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| **Operator name**: | | | **IT.AOC.** | **A/C type:** | | | | | **Location:** | |
| * Implementing Rule reference: (EU) 965/2012 as amended | | | | | Y: Applicable  N: not applicable | | | | | |
| **Reference** | **Subject** | | | | | Y | N | DOCUMENTATION’S REFERENCE REF | |
| 1. **GENERAL** | | | | | | | | | | |
| ARO.OPS.200 | | *The airplane is eligible for SET-IMC operations by AFM or other technical document* | | | |  |  |  | | |
| SPA.SET-IMC.105  AMC4 ARO.OPS.200 | | *The maintenance and operational procedures* | | | |  |  |  | | |
| *flight crew composition and a training/checking are established* *and complies with the applicable requirements of Subpart FC of Part-ORO and Subpart L (SET-IMC) of Part-SPA* | | | |  |  |  | | |
| *The operator has adequately assessed the risks of the intended operations included in OMA Cap.8.1.13 (AMC3 ORO.MLR.100)* *including the determination of an acceptable risk period if intends to make use of it.* | | | |  |  |  | | |
| *Operator’s safety performance and experience ensure that the intended safety level is achieved* | | | |  |  |  | | |
| SPA.SET-IMC.105  AMC1 SPA.SET-IMC.105(b) | | *The operator achieves and maintains 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.* | | | |  |  |  | | |
| AMC4 ARO.OPS.200 | | *Observation of a validation flight, simulating the proposed operation in the aeroplane, has been carried out before an approval is granted* | | | |  |  |  | | |
| *Observation flight includes flight planning and preflight procedures, as well as a demonstration of simulated emergency procedures in simulated IMC/night:*  *(a) total failure of the propulsion system; and*  *(b) total loss of normally generated electrical power.* | | | |  |  |  | | |
| SPA.SET-IMC.105(a)  AMC1 SPA.SET-IMC.105(a) | | *Evidence that* *an acceptable level of turbine engine reliability is achieved in service by the world fleet for the particular airframe-engine combination* | | | |  |  |  | | |
| SPA.SET-IMC.105(d) | | *Operating procedures established by the operator specifying:*   * *equipment, its operating limitations and MEL entries,* * *flight planning, normal procedures contingency procedures, including procedures following a propulsion system failure,(well as forced landing procedures in all weather conditions)* * *monitoring and incident reporting.* | | | |  |  |  | | |
| SPA.SET-IMC.105(e) | | *Safety Risk Assessment, including the determination of an acceptable risk period if the operator intends to make use of it.(GM2 SPA.SET-IMC.105(d)(2))* | | | |  |  |  | | |
| GM2  SPA.SET-IMC.105(d)(2) | | *A safety risk assessment for a specific route must remain below the target fatal accident rate of 1.3 × 10-6, splitting the proposed flight into appropriate segments* | | | |  |  |  | | |
| AMC3 ORO.MLR.100 | | *Procedures included in OMA Cap.8.1.13* | | | |  |  |  | | |
| AMC2 SPA.SET-IMC.105(c) | | *The minimum crew* | | | |  |  |  | | |
| 1. **TRAINING PROGRAMME** | | | | | | | | | | |
| AMC1 SPA.SET-IMC.105(c) | | *Training and checking programme and sillabi i.a.w. sub-part ORO.FC.* | | | |  |  |  | | |
| *Additional training & checking elements included in following phases:* | | | |  |  |  | | |
| *a)* ***Conversion training*** *as for AMC1 ORO.FC.220 + item in AMC1 SPA.SET*  *IMC.105(c)*, *point (a)* | | | |  |  |  | | |
| *b)****Conversion checking*** *(OPC at completion of training ) (OPC ), as for AMC1*  *ORO.FC.230(b)(1)(i) + item in AMC1 SPA.SET-IMC.105(c),* *point (b)* | | | |  |  |  | | |
| *d)* ***Recurrent training****, as for AMC1 ORO.FC.230(a) + items AMC1SPA.SET*  *IMC.105(c)*, *point (a)* | | | |  |  |  | | |
| *e)* ***Recurrent checking*** *(OPC ), as for AMC1 ORO.FC.230(b)(1)(i) + item in AMC1*  *SPA.SET-IMC.105(c),* *point (e)* | | | |  |  |  | | |
| AMC1 SPA.SET-IMC.105(c) | | *SET-IMC conversion training and checking is conducted on FFS or FSTD is if available* | | | |  |  |  | | |
| *RT session and OPCs are conducted in a suitable FFS or FSTD, where available* | | | |  |  |  | | |
| 1. **FLIGHT PLANNING PROCEDURES** | | | | | | | | | | |
| AMC1 SPA.SETIMC.105(d)(2) | | *Planning procedures are established to ensure that the routes and cruising altitudes are selected so as to have a landing site within gliding range.* | | | |  |  |  | | |
| *The operator ensure that, except for the take-off and landing, when a risk period is planned, there is a possibility to glide to a non-congested area.* | | | |  |  |  | | |
| *The total duration of the risk period (1) per flight should not exceed 15 min, with exceptions* | | | |  |  |  | | |
| *The operator has established criteria for the assessment of each new route based on considerations report at point (c)* | | | |  |  |  | | |
| *Any selected landing site (2) have been assessed as acceptable for carrying out a safe forced landing with a reasonable expectation of no injuries to persons in the aeroplane or ground* | | | |  |  |  | | |
| *Landing sites suitable for a diversion/forced landing are programmed into the navigation system so that track and distance are immediately available* | | | |  |  |  | | |
| *None of these preprogrammed positions are altered in-flight* | | | |  |  |  | | |
| *Departure, Arrival, En route procedure guarantee that the flight path allows, the aeroplane to land on a landing site in the event of power loss* | | | |  |  |  | | |
| AMC1 SPA.SETIMC.105(d)(4) | | *When a risk period is used during take-off or landing, the contingency procedures include appropriate information for the crew on the path to be followed after an engine failure* | | | |  |  |  | | |
| 1. **EQUIPMENT** | | | | | | | | | | |
| SPA.SET-IMC.110 | | * *two separate electrical generating systems* | | | |  |  |  | | |
| * *two attitude indicators, powered from independent sources;(2nd can be the backup/stby) AMC1 SPA.SET-IMC.110(b)* | | | |  |  |
| * *a shoulder harness/safety belt with a diagonal shoulder strap for each passenger seat* | | | |  |  |
| * *airborne weather-detecting equipment (AMC1 SPA.SET-IMC.110(d))* | | | |  |  |
| * *in a pressurised aeroplane, sufficient supplemental oxygen for all occupants* | | | |  |  |
| * *an RNAV system with the positions of landing sites and providing lateral guidance on RNP Aprch (GNSS) (AMC1 SPA.SET-IMC.110(f))* | | | |  |  |
| * *a radio altimeter* | | | |  |  |
| * *a landing light, capable of illuminating the touchdown point on the power-off glide path from 200 ft away (GM1 SPA.SET-IMC.110(h))* | | | |  |  |
| * *an emergency electrical supply system* | | | |  |  |
| * *an ignition system automatic or manual for flying in visible moisture;* | | | |  |  |
| * *a means of continuously monitoring the power train lubrication system* | | | |  |  |
| *-an emergency engine power control device (AMC1 SPA.SET-IMC.110(l))* | | | |  |  |
| **Remarks (state non conformities with reference to RMK ref. no.):** | | | | | | | | | | |

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| **NOMINATED PERSON FLIGHT OPERATIONS**  **NOMINATED PERSON CREW TRAINING**  **COMPLANCE MONITORING MANAGER** | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |