

OPS-CHK-021	SET-IMC/Night application approval
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Inspector's name:

Operator:	Operator representative:
Place of supervision:	Date of supervision:

NA = Not Applicable; C = Compliant; NC = Not Compliant; R = Remark; N/R = Not Reviewed

	Provision of regulations	Checked item	N/A	C	NC	R	NR	Remark
1	AMC3.ORO. MLR100	Is there provisions and instructions for commercial air transport operations with single-engined turbine aeroplanes in instrument meteorological conditions or at night (CAT SET-IMC) related to: (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.	☐	☐	☐	☐	☐	
2	AMC3.ORO. MLR.100	Is there 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.	☐	☐	☐	☐	☐	
3	CAT.OP. MPA.136 (a) (3)	Are there any limitations regarding flying along routes, or within areas, where surfaces are available that permit a safe forced landing to be executed?	☐	☐	☐	☐	☐	
4	CAT.OP. MPA.180	Is there selection criteria prescribed for the take-off alternate aerodromes in a case when the departure aerodrome is not possible to use as a take-off alternate aerodrome due to meteorological or performance reasons in a distance of 30 minutes flying time at normal cruising speed in still air conditions, based on the actual take-off mass	☐	☐	☐	☐	☐	
5	CAT.POL.A. 300	Is there general description of SET-IMC specific approval?	☐	☐	☐	☐	☐	
6	CAT.POL.A .320	Is there description of a risk period in case of engine failure in en-route phase of flight which assumes that, at the point of engine failure: (1) the aeroplane is not flying at an altitude exceeding that at which the rate of climb equals 300 ft per minute, with the engine operating within the maximum continuous power conditions specified; and (2) the en-route gradient is the gross gradient of descent increased by a gradient of 0,5 %.	☐	☐	☐	☐	☐	
7	GM2 CAT.POL.A. 320	Is there a definition of a risk period as a period of flight during which no landing site has been selected by the operator	☐	☐	☐	☐	☐	

8	AMC1 CAT.IDE.A. 235(c)	Whether the operator described in the operations manual the aircraft capability in terms of cabin pressure leak rate in case of engine power loss, as well as the relevant procedures, and procedure for flight crew to manage the descent in case of a loss of power in order to ensure that the cabin pressure altitude is not higher than 13 000 ft for more than 4 min for the 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.	☐	☐	☐	☐	☐	
9	GM1 CAT.IDE.A. 235(c)	Has the operator provided procedures to ensure that the engine failure will not result in any unsafe conditions for the passengers, as the cabin pressure altitude might increase above 13 000 ft, as well as not jeopardise the safety of operations by maximising the chances of reaching an appropriate landing site depend on the type and model of airplane.	☐	☐	☐	☐	☐	
10	SPA.SET- IMC.100	SET-IMC operations based on authority approval.	☐	☐	☐	☐	☐	
11	SPA.SET- IMC.105	Does the operator provide evidence that an acceptable level of turbine engine reliability is achieved; 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; flight crew composition and a training/checking programme for the flight crew members involved in these operations have been established; operating procedures have been established and a safety risk assessment has been performed, including the determination of an acceptable risk period if an operator intends to make use of it SET-IMC operations approval.	☐	☐	☐	☐	☐	
12	AMC1 SPA.SET- IMC.105	Has the operator established a form for annual 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?	☐	☐	☐	☐	☐	
13	AMC1 SPA.SET- IMC.105(a)	The operator should obtain the power plant reliability data from the type certificate (TC) holder and/or supplemental type certificate (STC) holder.	☐	☐	☐	☐	☐	
14	AMC1 SPA.SET- IMC.105(b)	Has the operator included in his maintenance programme the engine monitoring programme and propulsion and associated systems' reliability programme.	☐	☐	☐	☐	☐	
15	AMC1 SPA.SET- IMC.105(c)	Does the operator's flight crew training and checking, established in accordance with ORO.FC, incorporate the required elements?	☐	☐	☐	☐	☐	
16	AMC2 SPA.SET- IMC.105(c)	Whether the operator has prescribed criteria for crew composition?	☐	☐	☐	☐	☐	
17	AMC1 SPA.SET- IMC. 105(d)(2)	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, whenever a landing site is not within gliding range, one or more risk periods may be used.	☐	☐	☐	☐	☐	

18	AMC2 SPA.SET- IMC. 105(d)(2)	Does the operator established procedure for route and instrument procedure selection considering the use of a risk period?	☐	☐	☐	☐	☐	
19	AMC3 SPA.SET- IMC. 105(d)(2)	Has the operator established the procedure for selection of the landing site taking into account the expected weather conditions at the time of the foreseen landing?	☐	☐	☐	☐	☐	
20	GM1 SPA.SET- IMC. 105(d)(2)	Is there evidence that the operator has recommendation to prioritise the different types of landing sites such as aerodromes and landing sites which are not an aerodromes?	☐	☐	☐	☐	☐	
21	GM2 SPA.SET- IMC. 105(d)(2)	Has the operator established a risk assessment methodology for a specific routes?	☐	☐	☐	☐	☐	
22	AMC1 SPA.SET- IMC. 105(d)(4)	Is there prescribed contingency procedures in an event of engine failure when a risk period is used during the take-off or landing phase in order to minimise to the greatest extent possible the risk to people on the ground?	☐	☐	☐	☐	☐	
23	SPA.SET- IMC.110	Equipment requirements for SET-IMC operations should be completed as required.	☐	☐	☐	☐	☐	
24	AMC1 SPA.SET- IMC.110(b)	A backup or standby attitude indicator built in the glass cockpit installations is an acceptable means of compliance for the second attitude indicator.	☐	☐	☐	☐	☐	
25	AMC1 SPA.SET- IMC.110(d))	The airborne weather-detecting equipment should be an airborne weather radar.	☐	☐	☐	☐	☐	
26	AMC1 SPA.SET- IMC.110(f)	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	☐	☐	☐	☐	☐	
27	GM1 SPA.SET- IMC.110(f)	Acceptable standards for the area navigation system are ETSO-145/146c, ETSO-C129a, ETSO-C196a or ETSO-C115 issued by the Agency, or equivalent	☐	☐	☐	☐	☐	
28	GM1 SPA.SET- IMC.110(h)	Does the operator provide compliant statement concerning landing lights requirements?	☐	☐	☐	☐	☐	
29	GM1 SPA.SET- IMC.110(i)(7)	Examples of elements affecting pilot's vision for landing are rain, ice and window fogging.	☐	☐	☐	☐	☐	
30	AMC1 SPA.SET- IMC.110(l)	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	☐	☐	☐	☐	☐	

Notes
Inspector's name and signature:.....