

## ANNEX

**Commission Regulation (EU) No 965/2012 is amended as follows:**

Paragraph 5 of Article 6 ‘Derogations’ is deleted.

**Annex II (Part-ARO) to Commission Regulation (EU) No 965/2012 is amended as follows:**

The table (EASA Form 139) of Appendix II is replaced by the following:

<b>OPERATIONS SPECIFICATIONS</b> (subject to the approved conditions in the operations manual)				
Issuing Authority Contact Details				
Telephone <sup>1</sup> : _____; Fax: _____;				
E-mail: _____				
AOC <sup>2</sup> : _____ Operator Name <sup>3</sup> : _____ Date <sup>4</sup> : _____ Signature: _____				
Db a Trading Name				
Operations Specifications:				
Aircraft model <sup>5</sup> :				
Registration marks <sup>6</sup> :				
Commercial operations <input type="checkbox"/> .....				
Area of operation <sup>7</sup> :				
Special limitations <sup>8</sup> :				
Specific approvals:	Yes	No	Specification <sup>9</sup>	Remarks
Dangerous Goods	<input type="checkbox"/>	<input type="checkbox"/>		
Low visibility operations			RVR <sup>11</sup> : m	
Take-off			CAT <sup>10</sup> .... RVR: m	
Approach and landing	<input type="checkbox"/>	<input type="checkbox"/>	DH: ft	
Take-off	<input type="checkbox"/>	<input type="checkbox"/>		
RVSM <sup>12</sup> <input type="checkbox"/> N/A	<input type="checkbox"/>	<input type="checkbox"/>		
ETOPS <sup>13</sup> <input type="checkbox"/> N/A	<input type="checkbox"/>	<input type="checkbox"/>	Maximum diversion time <sup>14</sup> : min.	

Navigation specifications for PBN operations <sup>15</sup>	<input type="checkbox"/>	<input type="checkbox"/>		16
Minimum navigation performance specification	<input type="checkbox"/>	<input type="checkbox"/>		
Single-engined turbine aeroplane operations at night or in IMC (SET-IMC)	<input type="checkbox"/>	<input type="checkbox"/>	21	
Helicopter operations with the aid of night vision imaging systems	<input type="checkbox"/>	<input type="checkbox"/>		
Helicopter hoist operations	<input type="checkbox"/>	<input type="checkbox"/>		
Helicopter emergency medical service operations	<input type="checkbox"/>	<input type="checkbox"/>		
Cabin crew training <sup>17</sup>	<input type="checkbox"/>	<input type="checkbox"/>		
Issue of CC attestation <sup>18</sup>	<input type="checkbox"/>	<input type="checkbox"/>		
Continuing airworthiness	<input type="checkbox"/>	<input type="checkbox"/>	19	
Others <sup>20</sup>				

(...)

21. Insertion of the particular airframe/engine combination.

(...)

**Annex III (Part-ORO) to Commission Regulation (EU) No 965/2012 is amended as follows:**

ORO.FC.A.250 is amended as follows:

Point (a)(2) is replaced by the following:

‘when operating under IFR, he/she has a minimum of 700 hours of flight time on aeroplanes, including 400 hours as pilot-in-command. These hours shall include 100 hours under IFR and 40 hours in multi-engined operations. 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.’

**Annex IV (Part-CAT) to Commission Regulation (EU) No 965/2012 is amended as follows:**

1. CAT.OP.MPA.136 is replaced by the following:

‘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.’

2. CAT.OP.MPA.180 is amended as follows:

A new point (a)(3) is inserted:

‘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.’

3. CAT.POL.A.300 is amended as follows:

Point (a) is replaced by the following:

‘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.’

4. CAT.POL.A.320 is replaced by the following:

(a) In the meteorological conditions expected for the flight, and in the event of engine failure, the aeroplane shall be capable of reaching a place at which a safe forced landing can be made, unless the operator is 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) and makes use of a risk period.

(b) In both cases, it shall be assumed 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 %.

**Annex V (Part SPA) to Commission Regulation (EU) No 965/2012 is amended as follows:**

A new Subpart L is inserted:

***'SUBPART L***

***SINGLE-ENGINED TURBINE AEROPLANE OPERATIONS AT NIGHT OR IN INSTRUMENT METEOROLOGICAL CONDITIONS (SET-IMC)***

**SPA.SET-IMC.100 SET-IMC operations**

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.

**SPA.SET-IMC.105 SET-IMC operations approval**

To obtain a SET-IMC approval by the competent authority, the operator shall provide evidence that:

- (a) an acceptable level of turbine engine reliability is achieved in service by the world fleet for the particular airframe-engine combination;
- (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:
  - (1) an engine monitoring programme:  
aeroplanes first issued with an individual certificate of airworthiness after 31 December 2004 shall have an automatic trend monitoring system; and
  - (2) a propulsion and associated systems' reliability programme;
- (c) flight crew composition and a training/checking programme for the flight crew members involved in these operations have been established; and
- (d) operating procedures have been established specifying:
  - (1) the equipment to be carried, including its operating limitations and appropriate entries in the MEL;
  - (2) the flight planning;
  - (3) the normal procedures;
  - (4) the contingency procedures, including procedures following a propulsion system failure, as well as forced landing procedures in all weather conditions; and
  - (5) the monitoring and incident reporting.

## **SPA.SET-IMC.110 Equipment requirements for SET-IMC operations**

Aeroplanes used for SET-IMC operations shall be equipped with:

- (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;
- (b) two attitude indicators, powered from independent sources;
- (c) for passenger operations, a shoulder harness or a safety belt with a diagonal shoulder strap for each passenger seat;
- (d) airborne weather-detecting equipment;
- (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;
- (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;
- (g) a radio altimeter;
- (h) a landing light, capable of illuminating the touchdown point on the power-off glide path from 200 ft away;
- (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; and
  - (7) if installed, the electrical means to give sufficient protection against impairment of the pilot's vision for landing;
- (j) an ignition system that activates automatically, or is capable of being operated manually, for take-off, landing, and during flight, in visible moisture;
- (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; and

- (1) 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.