

INSTRUCTIONS:

Fill in the application form clearly, attach the required documents and send it to the Civil Aviation Agency at the following address:
st. Dame Gruev no. 1, 1000 Skopje

R.S. Macedonia

e-mail: ops@caa.gov.mk

Прегледно пополнете ја апликацијата, прикачете ги бараните документи и пратете ја до Агенцијата за цивилно воздухопловство на следнава адреса:
ул. Даме Груев бр. 1, 1000 Скопје

P.C. Македонија

For Civil Aviation Agency use only

Operator:

File Ref:

Date:

SECTION I: OPERATOR/AIRFRAME DETAILS

1. Applicant Details – required for all Approval requests

Please give the official name and business or trading name(s), address, mailing address, e-mail address and contact telephone/fax numbers of the applicant.

1(a) Operator Name(s): _____

1(b) Name of Individual (if applicable): _____ Title: _____

1(c) AOC Number (if applicable): MK- _____

1(d) Address: _____

Postcode: _____ Country: _____

1(e) Contact details for this application

Phone No: _____ Mobile No: _____

E-mail address: _____

2. Aircraft Details

Aeroplane Type	Aeroplane Series	Manufacturer's Serial Number	Registration Marks

SECTION II: SET-IMC/NIGHT OPERATIONAL APPROVAL

Refer to the notes in section IV and Annex V (Part-SPA) SPA.SET-IMC and associated AMC's for details required to be submitted with this application. An AOC variation form must be submitted together with this application form.

3. Turbine engine reliability

The following documents shall be provided together with the application in support of the engine reliability requirements as per AMC1 SPA.SET-IMC.105 (a):

Engine Manufacturer	Engine Type	Serial Number

Requirement	Document (s)	MK CAA Check
The power plant reliability data from the type certificate (TC) holder and/or supplemental type certificate (STC) holder.		☐
Evidence that 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. ^{NOTE 1}		☐
Evidence that the in-service experience with the intended engine-airframe combination should be at least 100 000 h, demonstrating the required level of reliability. ^{NOTE 2}		☐

NOTE 1: 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.

NOTE 2: 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.

4. Specific Maintenance Instructions and Procedures

Attach the following documents to this application in support of meeting the engine reliability requirements as per AMC1 SPA.SET-IMC.105 (b):

- 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; and
- a propulsion and associated systems' reliability programme.

Evidence that the data for the engine-airframe combination should have demonstrated, or be likely.

the following documents shall be provided together with the application in support of the reliability requirements as per AMC1 SPA.SET-IMC.105 (b):

Requirement	Reference Document (s)	MK CAA Check
1. Aircraft Maintenance Programme		☐
2. ECTM Monitoring program		☐
data Acquisition method	Automatic ☐ Manual ☐	
data acquisition procedure (including instructions for flight crew for manual data acquisition)		☐
time Frames for Data to be Collected/Downloaded		☐
data Review/Analysis method	External ☐ In-house ☐	
contracted organization for data Review/Analysis (if external)		☐
Contractor Control Procedures/Auditing		☐
Training and Competence assessment of CAMO/ contractor Personnel		☐
Schedule for the transfer of data		☐
3.Oil-consumption-monitoring programme		☐
Oil-consumption procedure		☐
4. Engine oil analysis programme (if recommended by Manufacturer)		☐
qualified laboratory to be used		☐
engine oil analysis procedure		☐
5. Power check programme (if recommended by Manufacturer)		☐
schedule for the power checks		☐
power check procedure (including instructions for flight crew power check and its record)		☐

5. Flight Crew Composition and Training/Checking Programme

Attach the following documents to this application in to meet the requirements as per AMC1 SPA.SET-IMC.105 (c) & AMC2 SPA.SET-IMC.105 (c):

Requirement	Reference Document (s)	MK CAA Check
Flight Crew composition Requirements		☐
Training/checking programme for flight crew		☐

6. Operating Procedures

Attach the following documents to this application in support of meeting the engine reliability requirements as per SPA.SET-IMC.105 (d), AMC1 SPA.SET-IMC.105(d)(2), AMC2 SPA.SET-IMC.105(d)(2), AMC3 SPA.SET-IMC.105(d)(2).

Note: It is recommended you adhere to GM1 SPA.SET-IMC.105 (d)(2)& GM2 SPA.SET-IMC.105(d)(2). AMC1 SPA.SET-IMC.105 (d)(4)

Requirement	Reference Document (s)	MK CAA Check
MEL		☐
OM containing flight planning procedures		☐
OM containing normal procedures		☐
OM containing contingency procedures*		☐
OM containing procedures for monitoring and incident reporting.		☐

** Operations Manual shall contain the contingency procedures following a propulsion system failure, as well as forced landing procedures in all weather conditions.*

7. Risk Assessment

Attach the safety risk assessment as required by SPA.SET-IMC.105 (e).

8. Aircraft Equipment Requirements (SPA.SET-IMC.110)

Enter the number fitted to the aircraft or select yes/no as applicable for the equipment fitted to the SET-IMC aircraft.

EQUIPMENT	NUMBER REQUIRED	NUMBER INSTALLED / Yes/No
Separate electrical generating system	2	
Attitude indicators ^{NOTE 1} .	2	
A shoulder harness or a safety belt with a diagonal shoulder strap for each passenger seat.		
Airborne Weather Detecting Equipment ^{NOTE 2}	1	
<i>Pressurized Aeroplane</i> - 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.		
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 ^{NOTE 3}		
Radio Altimeter	1	
Landing Light ^{NOTE 4}	1	
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 ^{NOTE 5} ;		
An ignition system that activates automatically, or is capable of being operated manually, for take-off, landing, and during flight, in visible moisture.		
A means of continuously monitoring the power train lubrication system to detect the presence of debris associated with the imminent failure of a drive train component, including a flight crew compartment caution indication.		
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 ^{NOTE 6} .		

NOTES:

1: ATTITUDE INDICATORS

A backup or standby attitude indicator built in the glass cockpit installations is an acceptable means of compliance for the second attitude indicator.

2. AIRBORNE WEATHER-DETECTING EQUIPMENT

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.

3. AREA NAVIGATION SYSTEM

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. *Acceptable standards for the area navigation system are ETSO-145/146c, ETSO-C129a, ETSO-C196a or ETSO-C115 issued by the Agency, or equivalent.*

4. LANDING LIGHTS

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.

5. ELEMENTS AFFECTING PILOT'S VISION FOR LANDING

Examples of elements affecting pilot's vision for landing are rain, ice and window fogging.

6. EMERGENCY ENGINE POWER CONTROL DEVICE

The means that allow 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.

SECTION III: SIGNATURE BLOCK

Name: _____ Signature: _____

Title: _____ Date: _____

Please note that a **minimum** of 30 working days will normally be required to check and confirm the information given above – if data is missing or omitted the process may take considerably longer.

Data Protection Notice

All data collected in this form is processed in accordance with the Privacy Laws that include General Data Protection Regulation (EU) 2016/679 and Data Protection Act of Republic of Macedonia (official gazete No. 7/2005, 103/2008, 124/2008, 124/2010, 135/2011, 43/2014, 153/2015, 99/2016 u 64/2018. The data provided may be granted to other Public Authorities and/or Government Departments as required and permitted by Macedonian Law. Macedonian Civil Aviation Agency is the data controller for the purpose of the privacy laws. The Privacy Notice attached with this application sets out the way in which personal information/data is collected and processed by Macedonian Civil Aviation Agency, as well as the steps that are taken to protect such information.

SECTION IV: NOTES FOR COMPLETION & SUBMISSIONS / ENQUIRIES

1. NOTES FOR COMPLETION BROKEN DOWN BY SECTION:

SECTION I

For AOC holders – full company name, AOC number, address as shown on the AOC and e-mail address will suffice.

SECTION II

Please ensure all required documents are submitted with this application.

The Airworthiness Inspectorate is responsible for evaluation and review of Section II.3, 4 and 8 with associated documentation. Liaison and follow-up is to be done with the responsible Airworthiness Inspector.

2. SUBMISSIONS AND ENQUIRIES

Submissions and Enquiries	
Address for submissions:	Contact details for enquiries:
Civil Aviation Agency Air Transport Division ul. Dame Gruev no. 1 1000 Skopje Republic of N. Macedonia	Tel: +389 (2) 3181 660 Fax : +389 (2) 3115 708 e-mail: ops@caa.gov.mk

SECTION V: FOR MK CAA USE ONLY

RECOMMENDATION BY AIRWORTHINESS INSPECTORATE

Name: Signature: Date:

APPROVAL BY FLIGHT OPERATIONS INSPECTORATE

Name: Signature: Date: