

Annex III to ED Decision 2017/004/R
'AMC/GM to Part-CAT — Issue 2, Amendment 11'

The Annex to ED Decision 2014/015/R is amended as follows:

The text of the amendment is arranged to show deleted, new or amended text as shown below:

- (a) deleted text is ~~struck through~~;
- (b) new or amended text is highlighted in grey; and
- (c) an ellipsis '[...]' indicates that the remaining text is unchanged.

1. AMC1 CAT.OP.MPA.110 is amended as follows:

AMC1 CAT.OP.MPA.110 Aerodrome operating minima

TAKE-OFF OPERATIONS — AEROPLANES

[...]

- (c) Required RVR/VIS — aeroplanes

[...]

- (3) For single-engined turbine aeroplane operations approved in accordance with Subpart L (SET-IMC) of Annex V (Part-SPA) to Regulation (EU) No 965/2012, the take-off minima specified by the operator should be expressed as RVR/CMV values not lower than those specified in Table 1.A below.

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/CMV 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.

- (34) When RVR or meteorological visibility is not available, the commander should not commence take-off unless he/she can determine that the actual conditions satisfy the applicable take-off minima.

[...]

2. AMC1 CAT.POL.A.320 is amended as follows:

AMC1 CAT.POL.A.320 En-route — single-engined aeroplanes

ENGINE FAILURE

CAT.POL.A.320—(a) requires the operator not approved by the competent authority in accordance with Subpart L (SET-IMC) of Annex V (Part-SPA) to Regulation (EU) No 965/2012, and not making use of a risk period, to ensure that in the event of an engine failure, the aeroplane should be capable of reaching a point from which a safe forced landing can be made. Unless otherwise specified by the competent authority, this point should be 1 000 ft above the intended landing area.

3. GM1 CAT.POL.A.320 is amended as follows:

GM1 CAT.POL.A.320 En-route — single-engined aeroplanes

ENGINE FAILURE

Considerations for the operator not approved by the competent authority in accordance with Subpart L (SET-IMC) of Annex V (Part-SPA) to Regulation (EU) No 965/2012, and not making use of a risk period:

[...]

4. New GM2 CAT.POL.A.320 is added as follows:

GM2 CAT.POL.A.320 En-route — single-engined aeroplanes

RISK PERIOD

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.

5. New AMC1 CAT.IDE.A.235(c) is added as follows:

AMC1 CAT.IDE.A.235(c) Supplemental oxygen — pressurised aeroplanes

AEROPLANES WITHOUT AUTOMATIC DEPLOYABLE OXYGEN-DISPENSING UNITS

- (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 than 13 000 ft for more than 4 min.
- (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.

6. New GM1 CAT.IDE.A.235(c) is added as follows:

GM1 CAT.IDE.A.235(c) Supplemental oxygen — pressurised aeroplanes

AEROPLANES WITHOUT AUTOMATIC DEPLOYABLE OXYGEN-DISPENSING UNITS

For operations approved in accordance with Subpart L (SET-IMC) of Annex V (Part-SPA) to Regulation (EU) No 965/2012, should a loss of engine power occur, it is required that sufficient supplemental oxygen for all occupants is available to allow descent from the maximum certified cruising altitude, performed at the best-range gliding speed and in the best gliding configuration, assuming the maximum cabin pressure leak rate, during the entire flying time when the cabin pressure altitude exceeds 13 000 ft.

In the case of pressurised aeroplanes first issued with an individual certificate of airworthiness (CofA) after 8 November 1998, with a maximum certified cruising altitude above 25 000 ft, and not fitted with automatically deployable oxygen-dispensing units, the amount of supplemental oxygen should be based on a cruising altitude of 25 000 ft as CAT.IDE.A.235(c) limits the operations of such aeroplanes to the aforementioned altitude.

For such single-engined turbine aeroplanes, with the energy source of the pressurisation system being lost (this is at least the case of pressurisation systems relying on bleed air inflow), the cabin pressure altitude increases at a rate dependent upon the pressurisation system design and the cabin pressure leak rate.

Therefore, following an engine failure during such operations, the cabin pressure altitude will remain below 13 000 ft for a certain duration, which should allow the flight crew to descend at the best gliding speed during this period.

The intent of the CAT.IDE.A.235(c) requirement is to ensure that this does 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 approved in accordance with Subpart L (SET-IMC) of Annex V (Part-SPA) to Regulation (EU) No 956/2012 by maximising the chances of reaching an appropriate landing site.