEN, med tillhörande AMC och GM (se EU 965/2012)  För övriga specialtillstånd, se separata checklistor.   |  | | --- | | Där grönmarkerade rutor förekommer ska relevanta bilagor sändas in.  Bilagans nummer ska anges i checklistan. | | | |
| CAT.POL.A.300 General (Performance class B) | | |
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| (a) Unless approved by the competent authority in accordance with Annex V (Part-SPA), Subpart L —  SINGLE- ENGINED TURBINE AEROPLANE OPERATIONS AT NIGHT OR IN IMC (SET-IMC), the operator  shall not operate a single-engined aeroplane:  (1) at night; or  (2) in IMC, except under special VFR.  (b) The operator shall treat two-engined aeroplanes that do not meet the climb requirements of  CAT.POL.A.340 as single-engined aeroplanes. | | |

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| SPA.SET-IMC.100 SET-IMC operations |
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| In commercial air transport (CAT) operations, single-engined turbine aeroplanes shall only be operated at  night or in IMC if the operator has been granted a SET-IMC approval by the competent authority. |

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| SPA.SET-IMC.105 SET-IMC operations approval | | |
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| To obtain a SET-IMC approval by the competent authority, the operator shall provide evidence that all  the following conditions have been complied with: | | |
|  | Bilaga nummer: | TS notering: |
| (a) an acceptable level of turbine engine reliability is achieved in service by the world fleet for the  particular airframe-engine combination; |  |  |
|  | Bilaga nummer: | TS notering: |
| (b) specific maintenance instructions and procedures to ensure the intended levels of continued  airworthiness and reliability of the aeroplane and its propulsion system have been established and included in the operator's aircraft maintenance programme in accordance with Annex I to  Regulation (EU) No 1321/2014 (Part-M), including all the following:  (1) an engine trend monitoring programme, except for aeroplanes first issued with an individual certificate of airworthiness after 31 December 2004 that shall have an automatic trend monitoring system; |  |  |
| (2) a propulsion and associated systems' reliability programme; | Bilaga nummer: | TS notering: |
|  | Bilaga nummer: | TS notering: |
| (c) flight crew composition and a training/checking programme for the flight crew members involved  in these operations have been established; |  |  |
|  | Bilaga nummer: | TS notering: |
| (d) operating procedures have been established specifying all the following:  (1) the equipment to be carried, including its operating limitations and appropriate entries in  the MEL; |  |  |
|  | Bilaga nummer: | TS notering: |
| (2) the flight planning; |  |  |
|  | Bilaga nummer: | TS notering: |
| (3) the normal procedures; |  |  |
|  | Bilaga nummer: | TS notering: |
| (4) the contingency procedures, including procedures following a propulsion system failure, as  well as forced landing procedures in all weather conditions; |  |  |
|  | Bilaga nummer: | TS notering: |
| (5) the monitoring and incident reporting. |  |  |
|  | Bilaga nummer: | TS notering: |
| (e) a safety risk assessment has been performed, including the determination of an acceptable risk  period if an operator intends to make use of it. |  |  |
| AMC1 SPA.SET-IMC.105 SET-IMC operations approval | | |
| ANNUAL REPORT | | |
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| ANNUAL REPORT  After obtaining the initial approval, the operator should make available to its competent authority on an  annual basis a report related to its SET-IMC operations containing at least the following information:  (a) the number of flights operated;  (b) the number of hours flown; and  (c) the number of occurrences sorted by type. | | |
| AMC1 SPA.SET-IMC.105(a) SET-IMC operations approval | | |
| TURBINE ENGINE RELIABILITY | | |
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| (a) The operator should obtain the power plant reliability data from the type certificate (TC) holder and/or supplemental type certificate (STC) holder.  (b) The data for the engine-airframe combination should have demonstrated, or be likely to demonstrate, a power loss rate of less than 10 per million flight hours. Power loss in this context is defined as any loss of power, including in-flight shutdown, the cause of which may be traced to faulty engine or engine component design or installation, including design or installation of the fuel ancillary or engine control systems.  (c) The in-service experience with the intended engine-airframe combination should be at least 100 000 h, demonstrating the required level of reliability. If this experience has not been accumulated, then, based on analysis or test, in-service experience with a similar or related type of airframe and turbine engine might be considered by the TC/STC holder to develop an equivalent safety argument in order to demonstrate that the reliability criteria are achievable. | | |
| AMC1 SPA.SET-IMC.105(b) SET-IMC operations approval | | |
| MAINTENANCE PROGRAMME | | |
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| The following maintenance aspects should be addressed by the operator: | | |
|  | Detaljerade referenser i OM,CAME eller AMP: | TS notering: |
| (a) Engine monitoring programme  The operator’s maintenance programme should include an oil-consumption-monitoring programme that should be based on engine manufacturer’s recommendations, if available, and track oil consumption trends. The monitoring should be continuous and take account of the oil added. An engine oil analysis programme may also be required if recommended by the engine manufacturer. The possibility to perform frequent (recorded) power checks on a calendar basis should be considered.  The engine monitoring programme should also provide for engine condition monitoring describing  the parameters to be monitored, the method of data collection and a corrective action process, and should be based on the engine manufacturer’s instructions. This monitoring will be used to detect propulsion system deterioration at an early stage allowing corrective action to be taken before safe operation is affected. |  |  |
|  | Detaljerade referenser i OM,CAME eller AMP: | TS notering: |
| (b) Propulsion and associated systems’ reliability programme  A propulsion and associated systems’ reliability programme should be established or the existing  reliability programme supplemented for the particular engine-airframe combination. This  programme should be designed to early identify and prevent problems, which otherwise would affect the ability of the aeroplane to safely perform its intended flight.  Where the fleet of SET-IMC aeroplanes is part of a larger fleet of the same engine-airframe combination, data from the operator’s total fleet should be acceptable.  For engines, the programme should incorporate reporting procedures for all significant events. This information should be readily available (with the supporting data) for use by the operator, type certificate (TC) holders, and the competent authority to help establish that the reliability level set out in AMC1 SPA.SET-IMC.105(a) is achieved. Any adverse trend would require an immediate evaluation to be conducted by the operator in consultation with its competent authority. The  evaluation may result in taking corrective measures or imposing operational restrictions.  The engine reliability programme should include, as a minimum, the engine hours flown in the period, the power loss rate for all causes, and the engine removal rate, both rates on an annual basis, as well as reports with the operational context focusing on critical events. These reports should be communicated to the TC holder and the competent authority.  The actual period selected should reflect the global utilisation and the relevance of the experience  included (e.g. early data may not be relevant due to subsequent mandatory modifications that affected the power loss rate). After the introduction of a new engine variant and whilst global utilisation is relatively low, the total available experience may have to be used to try to achieve a statistically meaningful average. |  |  |

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| AMC1 SPA.SET-IMC.105(c) SET-IMC operations approval | | |
| TRAINING PROGRAMME | | |
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| The operator’s flight crew training and checking, established in accordance with ORO.FC, should  incorporate the following elements: | | |
|  | Detaljerade referenser i OM: | TS notering: |
| (a) Conversion training  Conversion training should be conducted in accordance with a syllabus devised for SET-IMC  operations and include at least the following:  (1) normal procedures:  (i) anti-icing and de-icing systems operation;  (ii) navigation system procedures;  (iii) radar positioning and vectoring, when available;  (iv) use of radio altimeter; and  (v) use of fuel control, displays interpretation; |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| (2) abnormal procedures:  (i) anti-icing and de-icing systems failures;  (ii) navigation system failures;  (iii) pressurisation system failures;  (iv) electrical system failures; and  (v) engine-out descent in simulated IMC; and |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| (3) emergency procedures:  (i) engine failure shortly after take-off;  (ii) fuel system failures (e.g. fuel starvation);  (iii) engine failure other than the above: recognition of failure, symptoms, type of failure, measures to be taken, and consequences;  (iv) depressurisation; and  (v) engine restart procedures:  (A) choice of an aerodrome or landing site; and  (B) use of an area navigation system;  (vi) air traffic controller (ATCO) communications;  (vii) use of radar positioning and vectoring (when available);  (viii) use of radio altimeter; and  (ix) practice of the forced landing procedure until touchdown in simulated IMC, with zero thrust set, and operating with simulated emergency electrical power. |  |  |

