**Patikros lapas SET-IMC leidimui**

*SET-IMC approval checklist*

|  |  |
| --- | --- |
| **Oro vežėjas**  *Operator* |  |
| **SVV leidimo ir revizijos nr.**  *OM-A issue and revision no.* |  |
| **SVV revizijos data**  *OM-A revision date* |  |
| **Oro vežėjo kontaktinis asmuo dėl klausimų susijusių su SET-IMC leidimo patvirtinimu (vardas, pavardė, el. paštas, telefonas)**  *Operator`s contact person regarding questions associated with SET-IMC approval (name, surname, email, telephone)* |  |

|  |
| --- |
| **Papildomi užrašai/komentarai**  *Additional notes/comments***:** |

**Vežėjo deklaracija**

Mes, žemiau pasirašę, patvirtiname, kad įmonė vykdo TKA išduotame vežėjo pažymėjime nurodytą veiklą ir parengė skrydžių vykdymo vadovą (toliau SVV) laikantis visų jai taikomų Reglamento (EU) Nr. 2018/1139 IV priedo, Reglamento 965/2012 I, III, IV ir V priedų bei EASA paskelbtų priimtinų atitikties užtikrinimo priemonių (AMC) ir aiškinamosios medžiagos (GM) su visais paskutiniais jų pakeitimais reikalavimų.

**Operator’s Compliance Statement**

I, the undersigned, declare that the intended Revision/Amendment – as submitted to TCA – has been established in accordance with all applicable regulations and the relevant acceptable means of compliance (AMC) and guidance material (GM).

Before submitting the Revision, its content has been thoroughly evaluated internally for compliance with applicable regulations by our internal quality assurance processes as defined in OM A, Chapter 3. We ensure further that the submitted Revision/Amendment complies with the scope of the AOC.

**Oro vežėjo autorizuoto asmens (arba Atsakingo vadovo)**

*Authorised person (or The Accountable Manager)*

Vardas, Pavardė:

*Name, surname*:  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Parašas:

*Signature*: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

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

**\*Stulpelį pildo vežėjas.**

*\*Filled by the operator*

**\*\*Pildo TKA.**

*\*\*Filled by TCA*

| **No.** | **Reference** | **Requirement** | **Specific requirements/expectations** | **Operators eval. /OM reference\*** | **TCA Eval\*\*** | **Remarks/ Inspector code\*\*** |
| --- | --- | --- | --- | --- | --- | --- |
|  | **Eligibility aircraft** | | | | | |
|  | **Engine reliability** | | | | | |
|  | **SPA.SET-IMC.105(a)**  **AMC1 SPA.SET-IMC.105(a)** | An acceptable level of turbine engine reliability shall be achieved in service by the world fleet for the particular airframe-engine combination | Check the report from the engine manufacturer presenting the engine reliability rate of the particular engine/airframe combination.   * the power loss rate should be less than 10 per million FH. * the in-service experience of the aircraft/engine combination should be at least 100.000 h. * In case of new engines, the power less rate may be obtained based on analysis or test. |  | N/A  C  NC  N/R |  |
|  | **Aircraft Equipment** | | | | | |
|  | **SPA.SET-IMC.110(a)** | (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; |  |  | N/A  C  NC  N/R |  |
|  | **SPA.SET-IMC.110(b)**  **AMC1 SPA.SET-IMC.110(b)** | (b) two attitude indicators, powered from independent sources; | A back-up built-in glass cockpit installation is acceptable. |  | N/A  C  NC  N/R |  |
|  | **SPA.SET-IMC.110(c)** | (c) for passenger operations, a shoulder harness or a safety belt with a diagonal shoulder strap for each passenger seat; |  |  | N/A  C  NC  N/R |  |
|  | **SPA.SET-IMC.110(d)**  **AMC1 SPA.SET-IMC.110(d)** | (d) an airborne weather-detecting equipment; | The airborne weather detecting equipment should be a weather radar certified iaw the relevant ETSO. |  | N/A  C  NC  N/R |  |
|  | **SPA.SET-IMC.110(e)**  **CAT.IDE.A.235(c)**  **AMC1 CAT.IDE.A.235(c)** | (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; | In case the aeroplane is operated above 25.000 ft0 or operated at, or below 25.000 ft under conditions that would not allow them to descend safely to 13 000 ft within four minutes, verify that the requirement of CAT.IDE.A.235(c) are met.  In particular, check that the OM contains the cabin pressure leak rates for the concerned aeroplanes. |  | N/A  C  NC  N/R |  |
|  | **SPA.SET-IMC.110(f)**  **AMC1 SPA.SET-IMC.110(f)** | (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; | It should allow at least RNP APCH operations without vertical guidance. |  | N/A  C  NC  N/R |  |
|  | **SPA.SET-IMC.110(g)** | (g) a radio altimeter; |  |  | N/A  C  NC  N/R |  |
|  | **SPA.SET-IMC.110(h)**  **AMC1 SPA.SET-IMC.110(h)** | (h) a landing light, capable of illuminating the touchdown point on the power-off glide path from 200 ft away; | In the absence of relevant data in the AFM, a statement of compliance from the TC or STC holder is acceptable. |  | N/A  C  NC  N/R |  |
|  | **SPA.SET-IMC.110(i)** | (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;  (7) if installed, the electrical means to give sufficient protection against impairment of the pilot's vision for landing; |  |  | N/A  C  NC  N/R |  |
|  | **SPA.SET-IMC.110(j)** | (j) an ignition system that activates automatically, or is capable of being operated manually, for take-off, landing, and during flight, in visible moisture; |  |  | N/A  C  NC  N/R |  |
|  | **SPA.SET-IMC.110(k)** | (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; |  |  | N/A  C  NC  N/R |  |
|  | **SPA.SET-IMC.110(l)**  **AMC1 SPA.SET-IMC.110(l)** | (l) 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. | This means should allow fuel flow modulation. |  | N/A  C  NC  N/R |  |
|  | **Maintenance** | | | | | |
|  | **SPA.SET-IMC.105(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 Regulation (EU) No 1321/2014 | Verify that all specific maintenance instructions relevant to SET-IMC operations have been included in the operator’s maintenance programme. |  | N/A  C  NC  N/R |  |
|  | **SPA.SET-IMC.105(b)(1)** | (1) an engine trend monitoring programme, except for aeroplanes first issued with an individual certificate of airworthiness after 31 December 2004 that have an automatic trend monitoring system; | Check that it is based on the manufacturer’s instruction and that it includes:   * An oil-consumption monitoring programme * An engine oil analysis programme (if recommended by the manufacturer) * Engine condition monitoring, based on a set of parameters being monitored; The monitoring process should be formalised. |  | N/A  C  NC  N/R |  |
|  | **SPA.SET-IMC.105(b)(2)** | (2) a propulsion and associated systems' reliability programme; | It should include, as a minimum, the engine hours flown in the period, the power loss rate for all causes, and the engine removal rate, both rates on an annual basis, as well as reports with the operational context focusing on critical events.  These reports should be communicated to the TC holder and the competent authority. |  | N/A  C  NC  N/R |  |
|  | **Flight crew training/ composition** | | | | | |
|  | **SPA.SET-IMC.105(c)**  **AMC1 SPA.SET-IMC.105(c)** | **Flight crew training - conversion training:**  Conversion training should include at least the following:  (1) normal procedures:  (i) anti-icing and de-icing systems operation;  (ii) navigation system procedures;  (iii) radar positioning and vectoring, when available;  (iv) use of radio altimeter; and  (v) use of fuel control, displays interpretation;  (2) abnormal procedures:  (i) anti-icing and de-icing systems failures;  (ii) navigation system failures;  (iii) pressurisation system failures;  (iv) electrical system failures; and  (v) engine-out descent in simulated IMC; and  (3) emergency procedures:  (i) engine failure shortly after take-off;  (ii) fuel system failures (e.g. fuel starvation);  (iii) engine failure other than the above: recognition of failure, symptoms, type of failure, measures to be taken, and consequences;  (iv) depressurisation; and  (v) engine restart procedures:  (A) choice of an aerodrome or landing site; and  (B) use of an area navigation system;  (vi) air traffic controller (ATCO) communications;  (vii) use of radar positioning and vectoring (when available);  (viii) use of radio altimeter; and  (ix) practice of the forced landing procedure until touchdown in simulated IMC, with zero thrust set, and operating with simulated emergency electrical power. |  |  | N/A  C  NC  N/R |  |
|  | **SPA.SET-IMC.105(c)**  **AMC1 SPA.SET-IMC.105(c)** | **Flight crew training - Conversion checking:**  The following items should be checked following completion of the SET-IMC operations conversion training as part of the operator’s proficiency check (OPC):  (1) conduct of the forced landing procedure until touchdown in simulated IMC, with zero thrust set, and operating with simulated emergency electrical power;  (2) engine restart procedures;  (3) depressurisation following engine failure; and  (4) engine-out descent in simulated IMC. |  |  | N/A  C  NC  N/R |  |
|  | **SPA.SET-IMC.105(c)**  **AMC1 SPA.SET-IMC.105(c)** | **Flight crew training – Recurrent training:**  Recurrent training should include all items of the conversion training. |  |  | N/A  C  NC  N/R |  |
|  | **SPA.SET-IMC.105(c)**  **AMC1 SPA.SET-IMC.105(c)** | **Flight crew training – Recurrent checking:**  The following items should be included into the list of required items to be checked following completion of SET-IMC operations recurrent training as part of the OPC:  (1) conduct of the forced landing procedure until touchdown in simulated IMC, with zero thrust set, and operating with simulated emergency electrical power;  (2) engine restart procedures;  (3) depressurisation following engine failure; and  (4) emergency descent in simulated IMC. |  |  | N/A  C  NC  N/R |  |
|  | **SPA.SET-IMC.105(c)**  **AMC1 SPA.SET-IMC.105(c)** | **Flight crews training – use of simulator:**  Where a suitable FFS or FSTD is available, it should be used for conversion training/checking and for recurrent training/checking. |  |  | N/A  C  NC  N/R |  |
|  | **SPA.SET-IMC.105(c)**  **AMC2 SPA.SET-IMC.105(c)** | **Crew composition:**  (a) Unless the pilot-in-command has a minimum experience of 100 flight hours under instrument flight rules (IFR) with the relevant type or class of aeroplane including line flying under supervision (LIFUS), the minimum crew should be composed of two pilots.  (b) A lesser number of flight hours under IFR on the relevant type or class of aeroplane may be acceptable to the competent authority when the flight crew member has significant previous IFR experience. |  |  | N/A  C  NC  N/R |  |
|  | **Operating procedures** | | | | | |
|  | **MEL** | | | | | |
|  | **SPA.SET-IMC.105(d)(1)** | Operating procedures have been established specifying the equipment to be carried, including its operating limitations and appropriate entries in the MEL; | - Check that the MEL is reflecting the equipment requirements. |  | N/A  C  NC  N/R |  |
|  | **Flight planning** | | | | | |
|  | **SPA.SET-IMC.105(d)(2)**  **AMC1 SPA.SET-IMC.105(d)(2)** | **Route assessment:**  The operator should establish criteria for the assessment of each new route.  These criteria should address the following:  (1) the selection of aerodromes along the route;  (2) [..];  (3) assessment of en route specific weather conditions that could affect the capability of the aeroplane to reach the selected forced landing area following loss of power (icing conditions including gliding descent through clouds in freezing conditions, headwinds, etc.);  (4) consideration of landing sites’ prevailing weather conditions to the extent that such information is available from local or other sources; expected weather conditions at landing sites for which no weather information is available should be assessed and evaluated taking into account a combination of the following information:  (i) local observations;  (ii) regional weather information (e.g. significant weather charts); and  (iii) terminal area forecast (TAF)/meteorological aerodrome report (METAR) of the nearest aerodromes; and  (5) protection of the aeroplane occupants after landing in case of adverse weather. | - Check that, unless a risk period is used, a landing site (L/S) is reachable from any point of the route.  - Check that the accessibility of L/S is performed taking into account the geographical characteristics of the L/S (e.g. located in mountainous areas) and the planned weather conditions (e.g. wind, icing conditions…).  - Check the adequacy of the weather information source for L/S which are not aerodromes and the description of this process in the OM-A.  - Check for the availability of adequate survival equipment depending on the area of operations. |  | N/A  C  NC  N/R |  |
|  | **SPA.SET-IMC.105(d)(2)**  **AMC1 SPA.SET-IMC.105(d)(2)**  **AMC3 SPA.SET-IMC.105(d)(2)** | **Selection of landing sites:**  (c) The operator should establish criteria for the assessment of each new route. These criteria should address the following:  (1) the selection of aerodromes along the route;  (2) the identification and assessment, at least on an annual basis, of the continued suitability of landing sites (obstacles, dimensions of the landing area, type of the surface, slope, etc.) along the route when no aerodrome is available; the assessment may be performed using publicly available information or by conducting on-site surveys.  (d) At the flight planning phase, any selected landing site should have been assessed by the operator as acceptable for carrying out a safe forced landing with a reasonable expectation of no injuries to persons in the aeroplane or on the ground. All information reasonably practical to acquire should be used by the operator to establish the characteristics of landing sites.  (e) Landing sites suitable for a diversion or forced landing should be programmed into the navigation system so that track and distance to the landing sites are immediately and continuously available. None of these pre-programmed positions should be altered in-flight. | - Check the criteria (e.g. slope, obstacles,…) estbalished by the operator in its OM-A related to the selection of L/S (in particular how it has been assessed as suitable to perform a safe forced landing).  - Review the adequacy of the means used by the operator to assess the suitability of a L/S.  - Check that the suitability of L/S is checked on an annual basis. Review the means used for this verification.  - Check that information related to the characteristics of the L/S have been made available to the flight crew in OM-C.  - Check that all identified L/S are available for selection in the navigation system and can’t be altered by the flight crew. |  | N/A  C  NC  N/R |  |
|  | **SPA.SET-IMC.105(d)(2)**  **AMC1 SPA.SET-IMC.105(d)(2)** | **Use of a risk period:**  Whenever a landing site is not within gliding range, one or more risk periods may be used for the following operations:  (1) over water;  (2) over hostile environment; or  (3) over congested areas.  Except for the take-off and landing phase, the operator should ensure that when a risk period is planned, there is a possibility to glide to a non-congested area.  The total duration of the risk period per flight should not exceed 15 min unless the operator has established, based on a risk assessment carried out for the route concerned, that the cumulative risk of fatal accident due to an engine failure for this flight remains at an acceptable level (see GM2 SPA.SET-IMC.105(d)(2)). | - Check that the total risk period for a flight does not exceed 15 mn.  - Check the adequate use of a risk period, in particular that the operator has ensured that no L/S is available before deciding to use a risk period.  - In case the operator wishes to make use of risk period of more than 50, check that an adequate quantitative risk assessment has been established. |  | N/A  C  NC  N/R |  |
|  | **Normal/contingency procedures** | | | | | |
|  | **SPA.SET-IMC.105(d)(4)** | **Establishment of CAT SET-IMC normal procedures.** |  |  | N/A  C  NC  N/R |  |
|  | **SPA.SET-IMC.105(d)(4)**  **AMC1 SPA.SET-IMC.105(d)(4)** | **Risk period at take-off/landing: Contingency procedures:**  When a risk period is used during the take-off or landing phase, the contingency procedures should include appropriate information for the crew on the path to be followed after an engine failure in order to minimise to the greatest extent possible the risk to people on the ground. |  |  | N/A  C  NC  N/R |  |
|  | **Monitoring/ incident reporting** | | | | | |
|  | **SPA.SET-IMC.105(d)(5)** | **Establishment of procedures related to monitoring and incident reporting.** | - Check that SET-IMC events are included in the scope of the operator’s occurrence reporting process.  - Check the implementation of the procedure. |  | N/A  C  NC  N/R |  |
|  | **AMC1 SPA.SET-IMC.105** | **Annual report:**  After obtaining the initial approval, the operator should make available to its competent authority on an annual basis a 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. |  |  | N/A  C  NC  N/R |  |
|  | **Risk assessment** | | | | | |
|  | **SPA.SET-IMC.105(e)** | To obtain a SET-IMC approval by the competent authority, the operator shall provide evidence that all the following conditions have been complied with:  (e) a safety risk assessment has been performed, including the determination of an acceptable risk period if an operator intends to make use of it. | - Check that the operator’s hazards identification and safety assessment process has been adequately implemented for its SET-IMC operations. |  | N/A  C  NC  N/R |  |

**TKA rekomendacija tvirtinti leidimą arba pakeitimus**

*TCA Recommendation for approval:*

|  |  |
| --- | --- |
| ***Dokumento DVS registracijos nr.***  *DVS document registration nr.* |  |

|  |  |  |
| --- | --- | --- |
|  | **Inspektorius rekomenduojantis tvirtinti leidimą** (*vardas, pavardė, parašas (elektroninis parašas pripažįstamas tinkamu)*)  *Inspector (Name/signature)* | **Data**  *Date* |
| **SPS inspektorius (-iai)**  *Flight operations inspector (FOI)* |  |  |
| **Kiti**  *Others* |  |  |