

**Annex I to ED Decision 2017/004/R**  
**'AMC/GM to Part-ARO — Issue 3, Amendment 5'**

The Annex to ED Decision 2014/025/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. New AMC4 ARO.OPS.200 is added as follows:

**AMC4 ARO.OPS.200 Specific approval procedure**

**PROCEDURES FOR THE APPROVAL OF COMMERCIAL AIR TRANSPORT OPERATIONS WITH SINGLE-ENGINE TURBINE AEROPLANES AT NIGHT OR IN INSTRUMENT METEOROLOGICAL CONDITIONS (SET-IMC)**

- (a) When verifying compliance with the applicable requirements of Subpart L (SET-IMC) of Annex V (Part-SPA) to Regulation (EU) No 965/2012, the competent authority should check that:

- (1) the aeroplane is eligible for SET-IMC operations;
- (2) the maintenance and operational procedures are adequate;
- (3) a training programme for the flight crew involved in these operations has been established; and
- (4) the operator has adequately assessed the risks of the intended operations.

In particular, the competent authority should assess the operator's safety performance, experience and flight crew training, as reflected in the data provided by the operator with its application, to ensure that the intended safety level is achieved.

With regard to the operator's specific SET-IMC flight crew training, the competent authority should ensure that it complies with the applicable requirements of Subpart FC (FLIGHT CREW) of Annex III (Part-ORO) and Subpart L (SET-IMC) of Annex V (Part-SPA) to Regulation (EU) No 965/2012, and that it is appropriate to the operations envisaged.

The competent authority should assess the operator's ability to achieve and maintain 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.

- (b) The competent authority may impose temporary restrictions to the operations (e.g. limitation to specific routes) until the operator is able to demonstrate that it has the capability to operate safely in compliance with all the applicable requirements.

- (c) When issuing the approval, the competent authority should specify:

- (1) the particular engine-airframe combination;
- (2) the identification by registration of the individual aeroplanes designated for single-engine turbine aeroplane operations at night and/or in IMC; and
- (3) the authorised areas and/or routes of operation.

**VALIDATION OF OPERATIONAL CAPABILITY**

Observation by the competent authority of a validation flight, simulating the proposed operation in the aeroplane, should be carried out before an approval is granted. This should include flight planning and preflight procedures, as well as a demonstration of the following simulated emergency procedures in simulated IMC/night:

- (a) total failure of the propulsion system; and
- (b) total loss of normally generated electrical power.

In order to mitigate the risks associated with the conduct of such emergency procedures, the following should be ensured:

- (a) in case of planned single-pilot operations, the crew should be composed of the commander using view-limiting devices for the purpose of simulating IMC/night and a second rated pilot whose responsibility is to help maintain visual separation from other aircraft, clouds, and terrain;
- (b) the flight should be conducted in visual meteorological conditions (VMC) by day, and additional, more restrictive weather minima may be established for the demonstration of the procedures involving higher risks; and
- (c) touch drills should be used when simulating a total failure of the propulsion system.