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|  | Detaljerade referenser i OM: | TS notering: |
| (b) Conversion checking  The following items should be checked following completion of the SET-IMC operations conversion  training as part of the operator’s proficiency check (OPC):  (1) conduct of the forced landing procedure until touchdown in simulated IMC, with zero thrust set, and operating with simulated emergency electrical power;  (2) engine restart procedures;  (3) depressurisation following engine failure; and  (4) engine-out descent in simulated IMC. |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| (c) Use of simulator (conversion training and checking)  Where a suitable full flight simulator (FFS) or a suitable flight simulation training device (FSTD) is  available, it should be used to carry out training on the items under (a) and checking of the items under (b) above for SET-IMC operations conversion training and checking. |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| (d) Recurrent training  Recurrent training for SET-IMC operations should be included in the recurrent training required by Subpart FC (FLIGHT CREW) of Annex III (Part-ORO) to Regulation (EU) No 965/2012 for pilots carrying out SET-IMC operations. This training should include all items under (a) above. |  |  |
|  | Detlajerade referenser i OM: | TS notering: |
| (e) Recurrent checking  The following items should be included into the list of required items to be checked following completion of SET-IMC operations recurrent training as part of the OPC:  (1) conduct of the forced landing procedure until touchdown in simulated IMC, with zero thrust set, and operating with simulated emergency electrical power;  (2) engine restart procedures;  (3) depressurisation following engine failure; and  (4) emergency descent in simulated IMC. |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| (f) Use of simulator (recurrent training and checking)  Following conversion training and checking, the next recurrent training session and the next OPCs  including SET-IMC operations items should be conducted in a suitable FFS or FSTD, where available. |  |  |
| AMC2 SPA.SET-IMC.105(c) SET-IMC operations approval | | |
| CREW COMPOSITION | | |
|  | Detaljerade referenser i OM: | TS notering: |
| (a) Unless the pilot-in-command has a minimum experience of 100 flight hours under instrument  flight rules (IFR) with the relevant type or class of aeroplane including line flying under supervision  (LIFUS), the minimum crew should be composed of two pilots. |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| (b) A lesser number of flight hours under IFR on the relevant type or class of aeroplane may be acceptable to the competent authority when the flight crew member has significant previous IFR  experience. |  |  |
| AMC1 SPA.SET-IMC.105(d)(2) SET-IMC operations approval | | |
| FLIGHT PLANNING | | |
|  | Detaljerade referenser i OM: | TS notering: |
| (a) The operator should establish flight planning procedures to ensure that the routes and cruising  altitudes are selected so as to have a landing site within gliding range. |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| (b) Notwithstanding (a) above, whenever a landing site is not within gliding range, one or more risk  periods may be used for the following operations:  (1) over water; |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| (2) over hostile environment; or |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| (3) over congested areas. |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| Except for the take-off and landing phase, the operator should ensure that when a risk period is  planned, there is a possibility to glide to a non-congested area. |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| The total duration of the risk period per flight should not exceed 15 min unless the operator has  established, based on a risk assessment carried out for the route concerned, that the cumulative  risk of fatal accident due to an engine failure for this flight remains at an acceptable level  (see GM2 SPA.SET-IMC.105(d)(2)). |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| (c) The operator should establish criteria for the assessment of each new route. These criteria should  address the following:  (1) the selection of aerodromes along the route; |  |  |

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|  | Detaljerade referenser i OM: | TS notering: |
| (2) the identification and assessment, at least on an annual basis, of the continued suitability of landing sites (obstacles, dimensions of the landing area, type of the surface, slope, etc.) along the route when no aerodrome is available; the assessment may be performed using publicly available information or by conducting on-site surveys; |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| (3) assessment of en route specific weather conditions that could affect the capability of the  aeroplane to reach the selected forced landing area following loss of power (icing conditions including gliding descent through clouds in freezing conditions, headwinds, etc.); |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| (4) consideration of landing sites’ prevailing weather conditions to the extent that such information is available from local or other sources; expected weather conditions at landing sites for which no weather information is available should be assessed and evaluated taking into account a combination of the following information:  (i) local observations; |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| (ii) regional weather information (e.g. significant weather charts); and |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| (iii) terminal area forecast (TAF)/meteorological aerodrome report (METAR) of the nearest aerodromes; and |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| (5) protection of the aeroplane occupants after landing in case of adverse weather. |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| (d) At the flight planning phase, any selected landing site should have been assessed by the operator  as acceptable for carrying out a safe forced landing with a reasonable expectation of no injuries to  persons in the aeroplane or on the ground. All information reasonably practical to acquire should be used by the operator to establish the characteristics of landing sites. |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| (e) Landing sites suitable for a diversion or forced landing should be programmed into the navigation  system so that track and distance to the landing sites are immediately and continuously available. None of these preprogrammed positions should be altered in-flight. |  |  |
| AMC2 SPA.SET-IMC.105(d)(2) SET-IMC operations approval | | |
| ROUTE AND INSTRUMENT PROCEDURE SELECTION | | |
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| The following should be considered by the operator, as appropriate, depending on the use of a risk period: | | |
|  | Detaljerade referenser i OM: | TS notering: |
| (a) Departure  The operator should ensure, to the extent possible, that the instrument departure procedures to be followed are those guaranteeing that the flight path allows, in the event of power loss, the aeroplane to land on a landing site. |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| (b) Arrival  The operator should ensure, to the extent possible, that the arrival procedures to be followed are those guaranteeing that the flight path allows, in the event of power loss, the aeroplane to land on a landing site. |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| (c) En route  The operator should ensure that any planned or diversionary route should be selected and be flown at an altitude such that, in the event of power loss, the pilot is able to make a safe landing on a landing site. |  |  |
| AMC3 SPA.SET-IMC.105(d)(2) SET-IMC operations approval | | |
| LANDING SITE | | |
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| A landing site is an aerodrome or an area where a safe forced landing can be performed by day or by night, taking into account the expected weather conditions at the time of the foreseen landing. | | |
|  | Detaljerade referenser i OM: | TS notering: |
| (a) The landing site should allow the aeroplane to completely stop within the available area, taking  into account the slope and the type of the surface. |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| (b) The slope of the landing site should be assessed by the operator in order to determine its  acceptability and possible landing directions. |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| (c) Both ends of the landing area, or only the zone in front of the landing area for one-way landing  areas, should be clear of any obstacle which may be a hazard during the landing phase. |  |  |

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| GM1 SPA.SET-IMC.105(d)(2) SET-IMC operations approval | | |
| LANDING SITE | | |
|  | Detaljerade referenser i OM: | TS notering: |
| (a) When selecting landing sites along a route to be operated, it is recommended to prioritise the  different types of landing sites as follows:  (1) aerodromes with available runway lighting;  (2) aerodromes without available runway lighting;  (3) non-populated fields with short grass/vegetation or sandy areas. |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| (b) When assessing the suitability of a landing site which is not an aerodrome, it is recommended to  consider the following landing site criteria:  (1) size and shape of the landing area:  (i) landing sites with a circular shape providing multiple approach paths depending on the wind; and  (ii) for other cases, landing sites with a minimum width of 45 m; and  (2) type of surface:  the surface of the landing area should allow a safe forced landing to be conducted. |  |  |
| GM2 SPA.SET-IMC.105(d)(2) SET-IMC operations approval | | |
| SAFETY RISK ASSESSMENT FOR A SPECIFIC ROUTE | | |
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| See (EU) 965/2012 | | |
| AMC1 SPA.SET-IMC.105(d)(4) SET-IMC operations approval | | |
| CONTINGENCY PROCEDURES | | |
|  | Detaljerade referenser i OM (om applicerbart): | TS notering: |
| CONTINGENCY PROCEDURES  When a risk period is used during the take-off or landing phase, the contingency procedures should  include appropriate information for the crew on the path to be followed after an engine failure in order  to minimise to the greatest extent possible the risk to people on the ground. |  |  |
| SPA.SET-IMC.110 Equipment requirements for SET-IMC operations | | |
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| Aeroplanes used for SET-IMC operations shall be equipped with all the following equipment *(i tillägg till övriga utrustningskrav enligt CAT.IDE)*: | | |
|  | Detaljerade referenser i OM: | TS notering: |
| (a) two separate electrical generating systems, each one capable of supplying adequate power to all  essential flight instruments, navigation systems and aeroplane systems required for continued  flight to the destination or alternate aerodrome; |  |  |

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|  | Detaljerade referenser i OM: | TS notering: |
| (b) two attitude indicators, powered from independent sources; |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| (c) for passenger operations, a shoulder harness or a safety belt with a diagonal shoulder strap for  each passenger seat; |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| (d) airborne weather-detecting equipment; |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| (e) in a pressurised aeroplane, sufficient supplemental oxygen for all occupants to allow descent, following engine failure at the maximum certificated cruising altitude, at the best range gliding speed and in the best gliding configuration, assuming the maximum cabin leak rate, until sustained cabin altitudes below 13 000 ft are reached; |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| (f) an area navigation system capable of being programmed with the positions of landing sites and  providing lateral guidance to the flight crew to reach those sites; |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| (g) a radio altimeter; |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| (h) a landing light, capable of illuminating the touchdown point on the power-off glide path from 200 ft away; |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| (i) an emergency electrical supply system of sufficient capacity and endurance capable of providing power, following the failure of all generated power, to additional loads necessary for all of the following:  (1) the essential flight and area navigation instruments during descent from maximum operating altitude after engine failure;  (2) the means to provide for one attempt to restart the engine;  (3) if appropriate, the extension of landing gear and flaps;  (4) the use of the radio altimeter throughout the landing approach;  (5) the landing light;  (6) one pitot heater;  (7) if installed, the electrical means to give sufficient protection against impairment of the pilot's vision for landing; |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| (j) an ignition system that activates automatically, or is capable of being operated manually, for takeoff,  landing, and during flight, in visible moisture; |  |  |

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|  | Detaljerade referenser i OM: | TS notering: |
| (k) a means of continuously monitoring the power train lubrication system to detect the presence of  debris associated with the imminent failure of a drivetrain component, including a flight crew  compartment caution indication; |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| (l) an emergency engine power control device that permits continuing operation of the engine at a  sufficient power range to safely complete the flight in the event of any reasonably probable failure of the fuel control unit. |  |  |
| AMC1 SPA.SET-IMC.110(b) Equipment requirements for SET-IMC operations | | |
| ATTITUDE INDICATORS | | |
|  | Detaljerade referenser i OM: | TS notering: |
| A backup or standby attitude indicator built in the glass cockpit installations is an acceptable means of  compliance for the second attitude indicator. |  |  |
| AMC1 SPA.SET-IMC.110(d) Equipment requirements for SET-IMC operations | | |
| AIRBORNE WEATHER-DETECTING EQUIPMENT | | |
|  | Detaljerade referenser i OM: | TS notering: |
| The airborne weather-detecting equipment should be an airborne weather radar, as defined in the  applicable Certification Specification — European Technical Standard Order (CS-ETSO) issued by the  Agency, or equivalent. |  |  |
| AMC1 SPA.SET-IMC.110(f) Equipment requirements for SET-IMC-operations | | |
| AREA NAVIGATION SYSTEM | | |
|  | Detaljerade referenser i OM: | TS notering: |
| The area navigation system should be based on a global navigation satellite system (GNSS) stand-alone  receiver or multi-sensor system, including at least one GNSS sensor, to enable at least required  navigation performance approach (RNP APCH) operations without vertical guidance. |  |  |
| GM1 SPA.SET-IMC.110(f) Equipment requirements for SET-IMC operations | | |
| AREA NAVIGATION SYSTEM | | |
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| Acceptable standards for the area navigation system are ETSO-145/146c, ETSO-C129a, ETSO-C196a or  ETSO-C115 issued by the Agency, or equivalent. | | |

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| GM1 SPA.SET-IMC.110(h) Equipment requirements for SET-IMC operations | | |
| LANDING LIGHTS | | |
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| In order to demonstrate the compliance of its aeroplane’s landing lights with the 200-ft illumination capability requirement, and in the absence of relevant data available in the aircraft flight manual (AFM), the operator should liaise with the type certificate (TC) holder or supplemental type certificate (STC) holder, as applicable, to obtain a statement of compliance. | | |
| GM1 SPA.SET-IMC.110(i)(7) Equipment requirements for SET-IMC operations | | |
| ELEMENTS AFFECTING PILOT’S VISION FOR LANDING | | |
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| Examples of elements affecting pilot’s vision for landing are rain, ice and window fogging. | | |
| AMC1 SPA.SET-IMC.110(l) Equipment requirements for SET-IMC operations | | |
| EMERGENCY ENGINE POWER CONTROL DEVICE | | |
|  | Detaljerade referenser i OM: | TS notering: |
| The means that allows continuing operation of the engine within a sufficient power range for the flight to be safely completed in the event of any reasonably probable failure/malfunction of the fuel control unit  should enable the fuel flow modulation. |  |  |
| AMC1 CAT.OP.MPA.110 Aerodrome operating minima | | |
| TAKE-OFF OPERATIONS - AEROPLANES | | |
|  | Detaljerade referenser i OM: | TS notering: |
| (c) Required RVR or VIS  (3) For single-engined turbine aeroplane operations approved in accordance with Subpart L (SET-IMC) of Annex V (Part-SPA), the take-off minima specified by the operator should be expressed as RVR values not lower than those specified in Table 1.  Unless the operator is making use of a risk period, whenever the surface in front of the runway does not allow for a safe forced landing, the RVR values should not be lower than 800 m. In this case, the proportion of the flight to be considered starts at the lift-off position and ends when the aeroplane is able to turn back and land on the runway in the opposite direction or glide to the next landing site in case of power loss. |  |  |
| CAT.OP.MPA.136 Routes and areas of operation – single-engined aeroplanes | | |
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| Unless approved by the competent authority in accordance with Annex V (Part-SPA), Subpart L —  SINGLE-ENGINED TURBINE AEROPLANE OPERATIONS AT NIGHT OR IN IMC (SET-IMC), the operator shall  ensure that operations of single-engined aeroplanes are only conducted along routes, or within areas,  where surfaces are available that permit a safe forced landing to be executed. | | |
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| AMC1 CAT.OP.MPA.182 Fuel/energy scheme — aerodrome selection policy — aeroplanes | | |
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| BASIC FUEL SCHEME — TAKE-OFF ALTERNATE AERODROME  The take-off alternate aerodrome should not be farther from the departure aerodrome than: | | |
|  | Detaljerade referenser i OM: | TS notering: |
| (c) for operations approved in accordance with Annex V (Part-SPA), Subpart L SINGLE-ENGINED TURBINE AEROPLANE OPERATIONS AT NIGHT OR IN IMC (SET-IMC), 30 minutes flying time at normal cruising speed in still-air conditions, based on the actual take-off mass; |  |  |
| GM2 CAT.POL.A.320 En-route – single-engined aeroplanes | | |
| RISK PERIOD | | |
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| In the context of commercial air transport operations with single-engined turbine aeroplanes in instrument meteorological conditions or at night (CAT SET-IMC), a risk period is a period of flight during which no landing site has been selected by the operator. | | |

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| AMC1 CAT.IDE.A.235(c) Supplemental oxygen – pressurised aeroplanes | | |
| AEROPLANES WITHOUT AUTOMATIC DEPLOYABLE OXYGEN-DISPENSING UNITS | | |
|  | Detaljerade referenser i OM: | TS notering: |
| (a) For operations approved in accordance with Subpart L (SET-IMC) of Annex V (Part-SPA) to  Regulation (EU) No 965/2012 with aeroplanes first issued with an individual certificate of airworthiness (CofA) after 8 November 1998, operated at pressure altitudes at or below 25 000 ft, and not fitted with automatic deployable oxygen-dispensing units, the flight crew should manage the descent in case of a loss of power in order to ensure that the cabin pressure altitude is not higher that 13 000 ft for more than 4 min. |  |  |
|  | Detaljerade referenser i OM: | TS notering: |
| (b) The operator should specify in the operations manual (OM) the aircraft capability in terms of cabin  pressure leak rate in case of engine power loss, as well as the relevant procedures. |  |  |
| GM1 CAT.IDE.A.235(c) Supplemental oxygen – pressurised aeroplanes | | |
| AEROPLANES WITHOUT AUTOMATIC DEPLOYABLE OXYGEN-DISPENSING UNITS | | |
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| Se (EU) 965/2012 | | |
| ORO.FC.A.250 Commanders holding a CPL(A) | | |
|  | Detaljerade referenser i OM: | TS notering: |
| (a) The holder of a CPL(A) (aeroplane) shall only act as commander in commercial air transport on a single-pilot aeroplane if either of the following conditions is met:  (3) when operating on a single-engined aeroplane under IFR, he/she has a minimum of 700 hours of flight time on aeroplanes, including 400 hours as pilot-in-command. Those hours shall include 100 hours under IFR. The 400 hours as pilot-in-command may be substituted by hours operating as co-pilot within an established multi-pilot crew system prescribed in the operations manual, on the basis of two hours of flight time as co-pilot for one hour of  flight time as pilot-in command. |  |  |

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| AMC3 ORO.MLR.100 Operations manual - general | | |
| CONTENTS – CAT OPERATIONS | | |
|  | Detaljerade referenser i OM: | TS notering: |
| OM-A kapitel 8:  8.1.13 For commercial air transport operations with single-engined turbine aeroplanes in instrument meteorological conditions or at night (CAT SETIMC)  approved in accordance with Subpart L (SET-IMC) of Annex V (Part-SPA) to Regulation (EU) No 965/2012:  (a) the procedure for route selection with respect to the availability of surfaces, which permits a safe forced landing;  (b) the instructions for the assessment of landing sites (elevation, landing direction, and obstacles in the area); and  (c) the instructions for the assessment of the weather conditions at those landing sites. |  |  |
| AMC3 ORO.MLR.100 | | |
| CONTENTS – CAT OPERATIONS | | |
|  | Detaljerade referenser i OM: | TS notering: |
| OM-C Kapitel (2):  (2) Information related to landing sites available for operations approved in accordance with Subpart L (SET-IMC) of Annex V (Part-SPA) to Regulation (EU) No 965/2012, including:  (a) a description of the landing site (position, surface, slope, elevation, etc.);  (b) the preferred landing direction; and  (c) obstacles in the area. |  |  |

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| **Nedan endast för Transportstyrelsens noteringar** | |
| AMC4 ARO.OPS.200 Specific approval procedure | |
| PROCEDURES FOR THE APPROVAL OF COMMERCIAL AIR TRANSPORT OPERATIONS WITH SINGLE-ENGINED TURBINE AEROPLANES AT NIGHT OR IN INSTRUMENT METEOROLOGICAL CONDITIONS (SET-IMC) | |
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| (a) When verifying compliance with the applicable requirements of Subpart L (SET-IMC) of Annex V (Part-SPA) to Regulation (EU) No 965/2012, the competent authority should check that:  (1) the aeroplane is eligible for SET-IMC operations; |  |
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| (2) the maintenance and operational procedures are adequate; |  |
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| (3) a training programme for the flight crew involved in these operations has been established; and |  |
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| (4) the operator has adequately assessed the risks of the intended operations. |  |
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| In particular, the competent authority should assess the operator’s safety performance, experience and flight crew training, as reflected in the data provided by the operator with its application, to ensure that the intended safety level is achieved. |  |
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| With regard to the operator’s specific SET-IMC flight crew training, the competent authority should ensure that it complies with the applicable requirements of Subpart FC (FLIGHT CREW) of Annex III (Part-ORO) and Subpart L (SET-IMC) of Annex V (Part-SPA) to Regulation (EU) No 965/2012, and that it is appropriate to the operations envisaged. |  |
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| The competent authority should assess the operator’s ability to achieve and maintain an acceptable level of power plant reliability by reviewing its engine-trend-monitoring programme and propulsion reliability programme, which are established in accordance with Annex I (Part-M) to Regulation (EU) No 1321/2014. |  |
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| (b) The competent authority may impose temporary restrictions to the Operations (e.g. limitation to specific routes) until the operator is able to demonstrate that it has the capability to operate safely in compliance with all the applicable requirements. |  |
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| (c) When issuing the approval, the competent authority should specify:  (1) the particular engine-airframe combination;  (2) the identification by registration of the individual aeroplanes designated for single-engined turbine aeroplane operations at night and/or in IMC; and  (3) the authorised areas and/or routes of operation. |  |

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| VALIDATION OF OPERATIONAL CAPABILITY | |
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| Observation by the competent authority of a validation flight, simulating the proposed operation in the aeroplane, should be carried out before an approval is granted. This should include flight planning and preflight procedures, as well as a demonstration of the following simulated emergency procedures in simulated IMC/night:  (a) total failure of the propulsion system; and  (b) total loss of normally generated electrical power. |  |
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| In order to mitigate the risks associated with the conduct of such emergency procedures, the following should be ensured:  (a) in case of planned single-pilot operations, the crew should be composed of the commander using view-limiting devices for the purpose of simulating IMC/night and a second rated pilot whose responsibility is to help maintain visual separation from other aircraft, clouds, and terrain;  (b) the flight should be conducted in visual meteorological conditions (VMC) by day, and additional, more restrictive weather minima may be established for the demonstration of the procedures involving higher risks; and  (c) touch drills should be used when simulating a total failure of the propulsion system. |  |
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